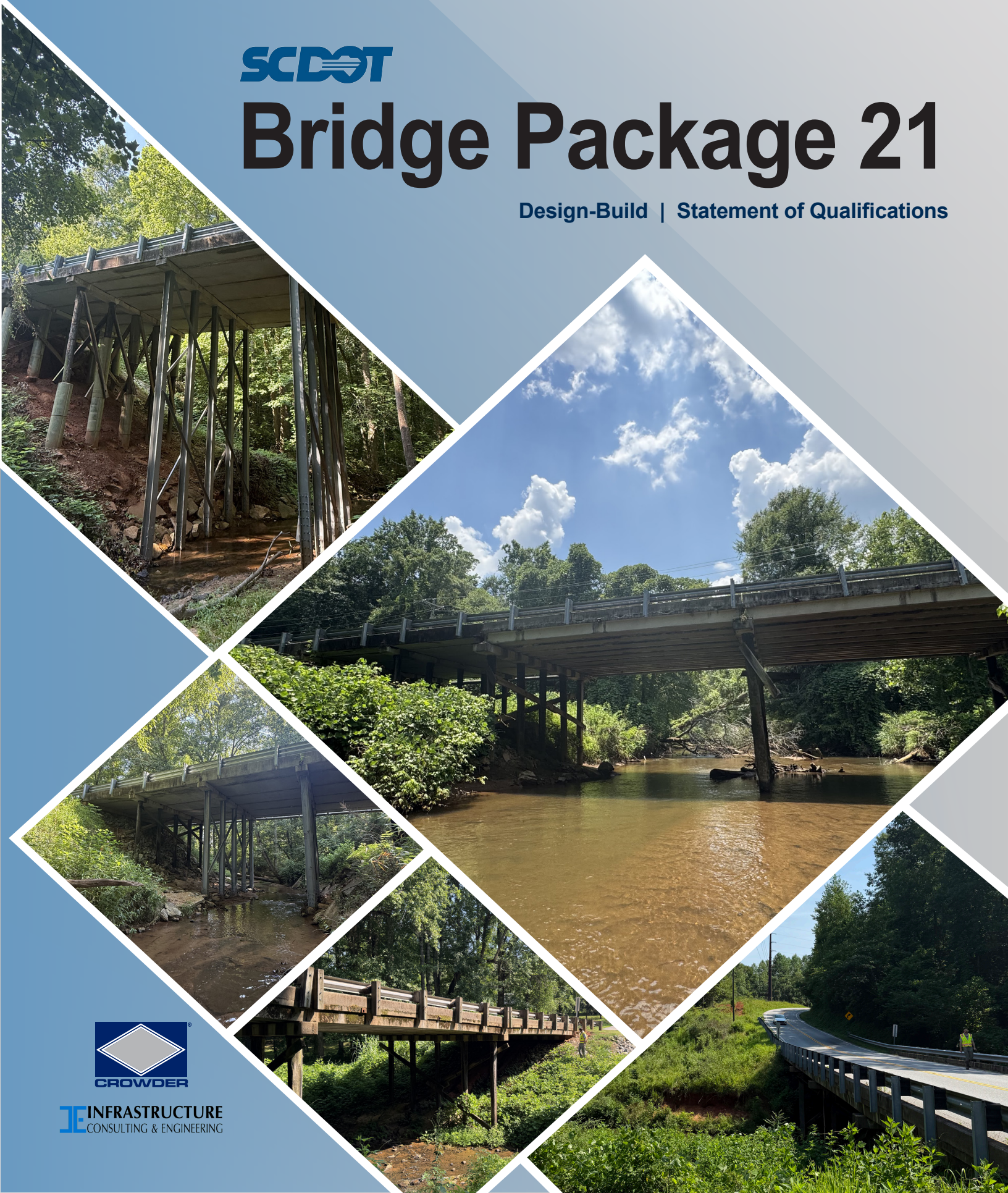




Bridge Package 21

Design-Build | Statement of Qualifications



JE INFRASTRUCTURE
CONSULTING & ENGINEERING

NAVIGATION

FOR EASE OF REFERENCE

Blue Bold Underlined Text indicates links to various items in the Appendix.

FOR ADOBE ACROBAT 25.1 VERSION:

To return to previous view, click ALT + left arrow. You can also set your PDF viewing preferences by following these steps:

1. Select  Icon in Bottom Right Page View Toolbar
2. Pin “Previous View”

A back button will appear on your toolbar and can be used to go directly to your previous view.

FOR OLDER ADOBE ACROBAT VERSIONS:

To return to previous view, click ALT + left arrow. You can also set your PDF viewing preferences by following these steps:

1. Select View Tab
2. Show/Hide Toolbar Items
3. Show Page Navigation Tools
4. Check “Previous View”

A back button will appear on your toolbar and can be used to go directly to your previous view.

3.2.1**Crowder Construction Company****Corporation**

Date of Incorporation: May 27, 1953
State of Incorporation: North Carolina

Authority to Execute Contract

George Ellis, PE
Crowder Construction Company
PO Box 30007, Charlotte, NC 28230
704-332-8184 (o) / 704-995-4757 (c)
gellis@crowderusa.com

Office project will be managed from

6409 Brookshire Blvd.
Charlotte, North Carolina, 28216
Construction managed from field office.

3.2.2**Points of Contact**

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

Leland Colvin, PE, DBIA

Infrastructure Consulting &
Engineering
110 Midlands Court
West Columbia, SC 29169
803-429-3352 (c)
leland.colvin@ice-eng.com

3.2.3**Lead Contractor**

Crowder Construction Company

Lead Designer

Infrastructure Consulting & Engineering

3.2.4**Lead Contractor Unique Entity ID**

K7HXCACGATE5

Lead Designer Unique Entity ID

JL1KHGKFCVF6



3.2.5**Commitment of Key Personnel**

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 Infrastructure Consulting & Engineering confirms availability of key staff for the duration of the project.

3.3.1**Organizational Chart, Team Structure, and Team Integration**

The Bridge Package 21 Design-Build (DB) project will be led by Crowder Construction Company (Crowder). Crowder is a prequalified prime contractor with the SCDOT who builds the infrastructure people rely upon. Crowder will be the sole entity to contract with the SCDOT responsible for the overall 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 indicates the team structure, and the organizational chart (*Figure 1*) on the next page demonstrates the "Chain of Command," communication lines, and functional relationships that will be implemented on this project.

**Table 1: Primary Team Members**

Company	Role	Responsibilities
	Lead Contractor	Construction of new bridges and related roadway approaches; demolition, removal, and disposal of existing bridges; utility coordination; erosion and sediment control; and maintenance of traffic
	Lead Designer	Geotechnical exploration and design; hydrologic/hydraulic analysis and design; environmental permitting, monitoring, and compliance; roadway design; bridge design; utility coordination; as-built plans

Organizational Chart

The organizational chart highlights the Crowder+ICE team's key personnel who are committed to facilitating transparent communication and partnering with SCDOT to deliver this project. All key personnel identified meet requirements of the RFQ and the SCDOT's quality and schedule expectations. Crowder and Infrastructure Consulting & Engineering (ICE) confirm availability of key staff for the duration of the project.

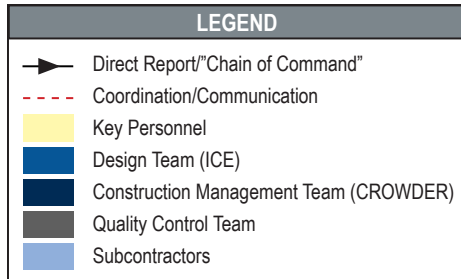
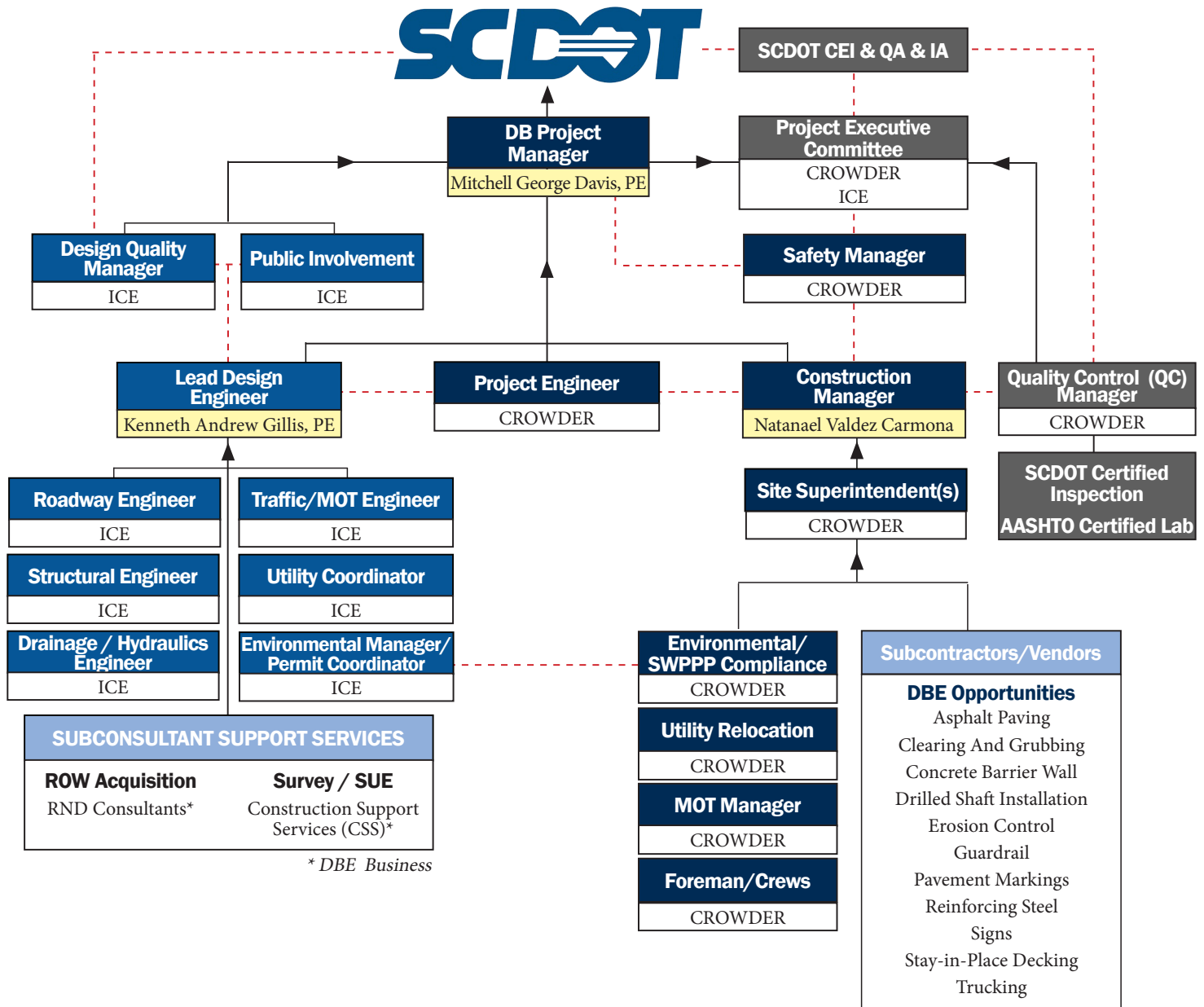


Figure 1



Design Team & Constructability Coordination

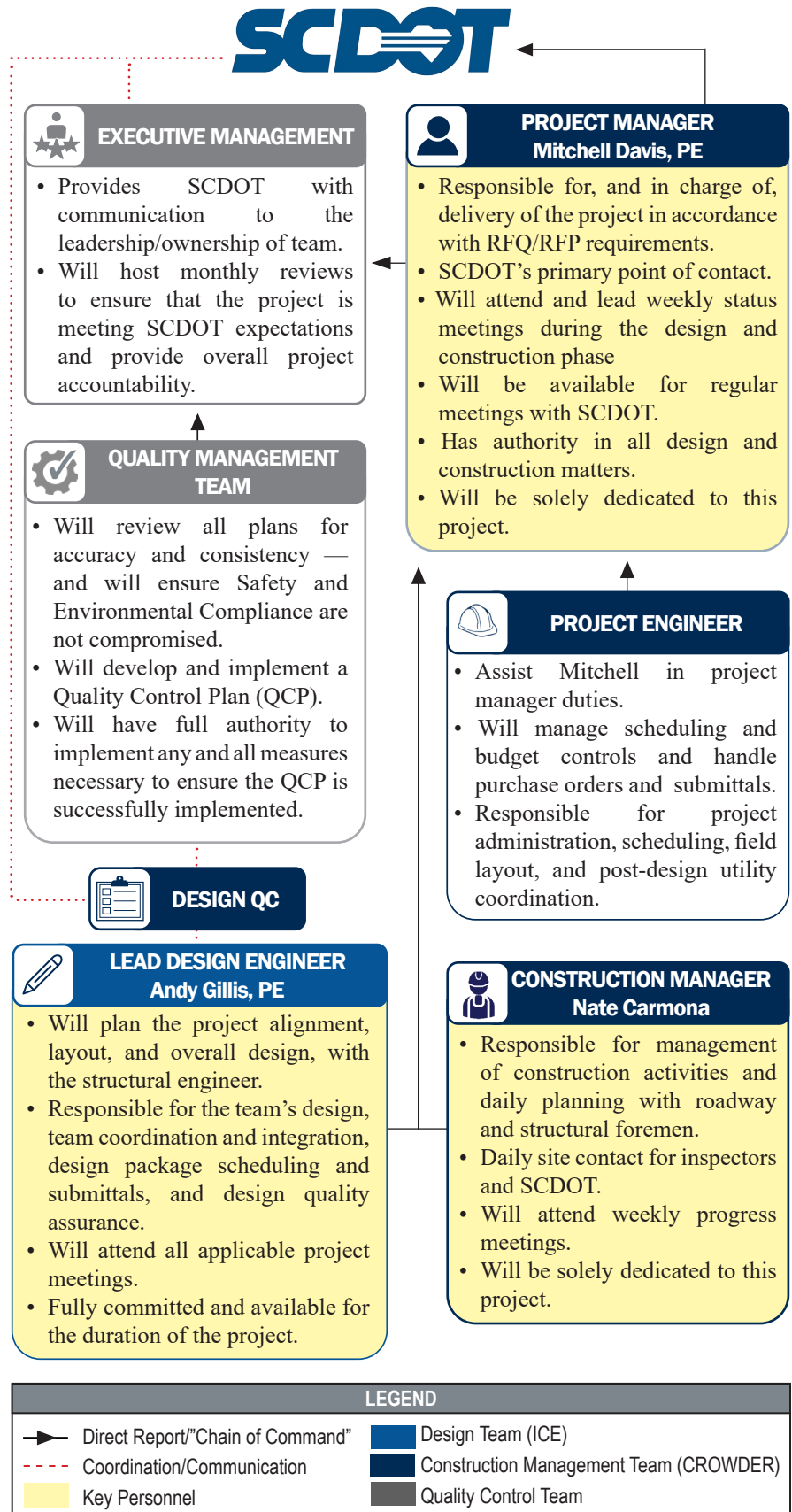
While both report directly to the Project Manager, the Lead Design Engineer and Construction Manager will collaborate during pursuit design development and into delivery. Our team will collaborate on final design implementation to ensure ease of constructability and environmental responsibility. After award, Crowder and ICE will collaborate to ensure design-related and construction submittals are thorough and meet or exceed the SCDOT's expectations.

Team Structure and Integration

Crowder has enlisted ICE as the Lead Designer. ICE will subcontract to specialty subconsultants such as RND Consultants (DBE) and Construction Support Services (DBE) for professional services. Crowder's team is structured to share and apply lessons learned on previous SCDOT Design-Build jobs to ensure effective teamwork with clear lines of authority and responsibility with open channels of communication. *Figure 2* (on the right) demonstrates the functional reporting responsibilities, and how we will operate as an integrated team.

Figure 2: Integration and relationships

Functional Relationships



Additional Key Support to Ensure Project Success

In addition to our key personnel identified on the previous page and in section 3.4, our team will also include the below key support.

Clark Baer, PE Bridge Engineer / Seismic (ICE)	<ul style="list-style-type: none"> • 12 years of experience, including Lead Design Engineer for SCDOT Bridge Package 29. • Played key structural roles in nine SC Design-Build projects, including Emergency Bridge Package 2018-1 and I-26 Widening (MM 85-101).
Sally Thomson, PE Geotechnical Engineer (ICE)	<ul style="list-style-type: none"> • Geotechnical Engineer for SCDOT Bridge Package 29. • Strong familiarity with mitigating geotechnical seismic hazards for bridge projects. • Geotechnical Engineer for 14 SCDOT projects, including Emergency Bridge Packages 2018-1 and 2018-2B.
Ryan Chmielewski, PE Hydraulic Engineer (ICE)	<ul style="list-style-type: none"> • Extensive hydraulic design/analysis experience with culverts, including Hydraulic Engineer for SCDOT Bridge Package 29. • Hydraulic Designer for the following SCDOT projects: I-26 Widening (MM 85-101) and SCDOT Scour Critical Assessment & Management System.
Alex Stronczek, PE Roadway Engineer (ICE)	<ul style="list-style-type: none"> • Roadway Engineer for SCDOT Bridge Package 29. • Provided roadway design for 10 SCDOT projects, including I-95 SB Bridge Replacement over SC 46 and I-26 Widening (MM 85-101).
Jason McNaughton Utilities Manager (ICE)	<ul style="list-style-type: none"> • Utility Coordinator for Bridge Package 29. • Utility Coordinator for 11 SCDOT projects, including I-26 Widening (MM 85-101) and Five Bridge Replacements on I-20.
Barrett Stone Environmental Manager (ICE)	<ul style="list-style-type: none"> • 27 years of experience. • Environmental Manager for SCDOT Bridge Package 29. • Extensive experience working with SHPO, obtaining permits, and preparing PCEs.

Table 2: Design Build Integration Strategies

Project Manager has overall decision-making and contractual ability to execute day-to-day, site-specific, decisions/communication and will be SCDOT's Point of Contact.

Project Manager is responsible for day-to-day management and SCDOT communication, facilitating Pre-construction and Construction communication.

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, constructability, scheduling, and design reviews.

Pre-design meetings will be held with Construction Team and SCDOT upon award and as needed thereafter.

Technology Integration (BlueBeam Plan reviews, ProjectWise file management system, and Video Conferencing) will increase communication.

Construction Team will hold Pre-submittal constructability reviews.

A dedicated design/construction document control specialists will coordinate with SCDOT on design and construction submittals.

ICE will perform independent "third party" quality control reviews using PCDM-22 Quality Control Checklists for Design.

History of Working Together

Crowder and ICE have recently worked together on SCDOT Bridge Package 29 Design-Build. Package 29 involved replacement of two closed bridges in District 3 and 6. Work included construction of new bridges and associated road work at two project sites. Lessons learned and experience gained on this project will be implemented on future projects to ensure continued success and owner satisfaction. Key individuals Mitchell Davis, Nate Carmona, and Andy Gillis worked on Package 29. The majority of staff who worked on Package 29 will be assigned to Package 21 if selected.



Crowder and ICE have recently begun partnering on projects due to our teams' similar priorities and commitment to accurate schedules and innovative approaches. Our approach focuses on balancing schedule and cost while providing low maintenance and high value to the owner. Both of our teams have decades of Design-Build experience and practice similar preconstruction and project management styles. Both teams also have a long history of completing successful projects with SCDOT. Combining our knowledge and experience of South Carolina infrastructure and terrain, Crowder+ICE is an efficient team with quality insight to address any potential concerns the project may have.

Due to our experience working on similar projects and having to coordinate even when not partners, we are familiar with each other's capabilities and have established relationships between members of our team. Table 3 shows a list of some projects Crowder and ICE have interacted on.

Table 3						Mitchell Davis	Andy Gillis	Nate Carmona	Clark Baer	Sally Thomson	Ryan Chmielewski	Alex Stronczek	Jason McNaughton	Barrett Stone	
Key and Team Personnel Collaboration Experience						Key Staff	Additional Staff								
<u>Bridge Package 29 Design-Build (2024-2025)</u> Oconee & Jasper counties, SC SCDOT Carolyn Fisher, PE, FisherCP@scdot.org, 855-467-2368 Mitchell Davis - PM Andy Gillis - Design PM Nate Carmona - Superintendent Replaced two existing closed bridges in addition to associated roadwork at two sites.															
<u>US 301 Bridge Replacements over Four Hole Swamp (2022-2024)</u> Orangeburg County, SC SCDOT Robert Griffin, PE, GriffinRM@scdot.org, 803-435-4431 Mitchell Davis - Assistant PM Nate Carmona - Superintendent Replaced two existing 250’ long bridges with twin 300’ long, flat slab bridges, utilizing crossovers and associated roadway, including roadway safety improvements for 1.2 miles to the east.															
<u>SCDOT Emergency Design-Build Bridge Replacement over South Edisto River (2021-2022)</u> Aiken County, SC SCDOT Bobby Usry, UsryBM@scdot.org, 803-641-7660 Mitchell Davis - Design-Build Coordinator Nate Carmona - Superintendent Replaced approximately 600’ long bridge in the same alignment with a new 610’ long bridge along with associated roadwork and utility relocation.															
Collaborating on the Same Project Under Different Teams						Crowder			ICE						
<u>NBIF Cosgrove Ave Ext Bridge and Hobson Ave Roadway Improvement (2023 - Current)</u> North Charleston, SC SC Ports Authority, Edward (Butch) Weber, P.E., 843-856-7049 Constructed 1,032 LF bridge over the Palmetto Railways and made improvements to North Hobson Avenue. Project included nine interior bents that spanned 1032 LF and spread the load across 80 pre-stressed concrete girders.						Prime Contractor			Construction Management, CEI services, and Survey Verification						
<u>I-85 Reconstruction/Widening and CSX Bridge Design-Build (2016-2023)</u> Spartanburg County, SC SCDOT, Brad Reynolds, reynoldsbs@scdot.org, 803-737-1440 CSX Bridge replacement as part of a larger interstate widening project by the Blythe/Zachry JV Team. Constructed new three-span railroad bridge capable of handling two lines of track.						Subcontractor to Blythe/Zachry JV Team			Construction Management and CEI Services						
<u>SC 9/49 Multi-Bridge Replacement (2017 - 2020)</u> Lockhart, SC SCDOT, Melanie Mobley, MobleyMF@scdot.org, 803-385-4233 Replaced four bridges - the largest being the 700’ long SC 9/49 bridge over the Broad River.						Prime Contractor			CEI Services						
<u>Rainbow & Leaphart Drive Bridge Replacements over I-26 (2017-2020)</u> Lexington, SC SCDOT, Jeremy Yuhas, YuhasJD@scdot.org, 803-360-7235 Construction of replacement bridges on Rainbow Road and Leaphart Road to widen shoulders and provide additional vertical and horizontal clearance over I-26 in West Columbia.						Prime Contractor			CEI Services						

3.3.2

Project Resources, Strategies, and Execution

Crowder Construction Company has built bridges in SC and NC since 1954. Crowder is a wholly-owned subsidiary of Crowder Constructors Inc., headquartered in Charlotte, NC, with approximately 900 employees in multiple divisions. Crowder 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 several DB projects for SCDOT and has developed a 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 \$815.4 million with a total bonding capacity of \$1.5 billion. Crowder Heavy Civil maintains 14 crews performing structures, roadway (grading/drainage) work, including associated equipment. Crowder will self-perform approximately 60-70% of the total contract to maintain schedule control. Table 4 highlights our anticipated division of work between our team and subcontractors. A minimum of two (2) structures crews and one (1) roadway crew will be committed to this project with the option to add additional crews. Crowder will allocate additional resources as necessary, to ensure any unforeseen schedule impacts are recovered.

ICE will provide roadway design, drainage design, structures design, geotechnical design, load rating, utility coordination, and environmental permitting, monitoring, and compliance. Lead design engineer Andy Gillis' extensive

Table 4: Task Self-Performing and Tasks by Others

Construction Category	Self-Perform	Construction Category	Sub Contract	Design Discipline	ICE	RND	CSS
Construction Management	✓	Clearing and Grubbing	✓	Structural/Bridge Design	✓		
Pile Foundations	✓	Roadway Striping	✓	Roadway Design	✓		
Bend Caps & Columns	✓	Erosion Control Installation	✓	Hydrology & Hydraulic Design	✓		
Girder Erection	✓	Guardrail	✓	Geotechnical Design	✓		
Form and Place Deck	✓	Drilled Shaft	✓	MOT	✓		
Approach Slab	✓	Hauling	✓	Utility Coordination	✓		
Demolition	✓	Barrier Walls	✓	Surveying			✓
Site Utility Coordination	✓	Grooving	✓	Environmental Permitting	✓		
E&S Control Maintenance	✓	Traffic Control	✓	Right of Way		✓	
Grading & Drainage	✓	Paving	✓	Public Involvement	✓		
Rip Rap Slope Protection	✓	Flatwork	✓	SUE			✓
Subcontractor Support	✓	Reinforcing Steel	✓	Construction Support (RFIs, Shop Drawings, As-Built, etc.)	✓		

DB experience managing and integrating engineering design teams will ensure timely delivery and quality deliverables which should facilitate an efficient submittal/approval process.

The Design Team is structured to capitalize on the strengths of seasoned ICE engineers as well as specialized subconsultants including two DBE-certified firms. Our subconsultants include SubTerra for geotechnical drilling, CSS (DBE) for pre-design surveys, and RND Consultants (DBE) for right-of-way services. All of ICE's

subconsultants have SCDOT DB experienced staff immediately available for this project. ICE has the design discipline resources available to allow concurrent designs at multiple sites.

Table 5: Crowder's Local Labor Resources

Crowder's available staff and equipment resources along with what we anticipate needing to complete this project.

Classification	On Staff	Required	Classification	Owned	Required
Carpenters	35	6	Cranes (90 - 300 ton)	10	2
Structures Foremen	18	2	Vibratory Hammers	1	1
Crane Operator	8	2	Pile Impact Hammers	4	2
Carpenter Aids / Laborers	24	2	Manlifts	2	1
Piledriving Foreman	4	2	Dozers	5	2
Equipment Operators	12	5	Excavators	11	2

ICE's Available Resources

Discipline	Staff	Discipline	Staff
Roadway	56	Structures	46
Drainage	32	Geotechnical	30

Table 6: SC Bridge Package Experience in the Last 10 Years

Both Crowder and ICE have extensive experience in delivering design build bridge projects with multiple bridges for SCDOT

Crowder		ICE	
Project Name	# of Bridges	Project Name	# of Bridges
SC 9/49 Multi-Bridge Replacement Lockhart, South Carolina	4	Federal Aid Design-Build Bridge Replacement Project (Package E) Cherokee, Chester, Fairfield, Lancaster, & York Counties	12
Emergency Design-Build Bridge Package 3 Fairfield, Florence & Newberry Counties	3	Emergency Bridge Replacement Package 4 Kershaw, Richland, & Williamsburg Counties	4
Emergency Design-Build Bridge Package 6 Richland County	3	Emergency Bridge Package 2018-1 Orangeburg & Dillon Counties	3
Emergency Design-Build Bridge Package 29 Jasper & Oconee Counties	2	Emergency Bridge Package 2018-2B Chesterfield County	4
Emergency Design-Build Bridge Package 32 Bamberg, Calhoun, and Orangeburg Counties	3	Emergency Design-Build Bridge Package 29 Jasper & Oconee Counties	2

Project Strategies and Execution

ICE's strategy for successful design resource execution is to utilize the same design team that worked for Crowder on Bridge Package 29 with Andy Gillis serving as Lead Design Engineer, supported by Clark Baer (Structures), Sally Thomson (Geotechnical), Ryan Chmielewski (Hydraulics), Alex Stronczek (Roadway), Jason McNaughton (Utilities) and Barrett Stone (Environmental). This continuity of team will eliminate any contractor-designer coordination learning curve. It enables immediate start-up at notice of award because contracting language between ICE and Crowder has already been established. It allows for productive design and constructability reviews in an integrated fashion with Crowder to ensure supplier/fabricator commitments for product delivery are met.

It also promotes the development of accurate and verified design deliverables to SCDOT after a collaborative QC process with Crowder.

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.

The Crowder+ICE team will approach the design and construction sequence by identifying utility conflicts and ensuring clear access for demolition and construction activities — particularly pile driving operations. Our plan is to begin with the bridges on S-168 over the Tributary to Choestoea Creek and S-51 over Snow Creek, both located in Oconee County and approximately seven miles apart. These two sites present minimal utility conflicts, which should be relatively straightforward to address through either avoidance or relocation.

We do not intend to work on both S-168 bridges (over the Tributary to Choestoea Creek and over Little Choestoea Creek) simultaneously, due to the potential detour impacts and inconvenience to the traveling public and nearby residents.

Field Observations & Noted Challenges

S-168 over Tributary to Choestoea Creek

- **Blue Ridge Electric Co-op:** 1PH overhead line crosses bridge from west to east; must be relocated prior to construction.
- Missing riprap on abutment slopes and presence of abutment scour indicate the need for a larger hydraulic opening.
- Exposed end bents indicate high water levels that could cause the bridge to become scour critical.



S-51 over Snow Creek

- **Ft Hill Natural Gas:** Underground gas main on west side; potential conflict, more data needed.
- **Pioneer Water District:** Underground water main on east side; possible conflict, needs further review.
- **AT&T:** Abandoned copper pedestal on southwest side; cable to be removed during construction.
- **Blue Ridge Electric Co-op:** 3PH line north of bridge site; may remain in place.
- **Upcountry Fiber:** Attachments present on electric line.
- Existing plans show high water level overtops the bridge suggesting the profile may need to be raised.
- Washed away riprap from abutment slopes indicate the need for a larger hydraulic opening.
- Bank erosion suggests high velocities during larger storms that could cause the bridge to be scour critical.



S-168 over Little Choestoea Creek

- Guardrail for bridge parapets will have to accommodate driveways/streets near the bridge ends
- **Blue Ridge Electric Co-op:** 1PH overhead line crossing north side; requires relocation before construction.
- **Upcountry Fiber:** Attached to the 1PH line; will relocate with electric line.
- **Pioneer Water:** Water main transitions from underground to bridge attachment and back; relocation needed before construction.
- The presence of channel bars indicates potential for high sediment transport.
- Missing riprap on abutment slopes and presence of abutment scour indicate the need for a larger hydraulic opening.



Once the initial two bridges are completed, we would then shift our focus to S-168 over Little Choestoea Creek and S-133 over Little Cane Creek. While the S-133 site presents more complex utility challenges, particularly those involving Central Electric and Blue Ridge Electric Cooperative, we believe allowing at least a year for these stakeholders to resolve their utility conflicts is a practical and necessary approach.

Finally, we would move on to the fifth and final bridge: S-197 over the South Tyger River in Spartanburg County. This location poses specific utility coordination challenges, most notably the relocation of an 8-inch water main managed by the Woodruff Water District, which has a significant lead time. Additionally, because this bridge is geographically isolated from the others, it offers limited opportunities for shared resources or crew overlap. Therefore, it is best approached as a standalone effort.

Geographical Location

Crowder will manage the project from our Charlotte, NC, office. Additionally, Crowder will mobilize a mobile project office space near the job sites to serve as the Construction Manager's office. This office will have flex workspaces for the Project Manager and construction staff when they are working onsite. There will also be space for ICE's engineers and their subconsultant staff to co-locate as needed. The unit will contain a meeting room for owner progress meetings and onsite training. ICE will perform all elements of design from its West Columbia, SC, office. ICE's Greenville Office will also provide local meeting space and material testing services from our

Field Observations & Noted Challenges

S-133 over Little Cane Creek

- **Central Electric Transmission:** Line runs on the north side; relocation highly undesirable due to private easement and >1-year timeline.
- **Blue Ridge Electric Co-op:** 3PH line attached to transmission pole line; likely impacted — discussion ongoing for protection or separate relocation.
- **Upcountry Fiber:** Overhead cable transitions to underground near bridge; relocation expected.
- Debris buildup indicates the need for a longer main span.
- Missing riprap from abutment slopes and bank erosion downstream indicate the need for a larger hydraulic opening.
- Bridge may need to be skewed for hydraulics.

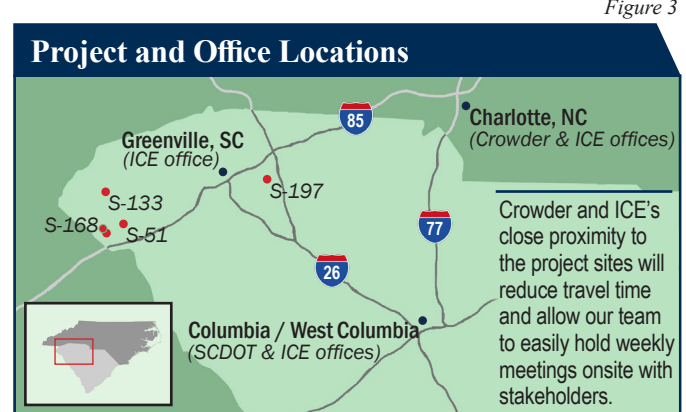


S-197 over South Tyger River

- **Roadway Geometry** with sharp curves ($R = 409'$) leading into bridge.
- **Woodruff Water District:** 8-inch water main attached to the bridge; needs relocation prior to demo/construction.
- **Laurens County Electric:** Overhead 3PH line crosses on the north side of the bridge; must be relocated before construction.
- **Charter:** Attached to overhead pole line; will relocate along with Laurens Electric.
- **Piedmont Natural Gas:** 4-inch plastic gas main on the north side; relocation likely needed, with adjustments to end of main.
- Debris buildup on channel piers indicates the need for a longer main span.
- Exposed end bents and washed away riprap from the abutments indicate the need for a larger hydraulic opening.
- Pier scour present on channel piers would suggest the need to span the entire channel to avoid scour issues.



AASHTO accredited lab. Based on the proximity to SCDOT headquarters, this will facilitate close coordination and responses of all design submittals to SCDOT. It will also allow for enhanced communication and integration. This is accomplished by planning and brainstorming through face-to-face and virtual meetings, and in-person project meeting attendance as needed.





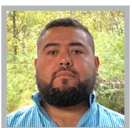



An ICE design management office in Charlotte also allows for convenient access to Crowder's base of operations for both office meetings and onsite meetings. When it comes to issue resolution, there is no better avenue to solve problems than face-to-face meetings, that can be enhanced with additional virtual communication. ICE and Crowder will attend regular meetings, maintain a high level of communication & collaboration, and function as an integrated delivery team — both during the pursuit and delivery of this project. We commit to a partnering approach to solving any issues that arise and keeping the project moving toward completion as our first and foremost mission.

3.4

EXPERIENCE OF KEY INDIVIDUALS

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+ICE Team commits key staff who will be available for the duration of the project and far exceed the minimum requirements for the following roles: Project Manager, Lead Design Engineer, and Construction Manager.

Name / Position	Key Qualifications
 Project Manager Michell Davis, PE 	<ul style="list-style-type: none"> • 27 years of experience (18 years with Crowder) • SCDHEC - Erosion Control Inspector • Coordinated and organized material and equipment needs, and prepared submittals • Successful completion of previous SCDOT projects
 Lead Design Engineer Andy Gillis, PE 	<ul style="list-style-type: none"> • 28 years of experience (18 years with ICE) • Experience in transportation design/construction & emergency bridge replacement projects • Managed and/or designed roadway approach work for 101 bridge replacements in SC • Licensed Professional Engineer in Georgia, Pennsylvania, and South Carolina
 Construction Manager Nate Carmona 	<ul style="list-style-type: none"> • 18 years of experience (16 years with Crowder) • Multi-bridge project experience • Crane rigging & material handling experience • Manages heavy equipment operation

3.5

PAST EXPERIENCE OF TEAM

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

APPENDIX

KEY INDIVIDUAL RESUME FORMS



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

- a. Name & Title: Mitchell George Davis, PE - Project Manager
- b. Role of Key Individual for this Project: Project Manager
- c. Name of Firm with which you are now associated: Crowder Construction Company



- d. Years of Experience: With this Firm: 18 Years With Other Firms: 9 Years
- Firm 1:** Crowder Construction Company – Project Manager (2017-Present); Assist. Project Manager (2006-2017)
Responsible for executive oversight for assigned projects. Created and maintained project schedules, performed cost analysis, coordinated and wrote subcontracts and purchase orders.
- Firm 2:** City of Charlotte — Transit Amenity Engineer (2004-2006)
Responsible for contractor coordination and identifying risk elements.
- Firm 2:** Trievicos — Project Engineer (1997-2004)
Responsible for contractor coordination and identifying risk elements.

- e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s) :
Clemson University / Clemson, SC / Bachelor of Science / Civil Engineering / 1997

- f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2013 / NC / Civil / 0402636

- g. Document the extent and depth of your experience and qualifications relevant to the Project.

SCDOT Emergency Bridge Package 29 – Jasper and Oconee Counties, SC

Key Personnel Role: Project Manager

Experience with Current Firm: Firm 1

Project/Assignment Duration: Project 2024-2025 | Assigned 2024-2025

Owner Contact Information: SCDOT, Carolyn Fisher, PE
855-467-2368, FisherCP@scdot.org

Design/Construction Value: \$15.4 Million



Project Description: Replaced washed out bridge on US 76 with 3 span prestressed girder bridge on drilled shaft interior bents and pile end bents. Replaced washed out culverts on US 278 with 3 span flat slab bridge on precast pile interior bents and H-pile end bents. Both bridges opened to traffic ahead of contractor's baseline schedule. Responsibilities included safety, budget, schedule, contract compliance, quality, and coordination with construction management, Owner, and other Stakeholders.

Significant to this project: Design-Build, multiple sites, flat slab bridge, SCDOT and other SC agencies.

SCDOT Design-Build Bridge Replacements Over Four Hole Swamp

Key Personnel Role: Assistant Project Manager

Experience with Current Firm: Firm 1

Project/Assignment Duration: Project 2022-2024 | Assigned 2022-2024

Owner Contact Information: SCDOT, Robert Griffin, PE
803-435-4431, GriffinRM@scdot.org

Design/Construction Value: \$19.4 Million



Project Description: Replaced two existing 250' long bridges on US 301 over Four Hole Swamp with twin 300' long, flat slab bridges, utilizing crossovers and associated roadway — including roadway safety improvements. The bridges were founded on predrilled, prestressed pile and utilized phased construction. The project also included roadway safety improvements for 1.2 miles to the east of bridge replacement. Responsibilities included assisting the project manager

Significant to this project: Design-Build, bridge over water, SCDOT and other SC agencies.

Aiken Emergency Design-Build Bridge over South Fork Edisto River

Key Personnel Role: Design-Build Coordinator
 Experience with Current Firm: Firm 1
 Project/Assignment Duration: Project 2021-2022 | Assigned 2021-2022
 Owner Contact Information: SCDOT, Bobby Usry
 803-641-7660, UsryBM@scdot.org
 Design/Construction Value: \$6.3 Million



Project Description: Design and construction of an emergency bridge replacement. The bridge is 610 feet long and is a combination of flat slabs and Type III girder cast-in-place deck all founded on precast concrete composite piles. Responsibilities included safety, budget, schedule, contract compliance, quality, and coordination with construction management, Owner, and other Stakeholders.

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

NCDOT Rail Division Charlotte Gateway Station

Key Personnel Role: Project Manager
 Experience with Current Firm: Firm 1
 Project/Assignment Duration: Project 2018-2022 | Assigned 2018-2020
 Owner Contact Information: NCDOT, Eric Swanson, PE, LEED AP
 919-707-4111, ekswanson@ncdot.gov
 Design/Construction Value: \$56 Million



Project Description: Project included grading, drainage, 8 bridges, 1,100 LF Amtrak passenger platform, 7 retaining walls, rock plating, utility re-locations, sub-ballast installation, bridge plumbing systems, paving, egress stairs, tunnel and walkways, caissons, micro-piles, temporary pedestrian walkway enclosures, bridge demolition, and temporary shoring. Responsibilities included safety, budget, schedule, contract compliance, quality, and coordination with construction management, Owner, and other Stakeholders.

Significant to this project: Multi-bridge construction, utility, drainage

SCDOT Bridge Replacements over Noisette Creek

Key Personnel Role: Assistant Project Manager
 Experience with Current Firm: Firm 1
 Project/Assignment Duration: Project 2015-2016 | Assigned 2015-2016
 Owner Contact Information: SCDOT, Clay Bodiford
 843-740-1574, bodifordca@scdot.org
 Design/Construction Value: \$8.5 Million



Project Description: Project is for two bridges under an A+B bidding process. Crowder mobilized onto the site, cleared, and a 90-day utility relocation window began in accordance with the spec. Both bridges consisted of 7,500 LF of 24" Concrete Pile with 12 x 53 stringers. The O'Hear bridge had 8,400 LF of 3' Cored Slabs (60' and 70' lengths) and the Spruill bridge was a 1,600 CY Flat Slab bridge. Responsibilities included safety, budget, schedule, contract compliance, quality, and coordination with construction management, Owner, and other Stakeholders.

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.
 Mitchell Davis is currently work on SCDOT Bridge Package 32 as an Assistant Project Manager (anticipated complete date of March 2026) and will be available to transition to this project and be fully dedicated upon award.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title: Kenneth Andrew Gillis, PE, Vice President of Special Projects

b. Role of Key Individual for this Project: Lead Design Engineer

c. Name of Firm with which you are now associated: Infrastructure Consulting & Engineering, LLC

d. Years of Experience: With this Firm: 18 Years With Other Firms: 10 Years

Firm 1: Infrastructure Consulting & Engineering, LLC: Vice President of Special Projects – Andy's duties include quality control, CPM scheduling, overseeing pursuits, project planning and execution, and serving as Design-Build Coordinator on the pursuit of projects in both North and South Carolina. For the listed projects, he was responsible for coordinating all design activities, monitoring progress, and conformance with schedule, project goals, budget and client expectations, Aug 2007 – Present

Firm 2: US Constructors, Inc.: Project Manager and Estimator – Andy was responsible for developing value engineering proposals, CPM schedules, estimating, and project management for a highway heavy contractor, Nov 2004 – Jul 2007

Firm 3: PBS&J: Engineer II – Andy's duties consisted of producing and supervising the production of roadway plans that conform to SCDOT, FHWA, and AASHTO regulations. Specific project tasks included using computer-aided design software (MicroStation and GEOPAK), roadway layout and design, pavement marking and traffic control plan development, quantity computations, and project construction costs, May 2004 – Nov 2004

Firm 4: Florence & Hutcheson, Inc.: Roadway Designer and Construction Inspector – Andy's responsibilities included setting preliminary horizontal and vertical alignments, roadway super-elevation calculations, establishing new right of way, cost estimates, quantity take-offs, and plan development, Aug 2001 – Apr 2004

Firm 5: Florence & Hutcheson, Inc.: Bridge Designer – Andy's duties included bridge layout, alternate studies, cost estimates, substructure and superstructure design, plan development, and shop drawing reviews, Mar 1999 – Jul 2001

Firm 6: Bechtel Savannah River, Inc.: Associate Engineer – Andy was the responsible engineer on a dozen facility design modifications. Duties included completing cost estimates, schedules, procurement documentation, and design calculations. He reviewed and approved vendor drawings and documentation and served as a checker/verifier for design change documentation generated by peers, Jan 1998 – Feb 1999

e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s) :
University of South Carolina / Columbia, SC / Bachelor of Science / 1997 / Civil Engineering

f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:
2004 / SC / Professional Engineer / 23517 | 2013 / PA / Professional Engineer / PE080996
2013 / GA / Professional Engineer / PE037851

g. Document the extent and depth of your experience and qualifications relevant to the Project.

SCDOT Emergency Bridge Package 29 – Jasper and Oconee Counties, SC

Key Personnel Role: Design Project Manager
Experience with Current Firm: Firm 1
Project/Assignment Duration: Project 2024 – 2025 | Assigned 2024 – 2025
Owner Contact Information: SCDOT, Tyler Clark
803-737-4596, ClarkTA@scdot.org
Design/Construction Value: \$15.4 Million



This project consists of replacing two bridges, US 76 over Chauga River and US 278 over Beaverdam Creek in Jasper and Oconee counties. The new bridges will be constructed on an accelerated schedule, and associated road work will be included. The design of both bridges was completed in December 2024, and construction plans were released in January 2025. As the Design Project Manager, Andy was in charge of delivering all design submittals and serving as the point of contact for the contractor.

Significant to this project: SCDOT Design-Build bridge bundle with multiple bridges and coordination with SCDOT.

SCDOT Emergency Bridge Package 2018-2B – Chesterfield County, SC

Key Personnel Role:	Lead Design Engineer
Experience with Current Firm:	Firm 1
Project/Assignment Duration:	Project 07/2019 – 12/2019 Assigned 2/2019 – 12/2019
Owner Contact Information:	SCDOT, Brad Reynolds, PE 803-737-1440, reynoldsbs@scdot.org
Design/Construction Value:	\$6.75 Million



This Design-Build (DB) project involves the replacement of four bridges including S-243 (Buchanan Bridge Road) Bridge over Adams Creek, S-138 (Bo Melton Loop) Bridge over Little Black Creek, S-757 (Davis Rivers Road) Bridge over Jimmies Creek, and S-34 (Wamble Hill Road) Bridge over Deep Creek. All four bridges were damaged as a result of flooding and erosion from heavy rains caused by Hurricane Florence in September 2018. The replacement bridge lengths range from 100' to 120', and all bridges are three spans except for the S-34 bridge which is two spans. As the Lead Design Engineer, Andy was responsible for all aspects of design, permitting, right-of-way acquisition and utility coordination.

Significant to this project: SCDOT Design-Build bridge bundle with multiple bridges and coordination with SCDOT.

Design-Build Bridge Package E – Cherokee, Chester, Fairfield, Lancaster, and York Counties, SC

Key Personnel Role:	Design-Build Coordinator
Experience with Current Firm:	Firm 1
Project/Assignment Duration:	Project 2014 – 2019 Assigned 2014 – 2016
Owner Contact Information:	SCDOT, John Boylston 803-737-1527, BoylstonJD@scdot.org
Design/Construction Value:	\$56 Million

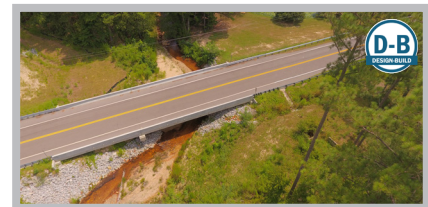


This project consists of the bridge and roadway design services necessary to construct the replacement of 12 bridges in District 4. Andy served as the Design-Build Coordinator responsible for coordinating all of the preconstruction activities such as bridge, road, geotechnical, and hydraulic design, right of way, permitting, and utility coordination. He also created and updated the design schedule, developed all of the upfront design submittals, and managed the contractor's portion of the design review process. Andy created and submitted RFI's and led semi-monthly design review meetings with the Design-Build Team and the SCDOT review staff.

Significant to this project: SCDOT Design-Build bridge bundle with multiple bridges and coordination with SCDOT.

Emergency Bridge Replacement Package 4 – Kershaw, Richland, and Williamsburg Counties, SC

Key Personnel Role:	Design-Build Coordinator
Experience with Current Firm:	Firm 1
Project/Assignment Duration:	Project 2015-2016 Assigned 2015-2016
Owner Contact Information:	SCDOT, Tyke Redfearn, PE 803-737-1430, redfearnWT@scdot.org
Design/Construction Value:	\$11.7 Million



This project consisted of all work necessary, at four separate locations, to remove the remainder of the existing bridges and to construct new bridges, including the associated roadway and drainage work necessary to tie the new approaches to the existing roadways. As the result of flooding, the existing structures were damaged beyond repair. Andy served as the Design-Build Coordinator responsible for providing effective coordination between design and construction. He worked closely with the engineers and contractors in order to provide "over the shoulder" reviews/guidance of the pre-construction efforts. His coordination helped improve the constructability, enhance plan quality, and reduce time and cost of the project.

Significant to this project: SCDOT Design-Build bridge bundle with multiple bridges and coordination with SCDOT.

- 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. N/A

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title: Natanael Valdez Carmona, 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: 16 Years With Other Firms: 2 Years**Firm 1: Crowder Construction Company**

Project Superintendent (2019-current), Foreman (2014-2019), Skilled Craftsman (2009-2014) - Responsible for leading multiple crews — assuring safety, quality construction, and schedule compliance.

Firm 2: Craftsman (2007-2009) - Residential and commercial construction.

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.

SCDOT Emergency Bridge Package 29 – Jasper and Oconee Counties, SC

Key Personnel Role: Superintendent (US 278 site)

Experience with Current Firm: Firm 1

Project/Assignment Duration: Project 2024-2025 | Assigned 2024-2025

Owner Contact Information: SCDOT, Carolyn Fisher, PE
855-467-2368, FisherCP@scdot.org

Design/Construction Value: \$15.4 Million



Project Description: Replaced washed out bridge on US 76 with 3 span prestressed girder bridge on drilled shaft interior bents and pile end bents. Replaced washed out culverts on US 278 with 3 span flat slab bridge on precast pile interior bents and H-pile end bents. Both bridges opened to traffic ahead of contractor's baseline schedule. Responsibilities included daily planning and management of construction activities at the US 278 job site. Nate was the daily site contact for inspectors and SCDOT and oversee all construction including management of field supervisors and subcontractors.

Significant to this project: Design-Build, multiple sites, flat slab bridge, SCDOT and other SC agencies.**SCDOT Design-Build Bridge Replacements Over Four Hole Swamp**

Key Personnel Role: Superintendent

Experience with Current Firm: Firm 1

Project/Assignment Duration: Project 2022-2024 | Assigned 2022-2024

Owner Contact Information: SCDOT, Robert Griffin, PE
803-435-4431, GriffinRM@scdot.org

Design/Construction Value: \$19.4 Million



Project Description: Replaced two existing 250' long bridges on US 301 over Four Hole Swamp with twin 300' long, flat slab bridges, utilizing crossovers and associated roadway — including roadway safety improvements. The bridges were founded on predrilled, prestressed pile and utilized phased construction. The project also included roadway safety improvements for 1.2 miles to the east of bridge replacement. Responsibilities included leading crews assuring safety, quality construction and schedule compliance.

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

SC 9/49 Multi-Bridge Replacement

Key Personnel Role: Foreman/Superintendent
 Experience with Current Firm: Firm 1
 Project/Assignment Duration: Project 2017-2020 | Assigned 2018-2020
 Owner Contact Information: SCDOT, Melanie Mobley
 803-385-4233, MobleyMF@scdot.org
 Design/Construction Value: \$21.6 Million



Project Description: Replaced four bridges; the largest one being 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 last two bridges were over local Town of Lockhart roads. Responsibilities included leading multiple crews assuring safety, quality construction and schedule compliance under the direction of the project superintendent.

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

SCDOT Rainbow & Leaphart Drive Bridge Replacements over I-26

Key Personnel Role: Foreman/Superintendent
 Experience with Current Firm: Firm 1
 Project/Assignment Duration: Project 2017-2020 | Assigned 2017-2019
 Owner Contact Information: SCDOT, Jeremy Yuhas
 803-360-7235, YuhasJD@scdot.org
 Design/Construction Value: \$17.4 Million



Project Description: Replaced two bridges over I-26 to widen shoulders and raise the bridges to provide additional clearance for traffic on I-26. The original plan was to maintain traffic on the Leaphart bridge and build the new bridge in phases with a new alignment; however, a significant strike by a tractor trailer truck required emergency demolition in its entirety. The Rainbow bridge demo was systematic with minimal impact to traffic. Nate led a crew assuring safety, quality construction and schedule compliance under the direction of a project superintendent.

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

SCDOT Emergency Design-Build Package 6

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



Project Description: Replaced three bridges on Bluff Road in Richland County, SC. The bridges were damaged during a high-water event and were shut down. The bridges were 100 LF, 120 LF, and 160 LF. Two were Flat Slab structures founded on driven pile and the third a modified bulb tee with cast-in-place deck. Nate led a crew assuring safety, quality construction and schedule compliance under the direction of a project superintendent.

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

- 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.



Nate is currently assigned to SCDOT Package 29, as a Superintendent. The anticipated completion date is July 2025. Work will be complete before SCDOT Bridge Package 21 is awarded.

APPENDIX

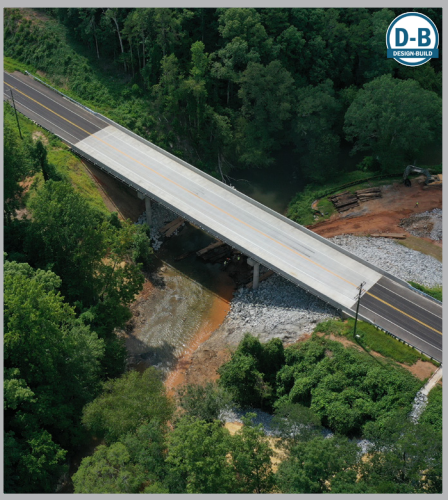

**WORK HISTORY AND
QUALITY FORMS**

B

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[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 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: SCDOT US 301 Bridge Replacements Over Four Hole Swamp Delivery Method: Design-Build Location: Orangeburg County, SC	Name: TranSystems	Name of Owner: SCDOT Project Manager: Robert Griffin, PE Phone: 803-435-4431 Email: GriffinRM@scdot.org	Design: 08/2023 Construction: 8/2024	\$19,427	\$19,427
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.					
<div><div><p>Design and construction to replace two existing 250 LF bridges with twin 300 LF flat slab bridges on US 301 over Four Hole Swamp. The new bridges were built on 24” PSC Pile Interior Foundations. The project also included traffic safety countermeasures including 4’ inside and 6’ outside paved shoulders and resurfacing from MM 27.8 to MP 29.2. Roadway safety improvements were included 1.2 miles to the east. The team utilized two stages of median cross overs as part of the phased construction. This reduced impact to traffic during road widening and the bridge approach. Crowder evaluated material options during design to optimize quality and time for the project. One option was to use GABC on the bridge approaches instead of wedging. This reduced costs for SCDOT and reduced the time asphalt pavers needed to complete their work. The team also faced a potential time restriction regulation around clearing activities and bats that could go into affect mid project. Crowder collaborated with SCDOT to adjust the schedule so crews could complete clearing work concurrently with bridge construction already underway and before the proposed regulation went into effect. This maintained the project schedule without adding costs. Our team took the lessons learned during construction of the first bridge and adjusted our field practices to decrease the amount of RFIs needed during phase two. This allowed the second bridge to be built faster and more efficiently.</p></div><div></div><div></div><div><p>WORK SELF-PERFORMED</p><div><ul style="list-style-type: none">• Pile Pre-Drilling• Concrete Pile & Steel H-Pile Driving• Flat slab form work• Grading• Storm drain• Traffic control<ul style="list-style-type: none">• Concrete placement for bents• Bridge deck placement• Trestle Installation• Borrow placement• GABC Road Base placement• Bridge Demolition</div><p>PROJECT RELEVANCE</p><div><ul style="list-style-type: none">• Design-Build• Structure over water<ul style="list-style-type: none">• Flat slab bridge• SCDOT Project</div><p>KEY PERSONNEL</p><p>George F Ellis - Executive Committee John Tushack - Operations Manager Patrick Buckley - Sr. Project Manager Mitchell Davis - Project Manager (2022-2024) Nate Carmona - Superintendent (2022-2024)</p></div></div>					
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.					
Crowder was active in preconstruction and construction phases of the project. The team managed tight design and construction needs of the community and SCDOT to complete the twin bridges on time and budget despite the impact of Tropical Storm Debby. Safety on the project was excellent with no OSHA recordable or lost time accidents. Communication with all stakeholders was paramount in expediting the construction schedule and reopening US 301 to the public before the holiday season. Our commitment to keep stakeholders involved throughout the project allowed for rapid responses to remediate issues and address concerns while maintaining our project schedule. Project was completed 30 days sooner than required.					
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.					
Crowder had multiple crews working concurrently. Weekly progress meetings were held with SCDOT and all interested stakeholders to ensure design schedules and construction schedules were met. These meetings gave the opportunity for all to participate in the success of the project. Crowder and TranSystems partnered with SCDOT to assure avoidance of claims, client satisfaction, and overall project success. We maintained an excellent relationship with SCDOT during construction and the project had no liquid damages.					
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 3.5.3. are “No” for this project.					

[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 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: SCDOT Bridge Package 29 (Oconee US 76 & Jasper US 278) Delivery Method: Design-Build Location: Oconee & Jasper counties, SC	Name: Infrastructure Consulting & Engineering (ICE) 110 Midlands Court West Columbia, SC 29169	Name of Owner: SCDOT Project Manager: Carolyn Fisher, PE Phone: 803-612-0471 Email: FisherCP@scdot.org	Design: 01/2025 Construction: 07/2025	\$15,496	\$15,496
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.					
<p>Emergency design-build replacement of two closed bridges in Jasper and Oconee Counties, SC. Project included construction of two new bridges and associated road work. US 76’s washed out bridge was replaced with a 270 LF 3 span prestressed girder bridge on drilled shaft interior bents and pile end bents. US 278’s washed out culvert was replaced with a 120 LF 3-span flat slab bridge on precast pile interior bents and H-pile end bents. Additional roadway work included roadway grading asphalt, curb gutter, flumes, guardrails, and paint markings. US 76’s road closure required a 25-mile vehicle detour along with a 76-mile truck detour that went into Georgia that impacted the surrounding community. Because of this, and the fact that both bridges were major traffic arteries, SCDOT required an accelerated schedule. Final design was finalized within two months of the Notice to Proceed and construction was completed in six months. Using a larger H-pile section instead of pipe piles reduced procurement of materials and time. Both sites also had multiple utilities to relocate. Our partner, ICE, dedicated two managers to push the utility relocations at both sites. All utilities were moved within 10 weeks of award.</p> <p>Part of the US 76 bridge replacement included demolition of an adjacent historic bridge built in 1928 that ran alongside the original bridge over the Chauga River. Before demolishing the bridge, Crowder used it as a temporary bypass for the waterline. The historic bridge also added a good meeting place and bridge planning session location with ideal views of the new bridge being constructed.</p> <p>Unanticipated water level fluctuations in the Chauga River made access difficult throughout the project and the team worked 7-day work weeks during holidays, the cold winter, and rain to maintain project schedule. Crowder was awarded a two-day time extension due to a snow and ice storm early in the project. Despite that, US 278 opened to traffic on April 26, 2025, and US 76 opened to traffic on June 16, 2025. Both dates were ahead of contractor’s baseline schedule.</p>			 	<p>WORK SELF-PERFORMED</p> <ul style="list-style-type: none">• Pile drive• Bridge substructure• Bridge superstructure• Excavation• Embankment• Riprap <p>PROJECT RELEVANCE</p> <ul style="list-style-type: none">• Design-Build• Structure over water• Flat slab bridge• Multiple site locations• SCDOT Project <p>KEY PERSONNEL</p> <p>George F Ellis - Executive Committee John Tushack - Operations Manager Kier Ouderkirk - Sr. Project Manager Mitchell Davis - Project Manager (2024-2025)</p>	
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.					
This project had many obstacles to overcome, including site access for US 76, utility relocation, and water level fluctuations. Weekly meetings between Crowder, SCDOT, and major subcontractors served as a means to address issues that could negatively affect the project. Constant collaboration allowed the design team to save time on the front end. The project sites were 3.5 hours apart and each had a different owner representative so constant communication and coordination was necessary. Aggressive utility managers on the team also pushed utility companies to relocate quickly to meet the tight schedule. Both sites finished ahead of baseline schedule and came in 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.					
This project was a prime example of the effectiveness of open communication and established relationships. The process from day one was smooth and we had quick adjustments and mitigations when needed. Through partnering with all stakeholders, we were able complete the project on-time, avoid claims, and complete the project under budget. Keeping Quality Control in-house with our design partner allowed for quicker results and adjustments on the fly.					
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 3.5.3. are “No” for this project.					

WORK HISTORY AND QUALITY FORM – DESIGNER

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project construction	c. Contact information of the Client & their Project Manager who can verify ICE, LLC’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 ICE, LLC (in thousands)
Name: Bridge Package 29 Delivery Method: DB Location: Jasper and Oconee Counties, SC	Name: Crowder Construction Company	Name of Owner: SCDOT Project Manager: Tyler Clark Phone: 803-737-1440 Email: clarkTA@scdot.org	Design: January 2025 (RFC plans) Construction: June 2025	\$15,496	\$1,827 (Design & QC fees)
g. Narrative describing the work performed by ICE, LLC. Include the office location(s) where the design work was performed and whether ICE, LLC was the lead designer or a sub-consultant.					
 <i>US 76 over Chauga River</i>		<p>Project Description: This project consisted of replacing the existing two bridges, US 76 over Chauga River and US 278 over Beaverdam Creek in Jasper and Oconee counties. The new bridges were constructed on an accelerated schedule, and associated road work was included. ICE served as the Primary Design Consultant responsible for delivering all engineering services required for this emergency Design-Build project.</p> <p>US 76 over Chauga River The original bridge is a five-span, 250-foot prestressed concrete bridge. The roadway section is two-lane (24 feet total travelway width) with grassed shoulders and ditch sections. The existing bridge was undermined during a recent storm event due to debris buildup, which caused the eastern abutment to wash out at this site, closing the road to traffic. The replacement bridge is 270 feet long with three spans (80’–110’–80’). The superstructure consists of Florida I-beams founded on drilled shaft interior bents and steel H-pile end bents.</p> <p>US 278 over Beaverdam Creek The original structures included two adjacent reinforced concrete box culverts located over Beaverdam Creek #1 and Beaverdam Creek #2. The double box culvert was damaged during Tropical Storm Debby in August 2024. The culverts were replaced with a 120-foot-long, three-span (40’-40’-40’) flat slab bridge. The center span has been sized to encompass both channels of the creek.</p> <p>Design Location: ICE Corporate Office: 110 Midlands Court, West Columbia, SC 29169</p> <p>Key Individual: Andy Gillis, PE, DB Coordinator (ICE) 2024-2025 Additional Critical Individuals: Clark Baer, PE, Lead Design Engineer (ICE) 2024-2025 Sally Thomson, PE, Geotechnical Engineer (ICE) 2024-2025 Ryan Chmielewski, PE, Hydraulic Engineer (ICE) 2024-2025 Alex Stronczek, PE, Roadway Engineer (ICE) 2024-2025 Barrett Stone, Environmental Manager (ICE) 2024-2025 Jason McNaughton, Utility Coordinator (ICE) 2024-2025</p>			
 <i>US 278 over Beaverdam Creek</i>		<div><div>RELEVANCE:</div><div><div>✓</div>Design Build</div><div><div>✓</div>Bridge Replacement</div><div><div>✓</div>Bridge over Water</div><div><div>✓</div>Utility Relocations</div><div><div>✓</div>Bridge Demolition</div><div><div>✓</div>Accelerated Schedule</div><div><div>✓</div>Waterline Attachment To New Bridge</div></div>			

WORK HISTORY AND QUALITY FORM – DESIGNER

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 ICE, LLC’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 ICE, LLC (in thousands)
Name: Emergency Bridge Package 2018-2B Location: Delivery Method: DB Chesterfield County, SC	Name: United Infrastructure Group, Inc.	Name of Owner: SCDOT Project Manager: Brad Reynolds, PE Phone: 803.737.1440 Email: reynoldsbs@scdot.org	Construction: December 2019 Design: July 2019	\$6,750	\$1,033 (Design) + \$105 (QC Inspection)
g. Narrative describing the work performed by ICE, LLC. Include the office location(s) where the design work was performed and whether ICE, LLC was the lead designer or a sub-consultant.					
<p>Project Description: ICE served as the Primary Design Consultant responsible for successfully delivering all engineering services required for this Design-Build (DB) project which involved the replacement of four bridges including S-243 (Buchanan Bridge Road) Bridge over Adams Creek, S-138 (Bo Melton Loop) Bridge over Little Black Creek, S-757 (Davis Rivers Road) Bridge over Jimmies Creek, and S-34 (Wamble Hill Road) Bridge over Deep Creek in Chesterfield County. All four bridges were damaged as a result of flooding and erosion from heavy rains caused by Hurricane Florence in September 2018. The existing bridges consisted of 15' precast spans on timber piles.</p> <ul style="list-style-type: none">S-243 (Buchanan Bridge Road) Bridge over Adams Creek The new bridge is a 120' three-span bridge (25'-70’-25') with reinforced concrete end bents founded on HP piles and an interior bent founded on two 3'-6" diameter drilled shafts supporting 3'-0" X 2’-0" prestressed concrete hollow-core slabs with an asphalt riding surface. (pictured top right)S-138 (Bo Melton Loop) Bridge over Little Black Creek The new bridge is a 100' three-span bridge (20'-60’-20’) with reinforced concrete end bents founded on HP piles and an interior bent founded on two 3'-6" diameter drilled shafts supporting 3'-0" X 2'-0" prestressed concrete hollow-core slabs with an asphalt riding surface. (pictured bottom left)S-757 (Davis Rivers Road) Bridge over Jimmies Creek The new bridge is a 110' three-span bridge (20'-70’-20’) with reinforced concrete end bents founded on HP piles and an interior bent founded on two 3'-6" diameter drilled shafts supporting 3'-0" X 2'-0" prestressed concrete hollow-core slabs with an asphalt riding surface. (pictured bottom right)S-34 (Wamble Hill Road) Bridge over Deep Creek The new bridge is a 106' two-span bridge (45'-61') with reinforced concrete end bents founded on HP piles and an interior bent founded on two 3'-6" diameter drilled shafts supporting 3'-0" X 2'-0" prestressed concrete hollow-core slabs with an asphalt riding surface. (pictured top left) <p>Design Location: ICE Corporate Office: formerly 1021 Briargate Circle, Columbia, SC 29210</p> <p>Key Individual: Andy Gillis, PE, Lead Design Engineer (ICE) 2/2019-12/2019 Additional Critical Individuals: Sally Thomson, PE, Geotechnical Engineer (ICE) 2/2019-9/2019 Barrett Stone, Environmental Manager (ICE) 3/2019-10/2019</p>					
<p>h. Self-Assessment. The information provided in this section should be a self-assessment of ICE, LLC’s performance on the project to identify Lead Designers/Major Sub-consultants with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designers/Major Sub-consultants that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</p> <p>Roadway, bridge, geotechnical, and hydraulic design were performed by ICE. Performing all of the design functions in-house was one of the keys to having a successful communication plan. The design team also developed a very detailed schedule pre-bid so that as soon as our team was announced as the winning proposer, we were able to go to work immediately on scheduling critical tasks, such as the geotechnical investigation for each site. This was the first Design-Build project that required the contractor to perform bridge load capacity ratings. ICE used AASHTOWare’s Bridge Rating (BrR) computer program to perform this task on each structure.</p>					
<p>i. Quality Initiatives. Discuss ICE, LLC’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.</p> <p>Since the project had to be substantially complete within 200 days from Notice to Proceed, all preconstruction tasks had to be completed on an accelerated schedule. The submittal process was shortened by eliminating the preliminary plans submittal. Our team advanced the hydraulic design pre-bid so that we could submit HEC-RAS models for each site soon after NTP. This enabled the DOT to review our conceptual plans with the hydraulic models and provide the approvals needed to move to final design at each site. The geotechnical investigation, all design, and reviews were completed in just 63 days from the notice to proceed. ICE delivered the RFC bridge and roadway plans for each site ahead of schedule and exceeded the contractors expectations.</p>					
<p>j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, ICE, LLC shall provide a detailed explanation below.</p> <p>“Yes” answers do not apply to this project.</p>					



RELEVANCE:

✓

Design Build

✓

Hollow Cored Slab Structure Types

✓

Minimized Impacts to Wetlands

✓

Accelerated Schedule –5 months

APPENDIX

**ADDITIONAL WORK HISTORY
AND QUALITY FORM**



No additional work forms were required for this proposal.

APPENDIX

LEGAL AND FINANCIAL



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 SCDOT Bridge Package 21 Project, Project ID 5368980, Oconee and Spartanburg Counties, as proposed herein. A letter from our bonding company attesting to our good standing and bond capacity is attached.



George F. Ellis, Executive Vice President

7/14/2025

Date

Subscribed and witnessed before me this 14th day of July, 2025



Notary Public

My Commission Expires: 4/24/2029



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

July 7, 2025

Ms. Carmen Wright
Office of Project Delivery
South Carolina Department of Transportation
955 Park Street, Room 101
Columbia, South Carolina 29201

RE: Our Client: Crowder Construction Company
Project: SCDOT Design-Build Bridge Package 21 Contract ID 5368980

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 \$500,000,000 and their aggregate bonding capacity is \$1,500,000,000.

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®

Crowder Construction Company | Infrastructure Consulting & Engineering





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 Insurance 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 7th day of July 2025



By:

Renee C. Llewellyn, Assistant Secretary

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

ORGANIZATIONAL CONFLICT
OF INTEREST



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

X 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 Greg Felli

7/14/2025

Date _____

George F Ellis, Executive Vice President

Print Name _____

Crowder / ICE

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

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 X 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

July 14, 2025
Date

Elham Farzam, PE | President / CEO

Print Name

Infrastructure Consulting & Engineering, LLC

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

APPENDIX

CONFIDENTIAL OR PROPRIETARY
INFORMATION SUMMARY LIST



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

APPENDIX

ADDENDUM RECEIPT FORM(S)

A large, light blue, sans-serif capital letter 'G' is positioned on the right side of the page, partially overlapping the horizontal band. It is a simple, bold character with a slight gap at the top right.



NOTICE OF RECEIPT
Bridge Package 21
Design-Build – Contract ID 5368980
Oconee and Spartanburg Counties

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

7/17/2025

Date

George F Ellis, Executive Vice President
Printed Name

For: Crowder / ICE
Design-Build Team Name



APPENDIX

KEY INDIVIDUAL AND CONTRACTOR/
DESIGNER REFERENCE FORM(S)



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
FisherCP@scdot.org	Carolyn	Fisher	Mitchell Davis / Andy Gillis / Nate Carmona	SCDOT Emergency Bridge Package 29 – Jasper and Oconee Counties, SC	Project Manager / Lead Design Engineer / Site Superintendent	Crowder / ICE
GriffinRM@scdot.org	Robert	Griffin	Mitchell Davis / Nate Carmona	SCDOT US 301 Bridge Replacements Over Four Hole Swamp	Assistant Project Manager / Superintendent	Crowder
UsryBM@scdot.org	Bobby	Usry	Mitchell Davis / Nate Carmona	Emergency Bridge Replacement 2020-2 over South Edisto River	Project Manager / Superintendent	Crowder
ekswanson@ncdot.gov	Eric	Swanson	Mitchell Davis	NCDOT Rail Division Charlotte Gateway Station	Project Manager	Crowder
bodifordca@scdot.org	Clay	Bodiford	Mitchell Davis	SCDOT Bridge Replacements over Noisette Creek	Assistant Project Manager	Crowder
reynoldsbs@scdot.org	Brad	Reynolds	Andy Gillis	SCDOT Emergency Bridge Package 2018-2B – Chesterfield County, SC	Lead Design Engineer	ICE
BoylstonJD@scdot.org	John	Boylston	Andy Gillis	Design-Build Bridge Package E – Cherokee, Chester, Fairfield, Lancaster, and York Counties, SC	Design-Build Coordinator	ICE
redfearnWT@scdot.org	Tyke	Redfearn	Andy Gillis	Emergency Bridge Replacement Package 4 – Kershaw, Richland, and Williamsburg Counties, SC	Design-Build Coordinator	ICE
MobleyMF@scdot.org	Melanie	Mobley	Nate Carmona	SC 9/49 Multi-Bridge Replacement	Foreman / Superintendent	Crowder
YuhajD@scdot.org	Jeremy	Yuhaj	Nate Carmona	Rainbow & Leaphart Drive Bridge Replacements over I-26	Foreman / Superintendent	Crowder
PowerRW@scdot.org	Robert	Powers	Nate Carmona	SCDOT Emergency Design-Build Package 6	Foreman	Crowder

Email	First Name	Last Name	Company Name	Project Name	Team
Contractor & Design Firm Project Reference					
ClarkTA@scdot.org	Tyler	Clark	SCDOT	Emergency Bridge Package 29 – Jasper and Oconee Counties, SC	Crowder / ICE
GriffinRM@scdot.org	Robert	Griffin	SCDOT	US 301 Bridge Replacements Over Four Hole Swamp	Crowder
reynoldsbs@scdot.org	Brad	Reynolds	SCDOT	Emergency Bridge Package 2018-2B	ICE
Prior Collaboration Project Reference					
bweber@scspa.com	Edward (Butch)	Weber	SC Ports Authority	NBIF Cosgrove Ave Ext Bridge and Hobson Ave Roadway Improvement	Crowder / ICE
UsryBM@scdot.org	Bobby	Usry	SCDOT	Emergency Design-Build Bridge Replacement over South Edisto River	Crowder
parrisSL@scdot.org	Shane	Parris	SCDOT	I-85 Widening, CSX Bridge at Mile Marker 81	Crowder / ICE
MobleyMF@scdot.org	Melanie	Mobley	SCDOT	SC 9/49 Multi-Bridge Replacement	Crowder / ICE
YuhajD@scdot.org	Jeremy	Yuhaj	SCDOT	Rainbow & Leaphart Drive Bridge Replacements over I-26	Crowder / ICE

