

SC 72 OVER COX CREEK



SC 49 OVER TYGER RIVER



US 176 OVER PADGETTS CREEK



BRIDGE PACKAGE 17

Design Build Project Contract 4462250



SC 49 OVER FAIRFOREST CREEK



SC 114 OVER SANDY RUN CREEK

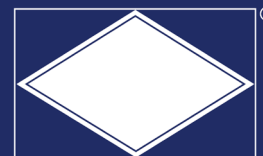


SC 215 OVER FAIRFOREST CREEK

Statement of Qualifications

Union County

October 26, 2023



TRANSYSTEMS

With support from:

- A. Morton Thomas
- S&ME
- Three Oaks Engineering
- Telics

3.2 INTRODUCTION

3.2.1 - Crowder Construction Company

Authority to Execute Contract
 George Ellis, PE
 Crowder Construction Company
 PO Box 30007
 Charlotte, NC 28230
 (704) 332-8184 | (704) 995-4757 (m)
 gellis@crowderusa.com

Project Management Office
 6409 Brookshire Blvd.
 Charlotte, NC 28216
Construction Managed from field office

3.2.2 - Procurement Points of Contact

Chris Boyd, PE, DBIA
 Crowder Construction Company
 PO Box 30007, Charlotte, NC 28230
 (704) 348-1304 (o) | (704) 942-6580 (c)
 cboyd@crowderusa.com

Walker Roberts, PE
 TranSystems Corporation
 1859 Summerville Ave, Ste. 600,
 Charleston, SC 29405
 (843) 266-9304, (704) 236-3802 (c)
 wsroberts@transystems.com

3.2.3 & 3.2.4 - Lead Contractor/Designer


Lead Contractor
 Crowder Construction Company
 Unique Entity ID: V3MAUJC2KLS3


Lead Designer
 TranSystems Corporation
 Unique Entity ID: H9J4EXJXANX7

3.2.5 Commitment of Key Individuals

All key personnel identified will be committed to the project per requirements of the RFQ and to meeting SCDOT's quality and schedule expectations. Crowder Construction Company and TranSystems confirms availability of key staff for the duration of the project.

Executive Commitment


 George Ellis, PE
 Vice President
 Crowder Construction Co.


 Peter Strub, PE
 Sr. Vice President
 TranSystems

No team member has been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity or are any such actions pending against them within the last five years.


3.3 TEAM STRUCTURE & PROJECT EXECUTION

3.3.1 Organization Chart, Team Structure, & Team Integration

Bridge Package 17 will be led by Crowder Construction Company (Crowder). Crowder is a prequalified prime contractor with SCDOT. Crowder will be the sole entity to contract with SCDOT, responsible for the overall Design Build (DB) project and will self-perform most of the key elements

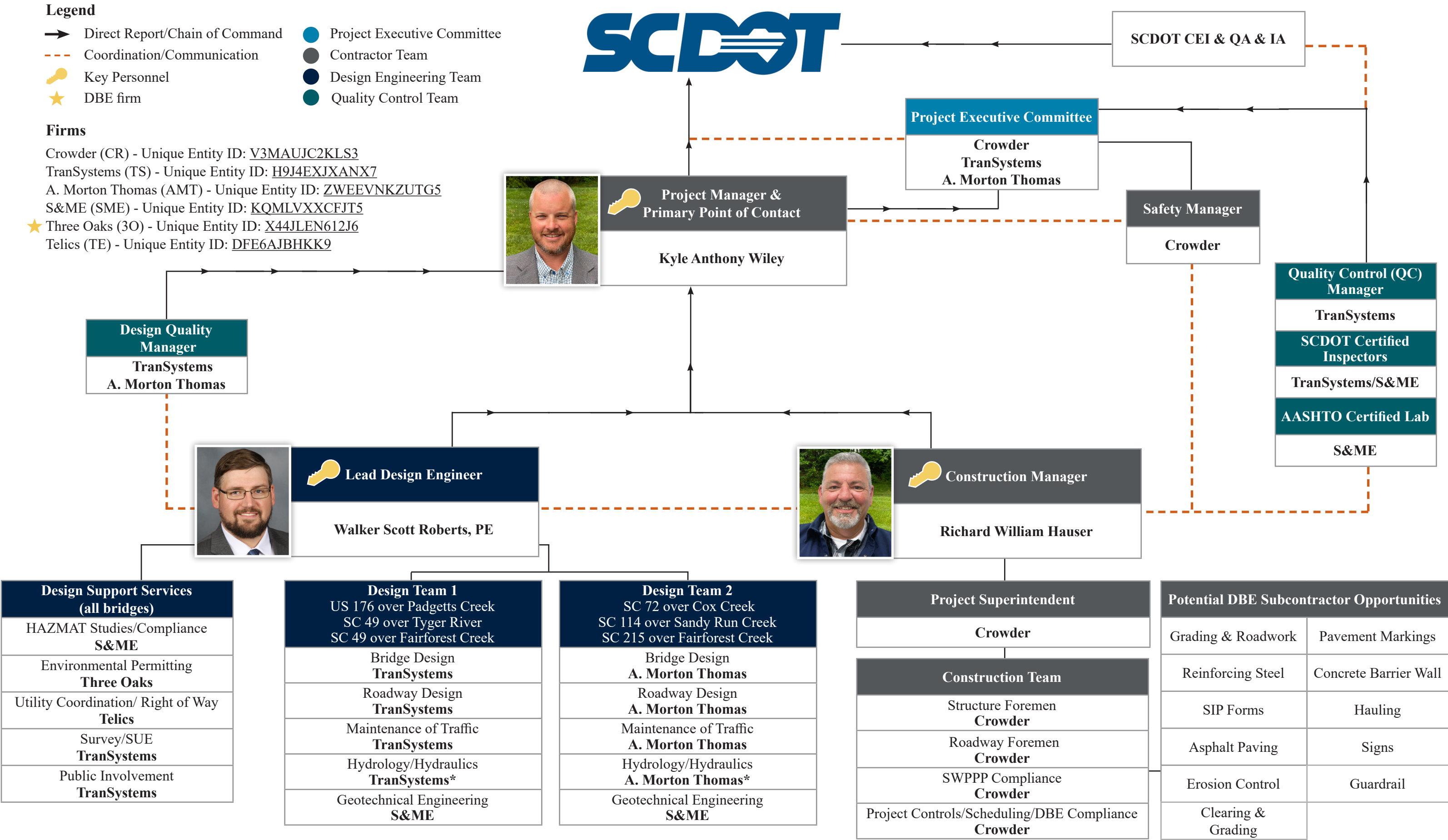
on the project including major bridge construction, demolition, and ancillary roadway components. **TABLE 1** below illustrates the team structure, and the organization chart (**FIGURE 1**) demonstrates the “Chain of Command,” lines of communication, and functional relationships.

TABLE 1: TEAM STRUCTURE

FIRM	ROLE	RESPONSIBILITY
	Lead Contractor	Overall project, bridge & roadway approaches construction, demolition, MOT, erosion/sediment control, quality control, removal and disposal of lead paint and asbestos.
TRANSYSTEMS	Lead Designer	Overall design management, bridge design, roadway design, MOT design, hydrologic/hydraulic analysis and design, QA/QC, as built plans, and public involvement.



3.3.1 FIGURE 1: ORGANIZATION CHART



* with support from Three Oaks (DBE)

3.3.1 Team Structure

Crowder has enlisted TranSystems as the lead designer; TranSystems has teamed with A. Morton Thomas (AMT) for additional design assistance, S&ME for geotechnical investigations, Telics for right of way and utility coordination, and Three Oaks for environmental permitting.

Project Manager (PM) Kyle Wiley will be the primary person responsible for, and in charge of, delivery of the project in accordance with RFQ/RFP requirements. He will be SCDOT's primary contact for contractual communications and lead weekly status meetings during the design and construction phases. He has full authority in all design and construction matters. Kyle has been a leader on design-build projects ranging up to \$24 million. His experience includes the offset alignment bridge replacements at SC 9 over Broad River, Canal Road, and Lockhart Drive in Chester/Union Counties. Kyle also worked on Emergency Design Build Package 3, Fairfield/Florence/Newberry Counties. He will be supported by George Ellis, PE, on the executive committee as final authority for any contract changes exceeding \$10,000 in value.

Construction Manager (CM) Richard Hauser will manage construction activities and be the primary contact with the SCDOT's Resident Construction Engineers. He will be responsible for daily planning and management of construction activities with project superintendents, managing individual job sites and attend weekly progress meetings. Rich will ensure a construction superintendent is on-site during all construction activities. He has served as the Construction Manager and Jobsite Superintendent for several SCDOT projects, including the offset alignment bridge replacements for SC 9 over Broad River, Canal Road, and Lockhart Drive in Chester and Union Counties, as well as Emergency Design Build Package 6 in Richland County.

Lead Design Engineer Walker Roberts, PE will be responsible for the overall design and plan development, coordinating all design disciplines, will attend all project meetings, and be available as needed by SCDOT. Walker is serving as the Lead Design Engineer for US 301 over Four Hole Swamp design build, and oversaw the completion of all design phase services which are now released for construction. Walker is the engineer of record for the maintenance of traffic, roadway and safety improvement plans. With his previous firm, he also served as the senior roadway engineer for the I-85 Phase 3 Exit 104 and 106 offset alignment overpasses and interchange improvements, as well as roadway engineer on the SC 72 Bridge Replacement over Stoney Fork Creek, and developed the offset alignment. Walker will develop a sequence of work to deliver these projects on an accelerated schedule.



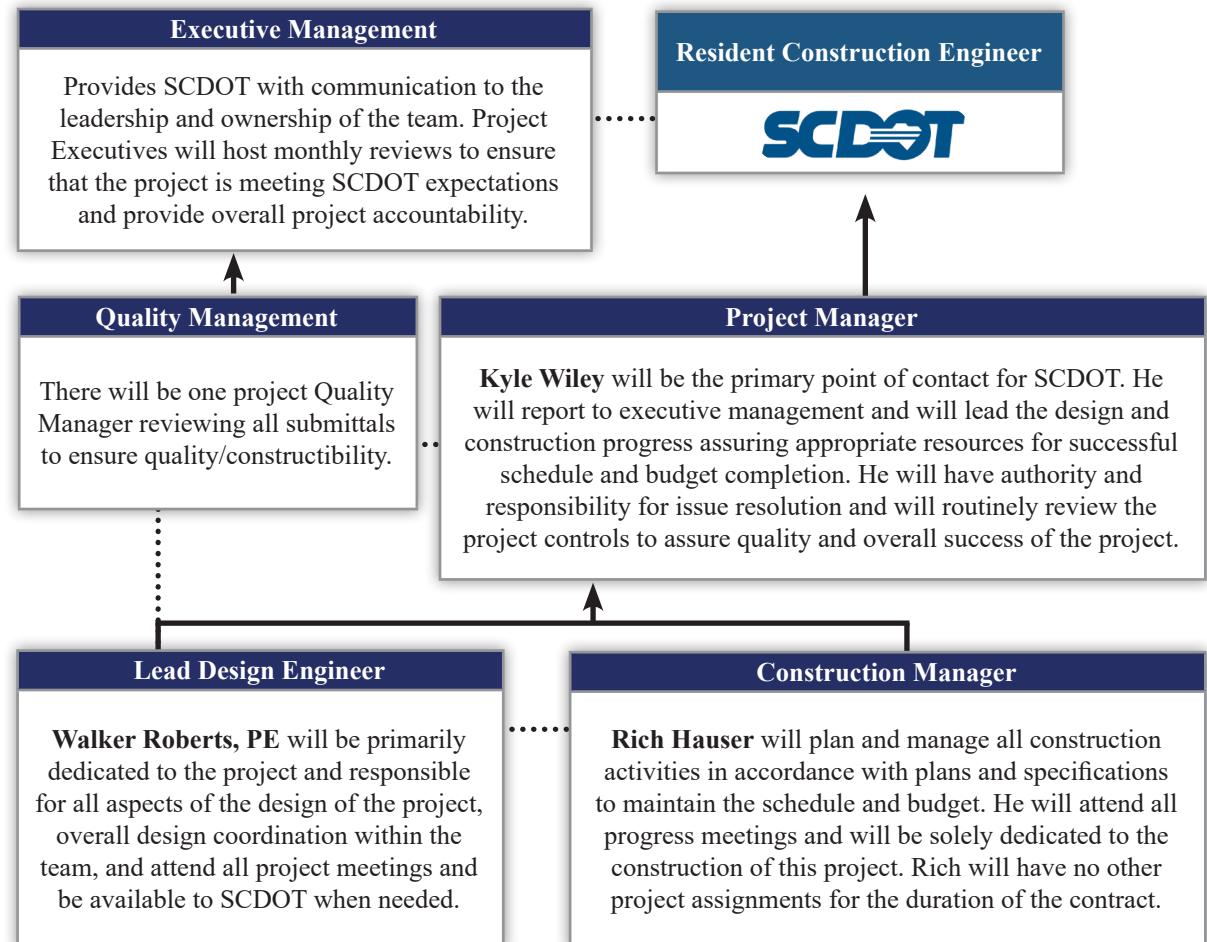
3.3.1 Team Integration

Crowder's Team is structured to share and apply lessons learned on SCDOT DB jobs to ensure effective teamwork with clear lines of authority and responsibility with open channels of communication. Our **Project Manager, Kyle Wiley**, will be the primary person in charge of the project.

FIGURE 2 demonstrates the functional reporting responsibilities, and how we will operate as an integrated team. He will report directly to SCDOT and Executive Management and be available for regular meetings with the department throughout the project. Kyle will work closely with the Lead Design Engineer throughout the design process to ensure all design elements are constructible and the overall project is delivered on schedule. The Construction Manager will oversee all construction including management of field supervisors and subcontractors. Rich will be solely dedicated to this project.

The Lead Design Engineer will be responsible for all aspects of design. Upon award Walker will finalize the design milestone schedule and ensure that all design submittals are delivered on time and in accordance with RFP and SCDOT standards. He will coordinate with our design sub-consultant AMT to produce consistent plans. Walker will develop the quality control plan for the project and coordinate with the dedicated Quality Managers at TranSystems and AMT who will be reviewing the other firms plans, calculations and reports at each project milestone.

FIGURE 2: FUNCTIONAL RELATIONSHIPS



Crowder and TranSystems have previously worked together on the SCDOT US 301 Bridge Replacements over Four Hole Swamp D/B project, and both TranSystems and Crowder took part in delivering the CSX over I-85 Bridge Replacement Design Build project in Spartanburg, Hampton Avenue Extension Pedestrian Bridge in Greenville, and Palmetto Railways Bridge over Noisette Creek in Charleston. We have included more projects where we have worked together in **TABLE 2**. In addition to TranSystems and Crowder working together, several of our design subconsultants have also worked and collaborated in the past with not only Crowder but also TranSystems as shown.

TABLE 2: WORKING TOGETHER AS A TEAM & COLLABORATING ON THE SAME PROJECTS		Crowder	TS	AMT	S&ME	3 Oaks	Telics
US 301 Dual Bridge Replacements over Four Hole Swamp, Orangeburg County, SC (2022-Current)							
<ul style="list-style-type: none"> Crowder - D/B Contractor, TranSystems - Lead Engineer, Three Oaks - Environmental Permitting/Compliance, Telics- Utility Coordination/ROW Contact: SCDOT, Brooks Bickley, PE, DBIA, BickleyBJ@scdot.org, (803) 737-4685 Design Build project in Orangeburg, SC replacing existing dual structures with 300' reinforced concrete flat slabs; a traffic cross over was utilized during construction. 		✓	✓			✓	✓
Emergency Design Build Package Six, Richland County, SC (2016-2017)							
<ul style="list-style-type: none"> Crowder – DB Contractor, S&ME – Geotechnical Design, Telics – ROW & Utility Coordination Contact: SCDOT, Robert Power, powerrr@scdot.org, (803) 796-9540 Replacement of three bridges consisting of Type IV beams with integral end bents and two R/C flat slab structures. 		✓			✓		✓
CSX over I-85 Bridge Replacement, Spartanburg County, SC (2016-Current)							
<ul style="list-style-type: none"> Crowder – CSX Bridge Contractor, TranSystems – Engineer of Record Contact: SCDOT, Brad Reynolds, PE, DBIA, reynoldsbs@scdot.org, (803) 737-1440 (TranSystems reference) Contact: SCDOT, Shane Parris, PE, DBIA, parrissl@scdot.org, (864) 490-0466 (Crowder reference) Offset alignment replacement of CSX bridge which was signed and sealed and incorporated into I-85 Phase 2 Design Build project. Project also included six retaining walls. 		✓	✓			✓	
S-458 over Cherokee Creek, Anderson County, SC (2019-Current)							
<ul style="list-style-type: none"> TranSystems - Engineer of Record, S&ME - Geotechnical Contact: SCDOT, Clint Scoville, ScovilleHC@scdot.org, (803) 737-2085 Bridge replacement on alignment with stream relocation to stay within impact limits of the SCDOT's General Permit. 			✓		✓		
Hampton Avenue Extension Pedestrian Bridge over NSRR, Greenville, SC (2019-2020)							
<ul style="list-style-type: none"> Crowder - Bridge Subcontractor, TranSystems - Engineer of Record, S&ME - Geotechnical Investigations Contact: Greenville County, Heshia Gamble, PE, HEGamble@greenvillecounty.org, (864) 467-7010 Pedestrian bridge replacement which also included rehabilitation of existing abutments. 		✓	✓		✓		
Bridge Replacement Projects - District 1 WVDOT (2018 - 2020)							
<ul style="list-style-type: none"> TranSystems - Roadway Design, Bridge Design; Hydraulics; Environmental Permitting AMT - Project Management; QAQC; Engineer-of-Record Contact: WVDOT, Tracy Brown, Tracy.W.Brown@wv.gov; (304) 352-6458 Full service design for the replacement of five bridges in District 1 ranging from 54' to 86' in bridge lengths. 			✓	✓			
Lowcountry Rapid Transit (2022-Current)							
<ul style="list-style-type: none"> TranSystems - Engineer of Record, AMT - Roadway Support, Public Involvement Contact: SCDOT, Jennifer Necker, PE, NeckerJL@scdot.org, (803) 737-7829 Project consists of 21 mile widening/improvements for a new bus rapid transit in Charleston County. A pedestrian bridge is also being incorporated over CSX/NSRR. 			✓	✓			

3.3.2 PROJECT RESOURCES, STRATEGIES, & EXECUTION

Crowder is a family-owned business that has built bridges in SC and NC since 1954. Crowder is headquartered in Charlotte, NC, with over 900 employees in multiple divisions, has a strong financial base, and owns a significant bridge construction equipment inventory. The Heavy Civil Division has a tenured and accomplished staff of construction professionals who take great pride in building quality projects safely, while developing superior partnering relationships with owners, other contractors, and stakeholders on the projects we build. Crowder has successfully completed DB projects for SCDOT and has developed greater capacity for alternate delivery contracting.

Project Resources: Crowder has the necessary personnel, equipment, technological, and financial resources available to meet the needs of this project. Crowder's backlog is currently \$596 million with a total bonding capacity of \$1 billion. Crowder Heavy Civil maintains 18 crews performing structures, roadway (grading/drainage) and associated equipment. A minimum of 2 structures crews and 2 roadway crews will be committed to this project.

TABLE 3: TEAM RESOURCES

Crowder will self-perform all major scopes of construction work (70-85% of total contract) to maintain schedule control

Construction Category	Self Perform	Construction Category	Sub Contract	Design Discipline	TranSystems	AMT	Three Oaks	S&ME	Telics
Construction Management	✓	Clearing and Grubbing	✓	Structural/Bridge Design	✓	✓			
Pile Foundations	✓	Roadway Striping	✓	Roadway Design	✓	✓			
Caps	✓	Erosion Control Installation	✓	Hydrology & Hydraulic Design	✓	✓	✓		
Beam Erection	✓	Guardrail	✓	Geotechnical Design/HAZMAT				✓	
Deck	✓	Drilled Shaft	✓	MOT	✓	✓			
Approaches	✓	Hauling	✓	Utility Coordination					✓
Demolition	✓	Barrier Walls	✓	Surveying	✓				
Site Utility Coordination	✓	Grooving	✓	Environmental Permitting			✓		
E&S Control Maintenance	✓	Traffic Control	✓	Right of Way					✓
Storm Drainage Piping	✓	Paving	✓	Public Involvement	✓	✓			
Rip Rap Slope Protection	✓	Flatwork	✓	SUE	✓				
Subcontractor Support	✓	Reinforcing Steel	✓	Construction Support (RFIs, Shop Drawings, As-Built, etc.)	✓	✓		✓	

To accelerate the schedule we will work on two sites simultaneously. As we did on the Wagener Rd over South Fork Edisto River bridge in Aiken and US 301 over Four Hole Swamp, Crowder will have a lead structure crew focusing on foundations. The secondary crew will work on road grading and drainage to complete approaches.

Crowder will allocate additional resources as necessary, to ensure any unforeseen schedule impacts are recovered. TranSystems' staff of 25 in Charleston, SC are supported by a company-wide staff of 1,800+ that can provide additional resources if needed to deliver this project. This staff has completed similar design roles on prior

SCDOT DB projects, such as US 301 over Hole Swamp, and is immediately available to apply those lessons learned and serve this project. In addition to TranSystems' staff, AMT, S&ME, and other subconsultants have SCDOT experience, in-state staff, and are immediately available for this project.

Project Strategies & Execution: TranSystems will be responsible for all aspects of design including oversight of design sub consultants. Our team will work with Crowder to advance technical concepts that provide value to the 6 bridge package sites wherever possible. TranSystems and AMT's roadway and structures teams will work together to identify opportunities to reduce environmental and right of way impacts through alignment optimization and MOT staging where possible. Our team will work together to identify and mitigate risk in the design/construction schedule and sequencing including acquisition of right of way, permitting, utility relocation, US Forest Service coordination (as performed with Derrick Miller on S-52 over Horn Creek), and MOT. For the two Package 17 bridge sites that are identified for construction first, our design team will develop advanced MOT packages and accelerate the bridge submittals for construction as we did on the US 301 over Four Hole Swamp design build project.

Crowder will conduct a storyboard planning session for the job at the outset to finalize any self-performed versus subcontracted activities as well as define the critical path sequence. Additionally, a final production schedule will be developed for submission to SCDOT. Crowder will approach the construction as we did on the offset alignment construction at SC 9 over the Broad River. MOT knowledge gained on the complex median crossovers at US 301 over Four Hole Swamp will be applied to improve safety where possible.

TABLE 4: LABOR RESOURCES

Classification	On Staff	Required	Equipment Resources Classification	Available	Required
Carpenters	54	6	Cranes (50 - 300 ton)	10	2
Structures Foremen	18	2	Vibratory Hammers	1	1
Crane Operator	8	2	Pile Impact Hammers	4	2
Laborers	8	3	Manlifts	4	1
Piledriving Foreman	4	2	Dozers	5	2
Equipment Operators	10	5	Excavators	11	2

Crowder will employ various DBE subcontractors, including Three Oaks for environmental support and wetland permitting for the design teams. DBE subcontractors will also assist with traffic control. Depending on the site and the sequence of maintenance of traffic, Crowder will be ready to begin foundations immediately after the demolition or establishing off alignment sites first and begin foundations immediately (SC 114 on alignment). As the foundation crew moves forward, a second concrete crew will form caps for the superstructure construction. As the first and end spans are completed multiple grading crews will begin grading approach work and roadway resurfacing and shoulder improvements become the critical path. TranSystems and Crowder are already planning early work design packages to expedite material deliveries and mitigate price escalations.

TABLE 5: DESIGN BUILD INTEGRATION STRATEGIES

- Task Force meetings will be held Pre-construction and continue into Construction and will include Major Subcontractors, Stakeholders, and SCDOT as appropriate. Weekly / Monthly Project meetings will also be held to promote collaboration, planning, constructibility, scheduling, and effective constructibility and design reviews.
- Pre-design meetings with SCDOT upon award and as needed thereafter
- Technology Integration – BlueBeam Plan reviews, ProjectWise file management system, and Video Conferencing
- Pre-submittal constructibility reviews by Construction Team
- Dedicated design / construction document control specialists to coordinate with SCDOT on design and construction submittals
- TranSystems will have dedicated QC team to perform independent quality control using PCDM-22 Quality Control Checklists for Design

The design build team will evaluate each bridge site to deliver a quality product on an expedited schedule. **TABLE 6** lists many of the issues and risks that will be encountered on SCDOT Design-Build Bridge Package 17 and discusses potential resolutions.

TABLE 6: PROJECT RISK & RESOLUTION

MOT Staging	The SC 34 Bridge Replacement over NSRR in Newberry County which is currently in final construction and is set to be finished by the end of 2023 was successfully delivered by this design team with a partial offset staged construction approach, similar to what is going to be implemented on five of the six projects within this package. We will use the information gained through both design and construction of the project and implement that knowledge towards these projects to ensure a feasible and constructable approach.
Temporary Shoring	Our design team recently successfully completed the SC 34 Bridge Replacement over NSRR in Newberry County, which included a partial offset alignment with a 5' raise of grade to meet the railroads vertical clearance envelope. The project included staged construction for a 170' bridge and 4x6 culvert, with temporary shoring required between stages. We will use the knowledge gained through this project to successfully execute the five offset alignment projects within this contract.
ROW/Utility/ Environmental Impacts	ROW impacts with the offset alignment bridges is going to be inevitable. Our design team analyzed multiple different alternatives for our SC 34 projects and created a matrix of impacts for ROW, Utility and Environmental to determine which offset alternative (full offset vs partial, and left vs right) was the most viable for the projects, and will use the same approach for these projects.
Environmental Permitting	The SCDOT's General Permit appears to be sufficient for all sites, with the possibility of an Individual Permit required for SC 49 over Tyger River. Our team will look to reduce impacts at this site to use the General Permit for all sites, as obtaining an Individual Permit will require additional schedule length.

TABLE 6: PROJECT RISK & RESOLUTION (CONTINUED)

Threatened & Endangered Species	Our team is aware that the tri-colored bat is going to be added to the Threatened and Endangered Species list, and is aware of the windows which tree clearing is not allowed from our recent US 301 over Four Hole Swamp D/B project. We will utilize this information to determine the project schedules.
Two Design Teams	TranSystems has teamed with A Morton Thomas (AMT) as a design partner to allow the design progression of two projects at a time, instead of just one which will expedite the schedule, and allow Crowder to construct two projects at a time. TranSystems will review AMT deliverables, and vice versa, to help ensure high quality submittals to SCDOT, which our team has successfully implemented on projects, such as S-458 over Cherokee Creek.
US Forest Service Coordination	Our team is aware that the US 176 over Padgett's Creek project lies within the US Forest Service, and coordination will be required. Our team has recently been coordinating with the US Forest Service, specifically Derrick Miller with the US Forestry Service, on our recent S-52/Lanham Rd Bridge Replacement over Horn Creek in Edgefield County, and will utilize our experience and good working relationship with the US Forest Service for the US 176 Bridge Replacement to ensure project execution.

Geographical Location of the Firms, Team Integration, & Communication: Crowder will manage the project from our Charlotte office, located one hour from the project sites, as well as a large mobile office will be set up at the job site to serve as the Construction Manager's office. The mobile office will also have flex workspaces for the project manager and construction staff when they are working on-site, there will also be space for TranSystems' engineers and their subconsultant staff to co-locate as needed and solve problems onsite. The unit will contain a meeting room for owner progress meetings and onsite training. Crowder currently has bridge and grading crews located near the SC Midlands and Charlotte, with at least two crews ready to mobilize and begin construction upon NTP and early design package approval. TranSystems will manage the design with support from AMT from their Charleston offices. TranSystems' Charlotte office can also be used for team communication as needed. Additionally S&ME, Telics, and Three Oaks offices are all located less than an hour from the sites. Microsoft Teams will be utilized for project meetings, communication and resolutions, as was successfully performed on US 301 over Four Hole Swamp. The proximity of the offices to the site and SCDOT headquarters will allow for enhanced communication, planning, and brainstorming via face-to-face and virtual meetings, coupled with in-person project meeting attendance.




Communication is an integral part of design build that our team is committed to and has performed efficiently on past SCDOT Design Build projects. Our transparent and integrated approach to communication was noted as a positive on the US 301 over Four Hole Swamp Project. TranSystems and Crowder will hold a weekly meeting to discuss design progress, conflict resolution, schedule, and upcoming construction activities. Additionally TranSystems will hold a weekly design team meeting to coordinate progress between TranSystems and AMT roadway, drainage and structures staff and coordinate with our other subconsultants listed in the organization chart. For these projects a close working relationship with our geotechnical design firm S&ME will be important for project success.

Unique Innovations to Encourage DBE Participation: Crowder has personnel in place to encourage DBE participation in our contracts. We have attended and given excellent presentations at DBE outreach events conducted by SCDOT, we solicit DBEs by email for all of our bids and follow up with phone calls, breaking the bid down into manageable packages. Crowder recognizes that subcontractors are one of the keys to our success. We have an inclusive culture and maintain a diverse core group of employees. Our efforts provide an avenue to mentor subcontractors in a manageable way that builds trust. The design team includes Three Oaks Engineering as a SCDOT-certified DBE firm.

3.4 EXPERIENCE OF KEY INDIVIDUALS

Please see [APPENDIX A](#) for resumes of our Key Individuals. All team members currently hold or will obtain licenses required for performing work on the project under state and local laws. The Crowder Team commits key staff to fill designated roles, who will be available for the duration of the project and will satisfy the minimum requirements for the following key staff roles: Project Manager, Lead Design Engineer, and Construction Manager.

TABLE 7

Position/Name/Firm	Key Qualifications <i>(click headshot to view Key Individual resumes)</i>
 Project Manager Kyle Wiley Crowder	<ul style="list-style-type: none"> • 15 years experience • Multi-bridge and design-build projects • Excellent communicator
 Lead Design Engineer Walker Roberts, PE TranSystems	<ul style="list-style-type: none"> • 14 years of experience in project management and design leadership roles on SCDOT projects, including bridge replacements, roadway design, and complex MOT design including offset alignments for Exit 104 and 106 within I-85 Phase 3 D/B and the SC 72 Bridge Replacement over Stoney Fork Creek with his previous firm. • Has successfully led design teams, including Design Build teams, to complete innovative designs, including recently serving as Lead Design Engineer for SCDOT's US 301 over Four Hole Swamp D/B
 Construction Manager Richard Hauser Crowder	<ul style="list-style-type: none"> • 29 years experience • Experience with supervision of multiple crews, pile driving, drilled shaft foundations, beam erection, bridge deck placement, and bridge approach construction • Manages large and multi-structure construction projects safely and efficiently.

3.5 PAST EXPERIENCE OF TEAM

Please see [APPENDIX B](#) for the Work History and Quality Form-Contractor/Designer.

SC 72 over Cox Creek



SC 49 over Fairforest Creek



APPENDIX A

Resumes of Key Individuals

SC 49 over Tyger River



SC 114 over Sandy Run Creek



US 176 over Padgetts Creek



SC 215 over Fairforest Creek



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.																					
a. Name & Title: Kyle Anthony Wiley, Senior Project Manager																					
b. Role of Key Individual for this Project: Design Build Project Manager																					
c. Name of Firm with which you are now associated: Crowder Construction Company																					
d. Years of Experience: With this Firm: 9 Years With Other Firms: 6 Years Firm 1: Crowder Construction – Project Manager (2017-Present); Assistant Project Manager (2014-2017) Firm 2: Lane Construction – Senior Job Engineer/Assistant Superintendent (2013-2014); Job Engineer (2010-2013); Associate Engineer (2008-2010)																					
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s) : East Carolina University/Greenville, NC/Bachelor of Science/Construction Management, 2008																					
f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: N/A																					
g. Document the extent and depth of your experience and qualifications relevant to the Project. <u>VDOT Southampton Hwy 671 over Nottoway River</u> <table border="0"> <tr> <td>Key Personnel Role:</td> <td>Project Manager</td> </tr> <tr> <td>Experience with Current Firm:</td> <td>Firm 1</td> </tr> <tr> <td>Project/Assignment Duration:</td> <td>Project - 2020-2022, Assigned - 2020-2022</td> </tr> <tr> <td>Owner Contact Information:</td> <td>VDOT, Jake Pope 757-708-8385 jacob.pope@vdot.virginia.gov</td> </tr> <tr> <td>Design/Construction Value:</td> <td>\$12 Million</td> </tr> </table>  <p>Project Description: Replacement of two existing 300' bridge structures. Temporary trestle founded upon steel pipe pile utilized for access by the 300 Ton crane out into the waterway. The new three span bridge structures are founded on 36" spun cast cylinder pipe pile with precast bent caps grouted to the pile. The superstructure is 45" precast bulb-T beams, SIP metal decking and cast-in-place reinforced concrete deck with stainless reinforcing steel, and 32" Kansas Corral bridge barrier. The project includes cofferdams and in water work moratoriums. Responsibilities include project safety, contract compliance, communication with client, budget, materials procurement and subcontracting, schedule and project success.</p> <p>Significant to this project: Multi-Bridge Construction and Coordination, Similar project value.</p> <u>SCDOT 5485020-SC-9/49, Lockhart - Chester/Union County</u> <table border="0"> <tr> <td>Key Personnel Role:</td> <td>Project Manager</td> </tr> <tr> <td>Experience with Current Firm:</td> <td>Firm 1</td> </tr> <tr> <td>Project/Assignment Duration:</td> <td>Project - 2017-2020, Assigned - 2018-2020</td> </tr> <tr> <td>Owner Contact Information:</td> <td>SCDOT, Melanie Mobley 803-385-4233 O / 803-246-0065 C MobleyMF@scdot.org</td> </tr> <tr> <td>Design/Construction Value:</td> <td>\$25.2 Million</td> </tr> </table>  <p>Project Description: Replacing four bridges; the larger of bridges is the 700' long SC 9/49 bridge over the Broad River. The second is a bridge over the Lockhart Canal, which Lockhart Power uses to make power for small portion of the state, and the last two bridges are over local Town of Lockhart roads. Responsibilities include project safety, contract compliance, communication with client, budget, materials procurement and subcontracting, schedule and project success.</p> <p>Significant to this project: Multi-bridge construction and coordination with SCDOT and other SC agencies.</p>		Key Personnel Role:	Project Manager	Experience with Current Firm:	Firm 1	Project/Assignment Duration:	Project - 2020-2022, Assigned - 2020-2022	Owner Contact Information:	VDOT, Jake Pope 757-708-8385 jacob.pope@vdot.virginia.gov	Design/Construction Value:	\$12 Million	Key Personnel Role:	Project Manager	Experience with Current Firm:	Firm 1	Project/Assignment Duration:	Project - 2017-2020, Assigned - 2018-2020	Owner Contact Information:	SCDOT, Melanie Mobley 803-385-4233 O / 803-246-0065 C MobleyMF@scdot.org	Design/Construction Value:	\$25.2 Million
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Owner Contact Information:	SCDOT, Melanie Mobley 803-385-4233 O / 803-246-0065 C MobleyMF@scdot.org																				
Design/Construction Value:	\$25.2 Million																				

**NCDOT Contract No. C204038 NC 251 Bridges 8 & 9
over Ivy River Design-Build, Madison County, NC**

Key Personnel Role: Project Manager
 Experience with Current Firm: Firm 1
 Project/Assignment Duration: 2017-2018
 Owner Contact Information: NCDOT, Jody Lawrence
 (828) 658-9439
 jrlawrence@ncdot.gov
 Design/Construction Value: \$4 million (construction)

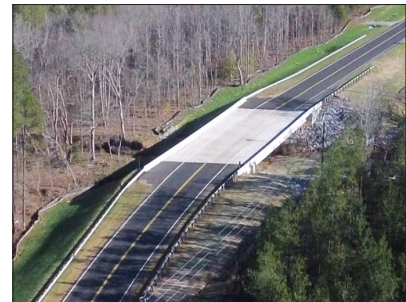


Project Description: This design-build project includes replacing two deficient bridges with a 2 lane 3 span structure over the Ivy river. This new structure consists of drilled pier and pile supported foundations. 54" prestressed girders will span the river. The reconfiguration of three intersections, grading and drainage are also included in the project scope. Role in this project was as Project Manager, responsibilities include project safety, contract compliance, communication with client, budget, materials procurement and subcontracting, schedule and project success.

Significant to this project: Design-Build construction and coordination in Project Manager role.

**SCDOT Emergency Design-Build Bridge Replacement
Package #3 SC File No. 8803450**

Key Personnel Role: Assistant Project Manager
 Experience with Current Firm: Firm 1
 Project/Assignment Duration: 2015 to 2016
 Owner Contact Information: SCDOT, Drew McCaffrey
 864-889-8004
 mccaffrega@scdot.org
 Design/Construction Value: \$7.4 Million



Project Description: this design-build project includes 3 bridges located each in Fairfield, Florence and Newberry Counties SC. Bridges are constructed on steel and concrete pile foundation. Single and double span decks using cored slabs, type II and modified bulb tee beams. Also includes embankment, excavation, and asphalt paving to re-profile bridge tie-ins. Responsibilities include various components of project management, and contract compliance, safety, scheduling, quality, design, and cost control under the direction of the Sr. Project Manager.

Significant to this project: Design-Build construction and coordination in Project Manager role.

NCDOT Contract No. R-4902 I-485 Design-Build, Mecklenburg County, NC

Key Personnel Role: Senior Job Engineer/Assistant Superintendent
 Experience with Current Firm: Firm 2
 Project/Assignment Duration: 2013-2014
 Owner Contact Information: NCDOT, Andy McManus
 980-523-0080
 amcmanus@ncdot.gov
 Design/Construction Value: \$85 million (construction)

Project Description: This design-build project consisted of widening 7.5 miles of interstate and the construction of nine bridge structures and multiple sound walls. This fast-paced project included drilled pier and pile foundations, pre-stressed beams up to 135' in length and extensive traffic control measures.

Significant to this project: Design-Build construction, multi-bridge leadership and coordination.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Mr. Wiley is currently managing the City of Charlotte Briar Creek Drainage Project (expected completion date December 2023) and will be available to transition to this project and be fully dedicated upon award.

Brief Resume of Key Individual anticipated for the Project.

Walker Scott Roberts, P.E.
Project Manager

Lead Design Engineer

TranSystems Corporation

Firm 1: TranSystems, Senior Project Manager – Responsible for leading SC roadway design team and project delivery. Mr. Roberts has worked on multiple bridge projects in the state including projects 1 through 4 listed in section G. **August 2020 - Current**

Firm 2: STV Inc., Project Manager-Roadway Engineer – Project manager and roadway design engineer for multiple projects in SC. Served as key roadway design engineer on multiple DB projects. **May 2009- August 2020**

University of North Carolina at Charlotte / Charlotte, NC / Bachelor of Science / 2008 / B.S. Civil Engineering

2014 / SC / Professional Engineer - Civil / 32005
2020 / NC / Professional Engineer – Civil / 052193

Project #1

Key Personnel Role: Lead Design Engineer / Project Manager

Project/Assignment Duration: 2022-Current

Owner Contact Information: SCDOT, Brooks Bickley, P.E., BickleyBJ@scdot.org,
(803) 737-4685

Design/Construction Value: \$1.7M design (estimated)/\$19.4M Construction

Crowder Construction and TranSystems were awarded the US 301 project in October of 2022. The project includes the replacement of dual US 301 bridges over Four Hole Swamp and 1.4 miles of safety improvements. Crowder and TranSystems coordinated a project approach using flat slab bridges with pile foundations developed to minimize cost in unique soil conditions. Walker was the Lead Design Engineer for the pursuit of the project and development of the construction plans. He oversaw coordination between design

disciplines and communication with the contractor. In addition to his role as design project manager Walker developed the road and bridge geometry, oversaw development of the roadway and safety improvement plans and coordinated design reviews and comment resolution with SCDOT. An important part of the US 301 project was maintenance of traffic on a divided US route. Walker developed the MOT plans which included median crossovers closing a lane of traffic and transferring drivers across the median to the existing north bound bridge while the existing southbound was demolished and new bridge constructed. Once complete traffic will be switched onto the new southbound bridge while northbound is replaced. The US 301 over Four Hole Swamp project is currently on schedule and construction activities are ongoing.



Project #2**S-52 Bridge Replacement over Horn Creek**

Key Personnel Role: Roadway Design Lead
Experience with Current Firm: Firm 1 (TranSystems)
Project/Assignment Duration: Project 2023-Current, Assigned 2023-Current
Owner Contact Information: SCDOT, Austin Purgason, PurgasonA@scdot.org, (803) 737-0215
Design/Construction Value: \$989,000 design/\$4.3M Construction (estimated)

Project Description:

This project includes the expedited construction plans for a bridge which partially failed in September 2021 due to a buckled interior bent timber pile. SCDOT contracted with TranSystems in May 2023 through the SCDOT's Bridge Design On-Call to replace the bridge. The project is currently within Right-of-Way phase, with the current proposed bridge being a 191' skewed continuous three span structure utilizing 43'-105'-43' FIB-45 beams with a concrete deck and integral end bents. The roadway is being raised approximately 3' to meet hydraulic freeboard requirements. Walker is currently serving as the lead roadway design engineer for the project, with the construction plans scheduled to be submitted May 1, 2024 to meet a July 2024 obligation.

Project #3**S-671 Over Corner Creek Bridge Replacement**

Key Personnel Role: Roadway Design Lead
Experience with Current Firm: Firm 1 (TranSystems)
Project/Assignment Duration: Project 2019-Current, Assigned 2020-Current
Owner Contact Information: SCDOT, Clint Scoville, ScovilleHC@scdot.org, (803) 737-2085
Design/Construction Value: \$790,000 design/\$2M Construction (estimated)

Project Description:

This project includes construction plan development for a new 60' single span prestressed cored slab bridge. Hydraulic analysis was used to determine that the existing bridge did not meet the 2'-0" freeboard requirements or 100 year flood passage. The S-671 structure was raised approximately 1.5' to achieve the hydraulic requirements. Walker is responsible for roadway approaches and storm water plan development, including leading the permit impact drawings for the USACE permit package. Walker is preparing the storm water hydraulic report for the project. The project's Right-of-Way Plans have been submitted, and is entering final design with an expected delivery of construction plans in 2025.

Project#4**S-458 Over Cherokee Creek Bridge Replacement**

Key Personnel Role: Roadway Design Lead
Experience with Current Firm: Firm 1 (TranSystems)
Project/Assignment Duration: Project 2019-Current, Assigned 2020-Current
Owner Contact Information: SCDOT, Clint Scoville, ScovilleHC@scdot.org, (803) 737-2085
Design/Construction Value: \$740,000 design/\$2.5M Construction (estimated)




Project Description:

This project includes construction plan development for a new 90' single span fully integral bridge with prestressed AASHTO Type III beams and R/C deck. Bridge hydraulics determined the existing low chord was sufficient to clear the 500 year storm. Design variance was approved to lower the proposed low chord which reduced grades and saved cost. The project identified and improved an existing deficient vertical curve and improved failing roadside slopes adjacent to the tributary. Walker is responsible for roadway and storm water plan development, including leading the permit impact drawings for the USACE permit package which includes impacts/mitigation associated with the stream relocation. Walker is preparing the storm water hydraulic report for the project. The project's Right-of-Way Plans have been submitted, and is entering final design with an expected delivery of construction plans in 2025.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Walker will not be required to be on-site for the duration of construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.		
a. Name & Title: Richard William Hauser, Superintendent		
b. Role of Key Individual for this Project: Construction Manager		
c. Name of Firm with which you are now associated: Crowder Construction Company		
d. Years of Experience: With this Firm: 26 Years With Other Firms: 3 Years Firm 1: Site Superintendent (2010 to Present); Structure Superintendent (2006-2010); Foreman (2003-2006); Leadman/Expeditor (1997-2003). Firm 2: Concrete form work, computer clean room work and some residential framing (1994-1997)		
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s) : N/A		
f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: N/A		
g. Document the extent and depth of your experience and qualifications relevant to the Project.		
<u>SCDOT I-85 WIDENING, CSX BRIDGE REPLACEMENT</u>		
Key Personnel Role:	Site Superintendent	
Experience with Current Firm:	Firm 1	
Project/Assignment Duration:	Project - 2019-2023 Assigned - 2019-2023	
Owner Contact Information:	SCDOT, Shane Parris, RCE 864-490-0466 parrisSL@scdot.org	
Design/Construction Value:	\$20 Million	
<p>Project Description: The CSX Bridge replacement was part of a large interstate widening project by the Blythe/Zachry JV Team. Crowder subcontracted to the JV Team to construct The CSX bridge, which is the only portion of the project that is not design build, however Crowder was responsible for the design and construction of Retaining Wall 3. Crowder constructing a new 3 span RR bridge capable of handling 2 lines of track, with the second line for future expansion. There was a fifth retaining wall Crowder constructed which retained the new track embankment (by JV Team) from a retention pond. The 4 large girders were delivered by rail and have a lift weight of 328,000 lbs. At least one of the spans with the large girders was set above active lanes of I-85. The CSX bridge had about 300' LF of shoring next to an active CSX rail line.</p> <p>Significant to this project: Site on a primary route and required coordination with SCDOT and other SC agencies.</p>		
<u>SCDOT 5485020-SC-9/49, Lockhart - Chester/Union County</u>		
Key Personnel Role:	Construction Manager	
Experience with Current Firm:	Firm 1	
Project/Assignment Duration:	Project - 2017-2020, Assigned - 2017-2020	
Owner Contact Information:	SCDOT, Melanie Mobley 803-385-4233 O / 803-246-0065 C MobleyMF@scdot.org	
Design/Construction Value:	\$25.2 Million	
<p>Project Description: Replacing four bridges; the larger of bridges is the 700' long SC 9/49 bridge over the Broad River. The second is a bridge over the Lockhart Canal, which Lockhart Power uses to make power for small portion of the state, and the last two bridges are over local Town of Lockhart roads. Responsibilities include project safety, contract compliance, communication with client, budget, materials procurement and subcontracting, schedule and project success.</p> <p>Significant to this project: Multi-bridge construction and coordination with SCDOT and other SC agencies.</p>		

SCDOT Design Build Package 6

Key Personnel Role:	Site Superintendent
Experience with Current Firm:	Firm 1
Project/Assignment Duration:	Project - 2016-2017 Assigned - 2016-2017
Owner Contact Information:	SCDOT, Robert Power, RCE 803-769-9540 PowerRW@scdot.org
Design/Construction Value:	\$5.8 Million



Project Description: Design Build project to replace three flood damaged bridges. Design and Construction of The Back Swamp Bridge included the demolition of the existing 120' bridge, driving 1120 LF of H-Pile and constructing two end bents of 30 CY cast-in-place concrete. It also required installation of 6000 LF of earthquake drains. The superstructure included 800 LF of 54" modified bulb tee girders, with an SIP metal deck base for the 200 CY concrete bridge deck. The Bridge over Cedar Creek included demo of the existing 150' bridge, 1120 LF of driven H Pile, and 1440 LF of driven 24" Precast Concrete Pile. There are six each, cast-in-place, 30 CY bents. The bridge deck was constructed utilizing Flat Slab forms and 500 CY cast-in-place concrete and is 170' long. The Dry Branch bridge included demolition of the existing 100' bridge, and was founded on 1120 LF of driven H-Pile and 720 LF of driven 24" Precast Concrete Pile. We installed another 6000 LF of Earthquake drains, cast-in-place four, 30 CY bents. The bridge deck was constructed utilizing Flat Slab forms and 300 CY of cast-in-place concrete and is now 170' long standard bridge.

Significant to this project: This was a Multi-site project with an accelerated schedule and primary route.

SCDOT 10.037903AR1 - Charleston County US 78 and SC 7

Key Personnel Role:	Project Superintendent
Experience with Current Firm:	Firm 1
Project/Assignment Duration:	Project - 2013-2016 Assigned - 2013-2016
Owner Contact Information:	SCDOT, M. Kevin Turner 843-740-1665 TurnerMK@scdot.org
Design/Construction Value:	\$34.4 Million



Project Description: A+B multi bridge replacement – one was 1,200 feet long and 44 feet wide. It contained 13 drilled shafts, two of which were 175 feet long, as well as 36-inch diameter stone columns at each approach and a 24-inch pile at each end bent. Demolition of this bridge was completed over Meeting Street and multiple existing CSX and Norfolk Southern railroad tracks. The second bridge was 860 feet long and 72 feet wide and contains 20 drilled shafts, all 100 feet long. It also included 42-inch diameter stone columns at each approach, along with earthquake drains, and HP14x73 pile at each end bent. Demo of the bridge was completed over Meeting Street and existing CSX and Norfolk Southern railroad tracks, and through the middle of an active concrete plant.

Significant to this project: Multi-bridge construction and coordination with SCDOT and other SC agencies.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

- Structure Superintendent on City of Charlotte Old Dowd Road Relocation. (Contract Completion date 02/17/2025 / Structure to be completed by second quarter of 2024).

He is available to transition to this project and be fully dedicated upon award.

SC 72 over Cox Creek



SC 49 over Fairforest Creek



APPENDIX B

Experience of Proposer's Team

SC 49 over Tyger River



SC 114 over Sandy Run Creek



US 176 over Padgetts Creek



SC 215 over Fairforest Creek



WORK HISTORY AND QUALITY FORM – CONTRACTOR

Crowder Construction Company

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Crowder's responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Crowder (in thousands)
Name: SCDOT File 4007610 - Emergency Design Build Package 6 Delivery Method: Design Build Location: Richland County	Name: KCI Technologies	Name of Owner: SCDOT Project Manager: Robert Power Phone: 803-796-9540 Email: PowerRW@scdot.org	Design - 08/2016 Construction - 01/2017	\$5,885	\$5,885

g. Narrative describing the work performed by Crowder. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.

Design and Construction of **The Back Swamp Bridge** included the demolition of the existing 120' bridge, 1120 LF driven H-Pile, construction of two end bents of 30 CY, cast-in-place concrete. It also required installation of 6000 LF of earthquake drains. The superstructure included 800 LF of 54" modified bulb tee girders, with an SIP metal deck base for the 200 CY concrete bridge deck. The project also included current standard approaches, barriers, guardrails, paving and striping and 6000 CY of fill material. **The Bridge over Cedar Creek** included demo of the existing 150' bridge, 1120 LF of driven H Pile, and 1440 LF of driven 24" Precast Concrete Pile. There are six each, cast-in-place, 30 CY bents. The bridge deck was constructed utilizing Flat Slab forms and 500 CY cast in place concrete and is 170' long. Approach slabs were cast-in-place concrete and the project also included 1500 CY of fill material, standard barrier rails, guardrail, paving and striping. Last but not least, the **Dry Branch bridge** included demolition of the existing 100' bridge, and was founded on 1120 LF of driven H-Pile and 720 LF of driven 24" Precast Concrete Pile. We installed another 6000 LF of Earthquake drains, cast-in- place four, 30 CY bents. The bridge deck was constructed utilizing Flat Slab forms and 300 CY of cast-in-place concrete and is now 170' long standard bridge. Also included were cast-in-place approach slabs, barrier rails, guardrail, paving and striping as well as 1500 CY of fill material. Total bridge length of the three was similar to total for proposed project.

**WORK SELF-PERFORMED**

- Driven H-Pile and Precast Concrete Pile
- Set precast girders
- Approaches and sitework

RELEVANCE:

- SCDOT Design Build
- Structure Design & Construction
- Location Proximity

KEY TEAM MEMBERS:

Rich Hauser - Site Superintendent
George Ellis - Executive Committee

h. Self-Assessment. The information provided in this section should be a self-assessment of Crowder's performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

Project was a model of performance and quality construction for Crowder and KCI. There were no quality issues, project was completed within schedule, and there were zero change orders. Crowder and KCI managed through the tight design and construction needs of the community and SCDOT to design and construct three bridges in six months' time. Safety on the project was excellent with no OSHA recordable or lost time accidents. Communication with all stakeholders is paramount on these emergency projects. Everyone must know what is happening on the project and what challenges are being encountered so that the team can partner to solve issues before they impact the project.

i. Quality Initiatives. Discuss Crowder's quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

The bridges were built simultaneously and sites were afforded the added value of sharing resources. Weekly Progress meetings were held with SCDOT and all interested stakeholders to ensure design schedules and construction schedules were met. These meetings give the opportunity for all to participate in the success of the project. Crowder and KCI truly partnered with SCDOT to assure avoidance of claims, client satisfaction and overall project success. The project was completed on time with no liquidated damages and no cost overruns.

j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided, A or B shall provide a detailed explanation below.

All answers to the questions in Section 3.5.2. are "No" for this project.



WORK HISTORY AND QUALITY FORM – CONTRACTOR

Crowder Construction Company

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Crowder's responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Crowder (in thousands)
Name: SC 9/49 Multi-Bridge Replacement (Chester/Union County) Delivery Method: Design-Bid-Build Location: Lockhart, SC	Name: Mead & Hunt	Name of Owner: SCDOT Project Manager: Melanie Mobley, PE Phone: 803-385-4233 Email: MobleyMF@scdot.org	09/2020	\$25,232	\$25,232

g. Narrative describing the work performed by Crowder. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.

This CAGC Pinnacle Award-Winning Project consisted of replacing four bridges; the largest of bridges was the 700' long SC 9/49 bridge over the Broad River. The second was a bridge over the Lockhart Canal, which Lockhart Power uses to make power for small portion of the state. The entire project was built with continuous traffic flow utilizing both new alignment and phased construction. The 4 interior bent caps for the Broad River Bridge were all mass concrete. Each was 53' long x 5'6" tall x 6' deep and 65 CY of concrete. Mass Concrete Pour Analysis was performed by KCI. The team used a combination of concrete blankets and tents, and cooling of the concrete while poured to keep the differential within the mass concrete design plan. As for the ½ mile of roadway, it included substantial temporary traffic shifts, two large MSE walls, and large temporary shoring walls; approximately 800' 6" & 8" DIP reinforced joint water lines, DIP reinforced joint sewer force main, as well as storm drain installation 15" to 48", catch basins, drop inlets, and manholes. Finally, Crowder completed erosion control, grading, and paving. Homes were monitored for vibration and foundation needs to maintain the integrity of historic structures.

MAJOR COMPONENTS OF WORK

- 75,000 CY of Borrow Material
- 4200 LF of 74" MBT Girders for 5 Span Bridge
- 5700 SF of MSE Wall to Resemble Existing Stone Wall
- 90" Drilled Shafts for Broad River Bridge Foundation
- 1200 LF Drilled Shafts
- Stamped and painted precast concrete MSE walls
- Mass Concrete means and methods
- Utility Construction including jack and bore pipe installation
- Inter-agency communication/coordination



WORK SELF-PERFORMED

- Structural Concrete
- MSE Walls
- Grading
- Drainage
- Demolition

RELEVANCE:

- SCDOT Design Build
- Structure Design & Construction
- Location Proximity

KEY TEAM MEMBERS:

Kyle Wiley - Project Manager
 Rich Hauser - Project Superintendent
 John Tushack - Executive Committee
 George Ellis - Executive Committee

h. Self-Assessment. The information provided in this section should be a self-assessment of Crowder's performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

Crowder closed the job with an excellent relationship with the SCDOT office of the resident engineer, as well as Lockhart Power, Mead & Hunt, and area residents. Crowder successfully value engineered the broad river and canal bridges by mitigating the environmental risk and FERC involvement with alternate plans for substructure construction methods. Canal pile driving and demolition of the old bridge coordinated during annual drawdowns for Lockhart Power did not adversely affect power operations. Our project management team worked in partnership to keep change orders to a minimum, to manage through the changed conditions that affected permitting and schedules. The project had quantity overruns, particularly with rock excavation of drilled shafts and sand fills in the canal zone. The project was completed safely within contract time and budget with no liquidated damages and in partnership with SCDOT, Lockhart Power, FERC, SHPO, and area residents.

i. Quality Initiatives. Discuss Crowder's quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

There are no claims on the project. With the ongoing shortage of skilled craftsmen and the actions required for protection of our workforce during a pandemic, Crowder had the manpower ready, willing, and able to complete all aspects of our projects meeting our high-quality expectations. Crowder removed a historic rock wall and delivered to the town for use in town signage, and replaced with a similar stamped concrete wall.

j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided, A or B shall provide a detailed explanation below.

All answers to the questions in Section 3.5.2. are "No" for this project.



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

TranSystems Corporation

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A's or B's responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name: SC 34 Bridge Replacements over Wilson Creek and NSRR Location: Greenwood and Newberry Counties, SC	Name: Zachry Construction	Name of Owner: SCDOT Project Manager: Darren Ledbetter, PE Phone: (803) 737-0172 Email: LedbetterDL@scdot.org	Construction: begin Q3 2021 Professional Services: Ongoing (Design services completed Q2 2020)	\$13,500 Est.	\$1,500

g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.

TranSystems provided field surveys, environmental documentation, public involvement, traffic engineering, utility coordination and development of preliminary, right-of-way and final roadway and bridge plans for the replacement of two bridges along SC 34. The SC 34 over NSRR project is currently in construction with construction scheduled to be complete by 12/2023, while the SC 34 over Wilson Creek project is set to be let for construction in 2024.

SC 34 over Wilson Creek: The project includes a full offset alignment. All design work was performed from TranSystems' Greenville and Charleston

offices. The project consists of a 324-foot four span continuous integral prestressed concrete girder bridge (AASHTO Type IV) supported by reinforced concrete interior bents with column/drilled shafts. Roadway improvements included widening the travel lanes and shoulders of 0.45 miles of roadway to meet current standards. To maintain traffic flow along SC 34, a busy truck route, an alignment shift was necessary to permit construction of the new structure without routing traffic along an inefficient and costly detour route.

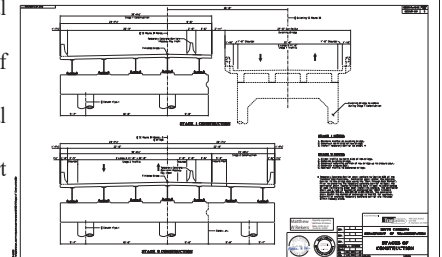
SC 34 over NSRR: All design work was performed from Greenville and Charleston offices in TranSystems. The bridge replacement consisted of a 185-foot three-span continuous integral steel girder bridge supported by reinforced concrete interior bents with columns/drilled shafts. Roadway improvements included widening the travel lanes and shoulders of 0.53 miles of roadway to meet current standards. Minimizing impacts to the local businesses and Town of Silverstreet Park was imperative. The roadway profile was raised to increase the vertical clearance required by the railroad at the edge of the business district and proceeded to drop rapidly into town to tie into the local business district. Additionally a reinforced concrete culvert was replaced within the project in stages.

Additional Staff Involvement:

- Matt Rekers - Project Manager/Structures EOR

Relevance:

- Primary Route
- Offset Alignment/Complex MOT Staged Construction



h. Self-Assessment. The information provided in this section should be a self-assessment of A's or B's performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

TranSystems delivered the bridge and roadway plans both on time and under budget. The projects were shelved on several separate occasions, with the most recent being from 2009-2016 due to funding issues. Multiple engineers who worked on previous phases of the project were not available to pick the project back up when it was un-shelved in 2016, therefore a new design team had to pick up the project, learn the in's and out's and take it to completion. The final road and bridge construction plans were signed and sealed for in May 2020.

i. Quality Initiatives. Discuss A's or B's quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

N/A

j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided, A or B shall provide a detailed explanation below.

The responses to each question in Section 3.5.2 is "No"



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

TranSystems Corporation

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A's or B's responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name: US 301 Dual Bridge Replacements over Four Hole Swamp Design Build Location: Orangeburg County, SC	Name: Crowder Construction	Name of Owner: SCDOT Project Manager: Brooks Bickley, PE Phone: (803) 737-4685 Email: BickleyBJ@scdot.org	Construction: begin Q1 2023 Professional Services: Ongoing (Design services completed Q3 2023)	\$19,340	\$1,700 (Est)

g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.

TranSystems is the lead designer for the US 301 Dual Bridge Replacements over Four Hole Swamp project with Crowder Construction. The project replaces the existing dual bridges over Four Hole Swamp with new 300 foot flat slab bridges. The bridges are being replaced on existing alignment, with a crossover as traffic in high on US 301 (AADT = 11,000). From the beginning of the pursuit our team had concerns with the existing back water requirements with the project, which were less than 1.0' per typical SCDOT requirements. However after confidential conversations with SCDOT, an addendum was released for the RFP which would allow for 1.5' backwater. Not only were hydraulic issues prevalent, but geotechnical investigations were the biggest cause of concern. From review of the borings, there were cemented layers of the Santee Limestone, at approximately 15' below ground level, which exhibited 100+ blow counts in several borings. Additionally, due to the historic profile of the Santee Formation, there were also multiple "weak zones" encountered within the geotechnical borings, typically around Elev. 65'. With this in mind, our team attempted to reduce axial demand, which we achieved through a flat slab superstructure. Our team analyzed multiple alternatives, including hybrid piles, drilled shafts, and pipe piles, but we found that a 24" PSC pile with a typical 2'-6" stinger was the most effective. We believe this approach won the D/B project. TranSystems ultimately utilized a three unit, 8 span reinforced concrete flat slab superstructure with R/C caps and 24" square PSC piles for the interior bents and steel H-piles for end bents. The project also includes safety improvements including paved shoulders, pavement resurfacing and guardrail along the 1.4 mile long corridor. The US 301 project corridor connects the town of Orangeburg to I-95 and Lake Marion. The existing south bound US 301 is structurally deficient and currently reduced to a single lane of traffic. The existing US 301 south bound bridge was widened with steel H piles that significantly corroded during the life of the structure. The new structures are being designed to account for site conditions including the presence of corrosive materials in the swamp and existing weak zones located in the substructure soils beginning approximately 70 feet below the channel bottom. SCDOT chose the design build procurement method in order to expedite the project schedule and re-open US 301 to the public again as a four lane highway.

**Key Individual Involvement:**

- Walker Roberts - Lead Design Engineer/PM & Roadway EOR
- Matt Rekers, PE - Bridge Lead/EOR
- Kenny Wagner, PE - Bridge Support
- John McWhorter, PE, SE, CFM - Hydrology/Hydraulics Lead/EOR

Relevance:

- Design Build
- Primary Route
- Complex MOT

h. Self-Assessment. The information provided in this section should be a self-assessment of A's or B's performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

The project's design was completed on time and under budget.

i. Quality Initiatives. Discuss A's or B's quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

N/A

j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided, A or B shall provide a detailed explanation below.

The responses to each question in Section 3.5.2 is "No"



SC 72 over Cox Creek



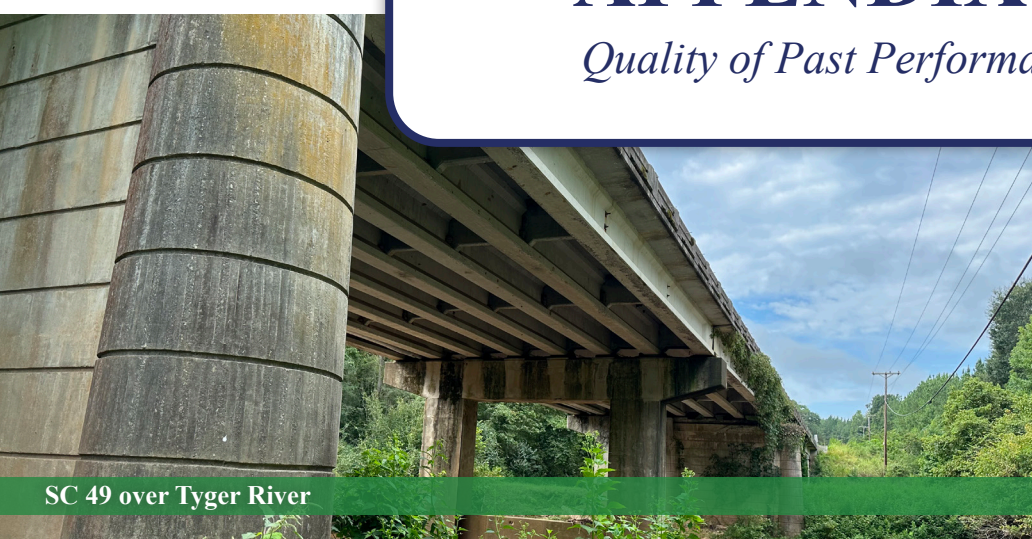
SC 49 over Fairforest Creek



APPENDIX C

Quality of Past Performance

SC 49 over Tyger River



SC 114 over Sandy Run Creek



US 176 over Padgetts Creek



SC 215 over Fairforest Creek



The Crowder - TranSystems team do not have any projects completed in the last five years that meet any of the below stated criteria from 3.5.2.

3.5.2 Quality of Past Performance

Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project? *For all projects, the response is “no”.*

1. Has the Lead Contractor or any member of the joint venture submitted a claim on a project that was litigated? If litigated, explain the results.

For all projects, the response is “no”.

2. Have any projects been delayed more than 30 days such that liquidated damages were assessed?

For all projects, the response is “no”.

3. Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?

For all projects, the response is “no”.

4. Have any projects under contract with the Lead Contractor or any member of the joint venture been subject to remediation actions, stop work orders, or project delays in excess of 30 days as a result of Section 404/Section 401 permit violations?

For all projects, the response is “no”.

5. Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?

For all projects, the response is “no”.

6. Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?

For all projects, the response is “no”.

SC 72 over Cox Creek



SC 49 over Fairforest Creek



APPENDIX D

Financial Capacity, Bonding Capability, & Organizational Agreements

SC 49 over Tyger River



SC 114 over Sandy Run Creek



US 176 over Padgetts Creek



SC 215 over Fairforest Creek





USI Insurance Services
6100 Fairview Drive
Suite 1400
Charlotte, NC 28210
www.usi.com
Tel: 704.543.0258

October 26, 2023

Ms. Carmen Wright
Office of Project Delivery
Office of Chief Council, Office of Alternative Delivery
South Carolina Department of Transportation
955 Park Street, Room 101 (302, 421)
Columbia, South Carolina 29201

RE: Our Client: Crowder Construction Company
Project: Bridge Package 17 | Contract ID 4462250

Dear Ms. Wright:

Liberty Mutual Insurance Company has met the bonding needs of Crowder Construction Company since 1996; they have always performed exceptionally. Crowder has a single bonding capacity of \$350,000,000 and their aggregate bonding capacity is \$1,000,000,000.

Based on Crowder Construction Company's prior experience and based on present circumstances and bonding capacity, Liberty Mutual Insurance Company will be willing to provide bid, performance and payment bonds on requested projects Crowder Construction Company undertake.

Subject to the normal underwriting considerations, including, but not limited to current financial information, final contract terms, conditions and construction financing, we would be most willing to work with them on a 100% Performance and Payment Bond requirement, in the event that they are awarded a contract and enter into a contract which is satisfactory to all parties. We assume no liability to third parties or to you if for any reason we do not execute said bonds.

Liberty Mutual Insurance Company is on the U.S. Department of Treasury's Listing of Approved Sureties (Department Circular 570) Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies, carries an A.M. Best Rating of A (Excellent) with a Financial Size Category of XV (\$2 Billion or greater), and is licensed to act as surety in all fifty states.

If I may provide any additional information, please don't hesitate to let me know.

Sincerely,

Liberty Mutual Insurance Company

Jennifer C. Hoehn
Attorney-In-Fact



Property & Casualty • Employee Benefits • Personal Risk • Retirement Consulting

The USI ONE Advantage®



TRANSYSTEMS



This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: 8209659- 969489

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Amy Daugherty, Angela D. Ramsey, Elizabeth D. Drum, G. Timothy Wilkerson, J. David Pollack, Jr., Jennifer C. Hoehn, Katherine Fowler, Laura W. Dennison all of the city of Charlotte state of NC each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 22nd day of March 2023.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company



By:

David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 22nd day of March, 2023, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By:

Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company do hereby certify that this power of attorney executed by said Companies is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this ___ day of ____



By:

Renee C. Llewellyn, Assistant Secretary

POA - LMIC OCIC WAIC Multi Co_022021

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

Appendix D

PO Box 30007 (28230-0007)
6409 Brookshire Boulevard (28216)
Charlotte, NC
Telephone: 704.332.8184 Fax 704.372.9946

www.crowderusa.com



CROWDER CONSTRUCTION COMPANY
Heavy Civil Division

PROPOSER'S AFFIDAVIT OF FINANCIAL CAPACITY


Crowder Construction Company has the financial capacity and resources necessary to complete the Bridge Package 17 Design-Build Project, Project ID 4462250, Union County as proposed herein. A letter from our bonding company attesting to our good standing and bonding capacity is attached.


George F. Ellis, Vice President

10/26/2023
Date

Subscribed and witnessed before me this 26th day of October, 2023




, Notary Public

My Commission Expires 8/1/27

SC 72 over Cox Creek



SC 49 over Fairforest Creek



APPENDIX E

Organizational Conflict of Interest

SC 49 over Tyger River



SC 114 over Sandy Run Creek



US 176 over Padgetts Creek



SC 215 over Fairforest Creek



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

PROPOSER hereby indicates that it has, to the best of its knowledge and belief has:

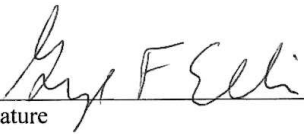
☒ Determined that no potential organizational conflict of interest exists.

☐ Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

1. Describe nature of the potential conflict(s):

2. Describe measures proposed to mitigate the potential conflict(s):



Signature

10/26/2023
Date

George F Ellis
Print Name

Crowder Construction Company
Company

If a potential conflict has been identified, please provide name and phone number for a contact person authorized to discuss this disclosure certification with Department of Transportation contract personnel.

Name

Phone

Company

SC 72 over Cox Creek



SC 49 over Fairforest Creek



APPENDIX F

Confidential or Proprietary Information Summary List

SC 49 over Tyger River



SC 114 over Sandy Run Creek



US 176 over Padgetts Creek



SC 215 over Fairforest Creek



Information contained within our Statement of Qualifications is not confidential or proprietary.

SC 72 over Cox Creek



SC 49 over Fairforest Creek



APPENDIX G

Acknowledgment of Addenda

SC 49 over Tyger River



SC 114 over Sandy Run Creek



US 176 over Padgetts Creek



SC 215 over Fairforest Creek





NOTICE OF RECEIPT
Bridge Package 17
Design-Build – Contract ID 4462250
Union County

Addendum 1

The information in this addendum shall be made part of the contract documents. PROPOSERS are instructed to incorporate the information into the previously provided RFQ documents.

PROPOSERS are required to sign this document and enclose it with their Statement of Qualifications. Receipt of this signed document by The South Carolina Department of Transportation serves as confirmation that the PROPOSER has received and incorporated this Addendum into the contract documents.

Confirmation Statement:

I, the PROPOSER confirm that I have received this addendum package and have incorporated the information provided in the addendum into the contract documents.


PROPOSER's Signature

10/26/2023
Date

George F Ellis
Printed Name

For: Crowder Construction Company
Design-Build Team Name



Post Office Box 191
Columbia, South Carolina 29202-0191

Phone: (803) 737-2314
TTY: (803) 737-3870

AN EQUAL OPPORTUNITY
AFFIRMATIVE ACTION EMPLOYER



SC 72 over Cox Creek



SC 49 over Fairforest Creek



APPENDIX H

Key Individual and Contractor/Designer Reference Forms

SC 49 over Tyger River



SC 114 over Sandy Run Creek



US 176 over Padgetts Creek



SC 215 over Fairforest Creek



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
Jacob.pope@vdot.virginia.gov	Jake	Pope	Kyle Wiley	Virginia Department of Transportation Southampton Highway 671 over Nottoway River	Project Manager	Crowder
mobleyMF@scdot.org	Melanie	Mobley	Kyle Wiley	South Carolina Department of Transportation 5485020-SC9 - Lockhart	Project Manager	Crowder
jrlawrence@ncdot.gov	Jody	Lawrence	Kyle Wiley	North Carolina Department of Transportation C204038-Design Build Madison County-NC 251 over Ivy River	Project Manager	Crowder/Vaughn & Melton
mccaffrega@scdot.org	Drew	McCaffrey	Kyle Wiley	South Carolina Department of Transportation 8803450-Emergency Design Build Package 3	Asst. Project Manager	Crowder/Parrish & Partners
amcmanus@ncdot.gov	Andy	McManus	Kyle Wiley	North Carolina Department of Transportation R-4902 - II-485 Design Build, Mecklenburg County	Senior Job Engineer/Assistant Superintendent	Lane Construction
BickleyBJ@scdot.org	Brooks	Bickley	Walker Roberts	South Carolina Department of Transportation US 301 over Four Hole Swamp Design-Build	Lead Design Engineer	TranSystems
PurgasonA@scdot.org	Austin	Purgason	Walker Roberts	South Carolina Department of Transportation S-52/Lanham Road Bridge Replacement over Horn Creek	Lead Roadway Engineer	TranSystems
ScovilleHC@scdot.org	Clint	Scoville	Walker Roberts	South Carolina Department of Transportation S-458/Cherokee Heights Road Bridge Replacement over Cherokee Creek	Lead Roadway Engineer	TranSystems
ScovilleHC@scdot.org	Clint	Scoville	Walker Roberts	South Carolina Department of Transportation S-671/Samuel Road Bridge Replacement over Corner Creek	Lead Roadway Engineer	TranSystems
mobleyMF@scdot.org	Melanie	Mobley	Rich Hauser	South Carolina Department of Transportation 5485020-SC9 - Lockhart	Construction Manager	Crowder
PowerRW@scdot.org	Robert	Power	Rich Hauser	South Carolina Department of Transportation Design Build Emergency Package 6	Site Superintendent	Crowder
TurnerMK@scdot.org	Kevin	Turner	Rich Hauser	South Carolina Department of Transportation US 78 & US 7 Bridge Replacemens	Project Superintendent	Crowder
ParrisSL@scdot.org	Shane	Parris	Rich Hauser	South Carolina Department of Transportation I-85 Widening Design-Build, CSX Bridge Replacement	Site Superintendent	Crowder

Email	First Name	Last Name	Company Name	Project Name	Team
Contractor & Design Firm Project References					
mobleyMF@scdot.org	Melanie	Mobley	South Carolina Department of Transportation	SC9 Bridges over Broad River, Lockhart Canal, Canal Road and Lockhart Drive SCDOT File 5485020	Crowder
PowerRW@scdot.org	Robert	Power	South Carolina Department of Transportation	Emergency DB Pkg 6 - Richland County - South Carolina Department of Transportation File No. 4007610	Crowder
LedbetterDL@scdot.org	Darren	Ledbetter	South Carolina Department of Transportation	SC 34 Bridge Replacements over NSRR & Wilson Creek	TranSystems
BickleyBJ@scdot.org	Brooks	Bickley	South Carolina Department of Transportation	US 301 Dual Bridge Replacements over Four Hole Swamp, Orangeburg County, SC	TranSystems
Prior Collaboration References					
BickleyBJ@scdot.org	Brooks	Bickley	South Carolina Department of Transportation	US 301 Dual Bridge Replacements over Four Hole Swamp, Orangeburg County, SC	Crowder/TranSystems/Three Oaks/Telics
PowerRW@scdot.org	Robert	Power	South Carolina Department of Transportation	Emergency Design Build Package 6 - Richland County - South Carolina Department of Transportation File No. 4007610	Crowder/S&ME/Telics
ReynoldsBS@scdot.org	Brad	Reynolds	South Carolina Department of Transportation	CSX over I-85 Bridge Replacement, Spartanburg County, SC	Crowder/TranSystems/Three Oaks
ParrisSL@scdot.org	Shane	Parris	South Carolina Department of Transportation	CSX over I-85 Bridge Replacement, Spartanburg County, SC	Crowder/TranSystems/Three Oaks
ScovilleHC@scdot.org	Clint	Scoville	South Carolina Department of Transportation	S-458 Bridge Replacement over Cherokee Creek	TranSystems/S&ME
HEGamble@greenvillecounty.org	Hesha	Gamble	Greenville County	Hampton Avenue Pedestrian Bridge over NSRR, Greenville, SC	Crowder/TranSystems
W.Brown@wv.gov	Tracy	Brown	West Virginia Department of Transportation	Bridge Replacement Projects - District 1	AMT/TranSystems
NeckerJL@scdot.org	Jennifer	Necker	South Carolina Department of Transportation	Lowcountry Rapid Transit	TranSystems/AMT