



**SCDOT**

# **Bridge Package 27**

**DESIGN-BUILD PROJECT**

## **Statement of Qualifications**

**Dillon and Marlboro Counties, South Carolina**  
**April 24, 2025 | Contract ID 5570770**



**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"

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### FOR OLDER ADOBE ACROBAT VERSIONS:

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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

**Andy Gillis, PE**  
Infrastructure Consulting & Engineering  
110 Midlands Court  
West Columbia, SC 29169  
803-319-1297 (c)  
andy.gillis@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 27 Design-Build 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 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 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 a new bridge and related roadway approaches; demolition, removal, and disposal of the existing bridge; 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 Construction Company and Infrastructure Consulting & Engineering (ICE) confirm availability of key staff for the duration of the project.

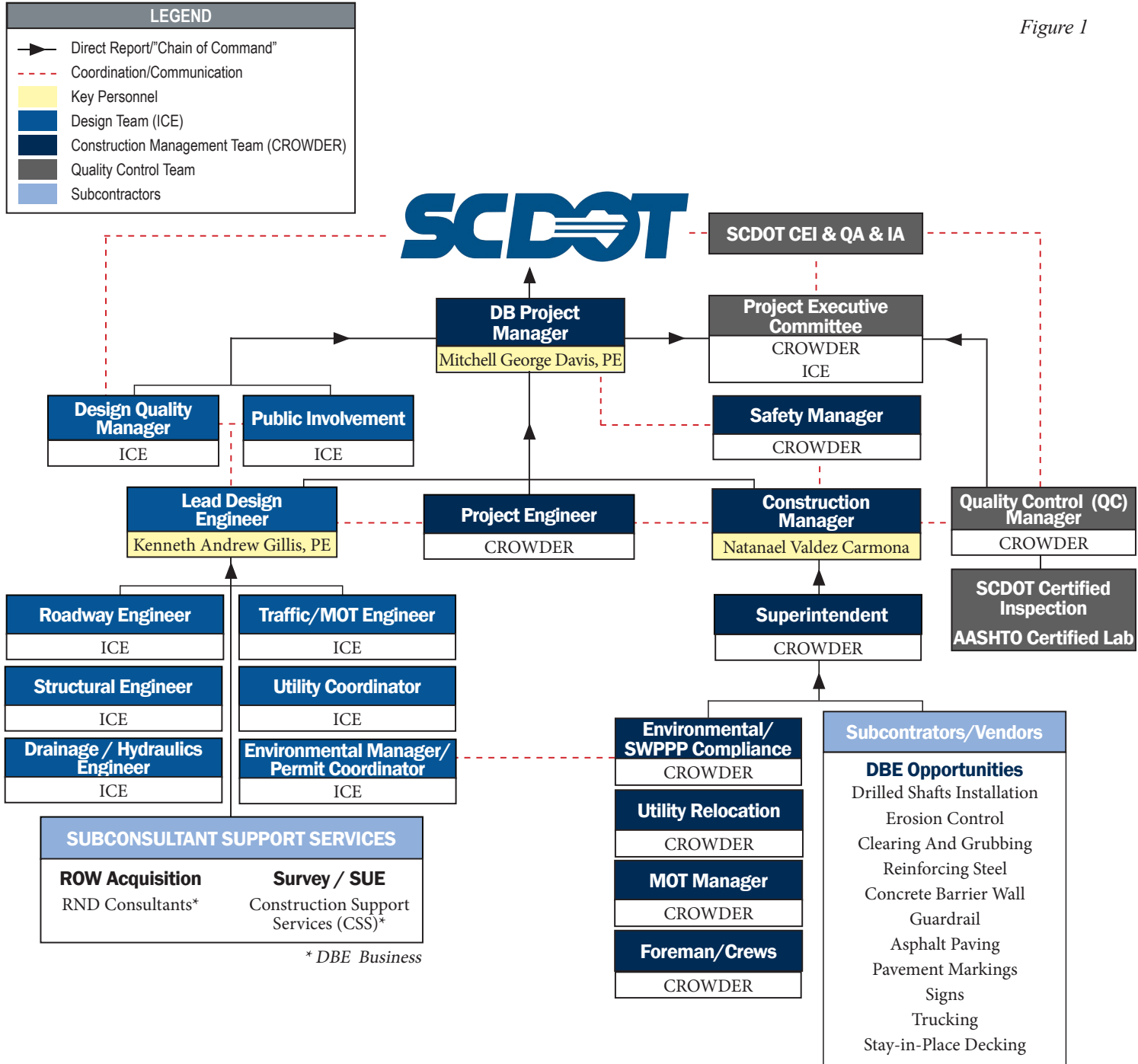


Figure 1

## Design Team & Constructability Coordination

While both report directly to the Project Manager, the Lead Design Engineer, and Construction Manager will collaborate during design development during the pursuit phase. Our team will collaborate on final design implementation to ensure ease of constructability and environmental responsibility. After award, Crowder and



Figure 2

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.

**Crowder's Project Manager, Mitchell Davis, PE**, will be the primary person responsible for, and in charge of, delivery of the project in accordance with RFQ/RFP requirements and SCDOT's primary point of contact. He will report directly to SCDOT and Executive Management, and will be available for regular meetings with the department throughout the project. Mitchell will attend and lead weekly status meetings during the design and construction phase and has authority in all design and construction matters. He will be supported by George Ellis, PE, on the Executive Committee as final authority for

### Functional Relationships



any contract changes exceeding \$10,000 in value. Mitchell has been a leader on projects with heavy concrete foundations, bridges, and soil modification.

**Construction Manager, Nate Carmona,** will report to the Project Manager and be responsible for daily planning and management of construction activities with roadway and structural foremen managing individual job sites. Nate will be the daily site contact for inspectors and SCDOT and he will attend weekly progress meetings. He will oversee all construction including management of field supervisors and subcontractors. Nate will be solely dedicated to this project.

**Lead Design Engineer, Andy Gillis, PE,** will report to the Project Manager and manage the Design Unit which is comprised of discipline leads and other supporting organizational units. Each discipline leader is responsible for design within their technical area of expertise and will report directly to Andy. He is responsible for the team's design, team coordination and integration, design package scheduling and submittals, design quality assurance, and will attend all applicable project meetings. Andy is fully committed and will be available to SCDOT for the duration of the project.

## Table 2: Design Build Integration Strategies

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

Project Manager 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 with Construction and SCDOT upon award and as needed thereafter

Technology Integration – BlueBeam Plan reviews, ProjectWise file management system, and Video Conferencing

Pre-submittal constructability reviews by Construction Team

Dedicated design / construction document control specialists to 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 are currently working together on SCDOT Bridge Package 29 Design-Build. Package 29 involves replacement of two closed bridges in District 3 and 6. Work includes 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 and Andy Gillis are working together on Package 29. The majority of staff working on Package 29 will be assigned to Package 27 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 a 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 both Crowder and ICE have worked on and interacted on.

**Table 3**
**Key and Team Personnel Collaboration Experience**

Key Staff   
Additional Staff 

**Bridge Package 29 Design-Build (2024-2025)**

Oconee & Jasper counties, SC | SCDOT | Carolyn Fisher, PE, FisherCP@scdot.org, 855-467-2368  
Mitchell Davis - Project Manager | Andy Gillis - Design Project Manager

Replaced two existing closed bridges in addition to associated roadwork at two sites.

**US 301 Bridge Replacements over Four Hole Swamp (2022-2024)**

Orangeburg County, SC | SCDOT | Robert Griffin, PE, GriffinRM@scdot.org, 803-435-4431  
Mitchell Davis - Assistant Project Manager | 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.

**SCDOT Emergency Design-Build Bridge Replacement over South Edisto River (2021-2022)**

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**
**NBIF Cosgrove Ave Ext Bridge and Hobson Ave Roadway Improvement (2023 - Current)**

North Charleston, SC | SC Ports Authority, Edward (Butch) Weber, P.E., 843-856-7049  
Constructed 1,032 LF bridge over the Palmetto Railways and improvements to North Hobson Avenue. Project included nine interior bents that spanned 1032 LF and spread the load across 80 pre-stressed concrete girders.

**I-85 Reconstruction/Widening and CSX Bridge Design-Build (2016-2023)**

Spartanburg County, SC | SCDOT, Brad Reynolds, reynoldsbs@scdot.org, 803-737-1440  
CSX Bridge replacement as part of a large interstate widening project by the Blythe/Zachry JV Team. Constructed new three-span railroad bridge capable of handling two lines of track.

**SC 9/49 Multi-Bridge Replacement (2017 - 2020)**

Lockhart, SC | SCDOT, Melanie Mobley, MobleyMF@scdot.org, 803-385-4233  
Replaced four bridges - the larger of bridges is the 700' long SC 9/49 bridge over the Broad River.

**Rainbow & Leaphart Drive Bridge Replacements over I-26 (2017-2020)**

Lexington, SC | SCDOT, Jeremy Yuhas, YuhasJD@scdot.org, 803-360-7235  
Construction of replacement bridges on Rainbow Road and Leapart Road to widen shoulders and provide additional vertical and horizontal clearance over I-26 in West Columbia.

Mitchell Davis	Andy Gillis	Nate Carmona	Clark Baer	Sally Thomson	Ryan Chmielewski	Alex Stronczek	Jason McNaughton	Barrett Stone
●	●		●	●	●	●	●	●
●		●						
●		●						

Crowder	ICE
Prime Contractor	Construction Management, CEI services, and Survey Verification
Subcontractor to Blythe/Zachry JV Team	Construction Management and CEI Services
Prime Contractor	CEI Services
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 \$1 billion with a total bonding capacity of \$1.5 billion. Crowder Heavy Civil maintains 18 crews performing structures, roadway (grading/drainage) and associated equipment. Crowder will self-perform approximately 50-60% 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) grading crew will be committed to this project with the option to add additional crews.

**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.)	✓		

Crowder will allocate additional resources as necessary, to ensure any unforeseen schedule impacts are recovered. Table 5 is an estimate of Crowder's available staff and equipment resources along with what we anticipate needing to complete this project.

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 Design-Build 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 Design-Build experienced staff immediately available for this project.

**Table 5: Local Labor Resources**

Classification	On Staff	Required	Classification	Owned	Required
Carpenters	54	6	Cranes (90 - 300 ton)	10	2
Structures Foremen	18	2	Vibratory Hammers	1	1
Crane Operator	8	2	Pile Impact Hammers	4	2
Laborers	8	2	Manlifts	2	1
Piledriving Foreman	4	2	Dozers	5	2
Equipment Operators	12	5	Excavators	11	2

## DBE Efforts

As a standard operating procedure, 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. As extra measures, Crowder takes a holistic approach to DBE, small and minority subcontracting. Strengthening small contractors through training and promoting career path education in under-served communities will support small businesses and help develop future small business owners who recognize Crowder as a trusted resource

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 for Crowder and other larger contractors in our area. Additionally, to encourage DBE participation, the design team includes Construction Support Services and RND Consultants, who are both SCDOT certified DBE firms.



## 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 the 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 that has worked with Crowder recently 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. Based on the final schedule, Crowder will consider the benefits of overlapping work at both sites.

**Table 6: Key to Successful Execution**

### S-58 over Beaverdam Creek

Highway functional classification is low volume rural local group 4. Proposed typical section of 11 foot travel lanes and 2 foot paved shoulders. Bridge is located in a tangent section of roadway. The store building and property on the west approach is historic. A breached dam is located upstream of the bridge off of the right of way. Existing plans show a 75' right of way at the bridge. Driveway on the eastern approach close to the end of bridge will be a challenge to provide access.

Waterline attached to bridge. Utilities on-site are: AT&T, Charter (Spectrum), Trico Water Company and Duke Energy. Overhead Power lines and communications run parallel to the bridge. The anticipated replacement structure will be 150' long utilizing cored slab beams with 50' spans founded on prestressed concrete piles.



### SC-83 over the Little Pee Dee River

A rural major collector. Proposed typical section of 11 foot travel lanes and 2 foot paved shoulders. Bridge is located in a tangent section of roadway. Existing plans show a 75' right of way at the bridge. Utilities on-site are: AT&T, Charter (Spectrum), Sandhill Telephone Cooperative, and Duke Energy. Overhead Power lines and communications run parallel to the bridge.

The anticipated replacement structure will be 420' long bridge with flat slab approach spans and a 110' long prestressed concrete beam span over the river. Pile bents are anticipated for the flat slab spans and drilled shaft bents for the beam span over the river.





## Geographical Location

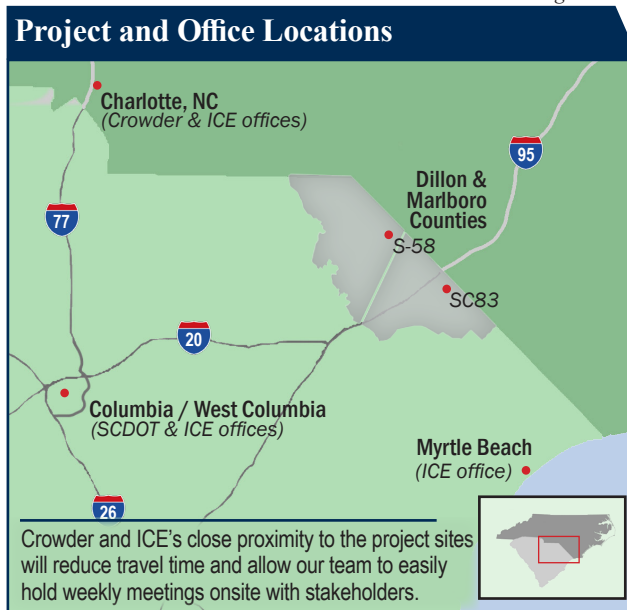
Crowder will manage the project from our Charlotte office. Additionally, Crowder will mobilize a mobile project office space near the job sites to serve as the Construction Manager's office. This office will have flex workspaces for the project manager and construction staff when they are working on-site, 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. Based on the proximity to SCDOT HQ, this will facilitate close coordination and responses of all design submittals to SCDOT. An ICE design management office in Charlotte also allows for convenient access to Crowder's base of operations for both office meetings and on-site meetings. As shown in Figure 3, Crowder and ICE are located in proximity of the project sites and SCDOT. The closeness of the Crowder and ICE offices to each other, and SCDOT headquarters, will 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.

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. The Crowder and ICE Design-Build Team will hold bi-weekly in person meetings either in Charlotte or West Columbia during the design phase. We believe regular in-person meetings are necessary to foster the integration of design and construction and to minimize RFI's and rework. Once construction has started the lead design engineer will attend project status meetings with the SCDOT/CE&I firm and construction team to ensure continued coordination. While we don't anticipate having any issues, the sometimes unpredictability and volatility of the infrastructure industry, demands preparedness.

Our team has the experience, and expertise, to tackle any solution head-on to maintain project budgets, schedules, and outcomes. Avoidance of issues is the first order of defense. Solving them when they arise, quickly and without finger-pointing for the benefit of the project, is always our first step. 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.







Figure 3



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

## Additional Key Support to Ensure Project Success

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

3.5

## PAST EXPERIENCE OF TEAM

Please see [APPENDIX B](#) and [APPENDIX C](#) 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 at US 76 with 3 span prestressed girder bridge on drilled shaft interior bents and pile end bents. Replaced washed out culverts at US 278 with 3 span flat slab bridge on precast pile interior bents and H-pile end bents. 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.

#### **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.

**Significant to this project:** Design-Build bridge construction and coordination with 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:** This project is 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: \$50 Million



**Project Description:** Project includes 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.

**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 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 consist of 7500 LF of 24" Concrete Pile with 12 x 53 stingers. The O'Hear bridge has 8400 LF of 3' Cored Slabs (60' and 70' lengths) and the Spruill bridge is a 1600 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

<b>Brief Resume of Key Individual anticipated for the Project.</b>											
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											
<p>d. Years of Experience: With this Firm: <u>18</u> Years With Other Firms: <u>10</u> Years</p> <p><b>Firm 1: Infrastructure Consulting &amp; Engineering, LLC:</b> 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</p> <p><b>Firm 2: US Constructors, Inc.:</b> 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</p> <p><b>Firm 3: PBS&amp;J: Engineer II</b> – 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</p> <p><b>Firm 4: Florence &amp; Hutcheson, Inc.:</b> Roadway Designer and Construction Inspector – Andy’s responsibilities included setting preliminary horizontal and vertical alignments, roadway superelevation calculations, establishing new right of way, cost estimates, quantity take-offs, and plan development, Aug 2001 – Apr 2004</p> <p><b>Firm 5: Florence &amp; Hutcheson, Inc.:</b> 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</p> <p><b>Firm 6: Bechtel Savannah River, Inc.:</b> 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</p>											
<p>e. Education: Name &amp; Location of Institution(s)/Degree(s)/Year(s)/Specialization(s) :</p> <p>University of South Carolina / Columbia, SC / Bachelor of Science / 1997 / Civil Engineering</p>											
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:</p> <p>2004 / SC / Professional Engineer / 23517   2013 / PA / Professional Engineer / PE080996</p> <p>2013 / GA / Professional Engineer / PE037851</p>											
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>SCDOT Emergency Bridge Package 29 – Jasper and Oconee Counties, SC</u></b></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Key Personnel Role:</td> <td>Design Project Manager</td> </tr> <tr> <td>Experience with Current Firm:</td> <td>Firm 1</td> </tr> <tr> <td>Project/Assignment Duration:</td> <td>Project 2024 – 2025 Assigned 2024 – 2025</td> </tr> <tr> <td>Owner Contact Information:</td> <td>SCDOT   Tyler Clark ClarkTA@scdot.org   803-737-4596</td> </tr> <tr> <td>Design/Construction Value:</td> <td>\$15.4 Million</td> </tr> </table> <div style="text-align: right; margin-top: 10px;">  </div> <p>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.</p> <p><b>Significant to this project:</b> SCDOT Design-Build bridge bundle with multiple bridges and coordination with SCDOT.</p>		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 ClarkTA@scdot.org   803-737-4596	Design/Construction Value:	\$15.4 Million
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 ClarkTA@scdot.org   803-737-4596										
Design/Construction Value:	\$15.4 Million										



### **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  
reynoldsbs@scdot.org | 803-737-1440  
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 | Shane Parris, PE  
parrisSL@scdot.org | 864-489-5760  
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 |  
redfearnWT@scdot.org | 803-737-1430  
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 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 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.

#### **Aiken Emergency Design-Build Bridge over South Fork Edisto River**

Key Personnel Role: Superintendent

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:** This project is 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:** Multi-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:** 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 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:** Leaphart bridge over I-26 was originally planned to be an offline replacement; however, a significant, tractor-trailer truck strike required emergency demolition of portions of this bridge over I-26; the Rainbow bridge, also spans I-26 and the 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 are 100, 120 and 160 LF two of which were Flat Slab structures founded on driven pile and the third a modified bulb tee with cast-in-place deck.

**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. Upon award, he would be assigned full-time to the SCDOT Bridge Package 27.




# **APPENDIX**

**WORK HISTORY AND QUALITY  
FORM – CONTRACTOR**

# 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)
<b>Name:</b> SCDOT US 301 Bridge Replacements Over Four Hole Swamp <b>Delivery Method:</b> Design-Build <b>Location:</b> Orangeburg County, SC	Name: TranSystems	<b>Name of Owner:</b> SCDOT <b>Project Manager:</b> Robert Griffin, PE <b>Phone:</b> 803-435-4431 <b>Email:</b> 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.					
<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 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><b>WORK SELF-PERFORMED</b><ul style="list-style-type: none"><li>• Pile Pre-Drilling</li><li>• Concrete Pile &amp; Steel H-Pile Driving</li><li>• Flat slab form work</li><li>• Grading</li><li>• Storm drain</li><li>• Traffic control</li><li>• Concrete placement for bents</li><li>• Bridge deck placement</li><li>• Trestle Installation</li><li>• Borrow placement</li><li>• GABC Road Base placement</li><li>• Bridge Demolition</li></ul></div> <div><b>PROJECT RELEVANCE</b><ul style="list-style-type: none"><li>• Design-Build</li><li>• Structure over water</li><li>• Flat slab bridge</li></ul></div> <div><b>KEY PERSONNEL</b><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>		
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.					
<p>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.</p>					
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.					
<p>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.</p>					
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.					
<p>All answers to the questions in Section 3.5.3. are “No” for this project.</p>					

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)
<b>Name:</b> Emergency Bridge Replacement 2020-2 over South Edisto River <b>Delivery Method:</b> Design-Build <b>Location:</b> Aiken County, SC	Name: Johnson, Mirmiran & Thompson, Inc.	<b>Name of Owner:</b> SCDOT <b>Project Manager:</b> Bobby M. Usry, P.E., RCE <b>Phone:</b> 803-641-7660 <b>Email:</b> UsryBM@scdot.org	Design: 8/2021 Construction: 02/2022	\$6,763	\$6,763
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>Replaced an approximately 600’ long bridge in Aiken County, SC, along SC-4 over the South Edisto River. Due to the emergency status, the design and construction schedule was accelerated, allowing 300 days from NTP to opening the new bridge to traffic. The 610’ replacement bridge consists of four continuous units of flat slabs supported by concrete pile bents. The new bridge was constructed in the same alignment therefore a complete detour was utilized. Although the main channel is only 90 LF wide, the 250 LF wide low-lying flats on each side of the channel created a wetland that posed an access challenge. Once utilities were relocated, we used a series of concrete and wooden mats for crane access out into the marshy areas. The foundation of the new bridge is composed of precast concrete composite piles with 30’+ long HP stingers that are then topped with cast-in-place caps. There are two types of superstructures associated with this bridge; on the 250’+ approach spans Crowder utilized a 40’ long span flat slabs system, and for over the main 90’ channel, Crowder used a more traditional approach with type III precast girders and an 8” cast in place deck. As for the roadway, due to the limited superstructure depth, the existing grade only needed to be raised less than a foot — which allowed for minimal approach work. To mitigate liquefaction in the approach fills due to this project being located in a seismic zone, Crowder elected to do a reinforced fill comprised of layered uniaxial grid for maximum stabilization. The approaches were then paved and marked, and the associated guardrail installed.</p>			<div></div> <div><b>WORK SELF-PERFORMED</b><ul style="list-style-type: none"><li>• Demo</li><li>• Construction Access</li><li>• Grading</li><li>• H-Piles</li><li>• Concrete Deck</li><li>• Concrete Flumes</li><li>• Curb &amp; Gutter</li><li>• Non-Mow Strip</li><li>• CIP Concrete</li><li>Girder Erection</li></ul><b>PROJECT RELEVANCE</b><ul style="list-style-type: none"><li>• Design-Build</li><li>• Accelerated Construction</li><li>• Structure over water</li><li>• Flat slab bridge</li><li>• AASHTO Type III bridge</li><li>• Prestressed Piles</li></ul><b>KEY PERSONNEL</b><p>George F Ellis - Executive Committee John Tushack - Operations Manager Mitchell Davis, PE - Project Manager (2021-2022) Nate Carmona - Superintendent (2021-2022)</p></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.					
<p>The 610 LF bridge and associated roadway was designed and constructed in less than nine months and required an average of 15 craft personnel for the duration of the project to meet the tight deadline. The Crowder Design-Build team initially separating out and creating an early works design package that included the pile design to get pile driving approved and begin construction before design was completed. Crowder communicated often with subcontractors and suppliers to maintain an expedited completion of this project. This project was completed on time and with minimal change orders. The project completed with no claims, disputes, or indication of litigation or arbitration.</p>					
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.					
<p>Crowder developed a cost loaded, project schedule that included all construction activities and materials delivery to establish the critical risk components to manage the schedule, effectively eliminating the risk of schedule slippage. Throughout the project, Crowder collaborated with SCDOT and JMT to meet the accelerated schedule of the project. Despite of the shortage of skilled craftsmen and the actions required for protection of our workforce during a pandemic, The Crowder-Design Build Team successfully partnered with SCDOT allowing proactive recognition, discussion and resolution of issues throughout the project earning an above average performance rating.</p>					
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.					

# **APPENDIX**

**WORK HISTORY AND QUALITY  
FORM – DESIGNER**





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: <b>Bridge Package 29</b>  Location: <b>Jasper and Oconee Counties, SC</b>	Name: <b>Crowder Construction Company</b>	Name of Owner: <b>SCDOT</b> Project Manager: <b>Tyler Clark</b> Phone: <b>803-737-1440</b> Email: <b>clarkTA@scdot.org</b>	Design: <b>January 2025 (RFC plans)</b> Construction: <b>June 2025</b>	<b>\$15,400</b>	<b>\$1,827</b> <b>(Design &amp; QC fees)</b>
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><b>Project Description:</b> This project consists 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 will be constructed on an accelerated schedule, and associated road work will be included. ICE currently serves as the Primary Design Consultant responsible for delivering all engineering services required for this emergency Design-Build project. <b>Design is complete at both sites, and they are currently under construction.</b></p> <p><b>US 76 over Chauga River</b>   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 build-up, which caused the eastern abutment to wash out at this site, closing the road to traffic. The replacement bridge is 270-foot 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><b>US 278 over Beaverdam Creek</b>   The original structures include 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 will be 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><b>Design Location:</b> ICE Corporate Office: 110 Midlands Court, West Columbia, SC 29169</p> <p><b>Key Individual:</b> Andy Gillis, PE, DB Coordinator (ICE) 2024-2025   <b>Additional Critical Individuals:</b> 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: <b>Emergency Bridge Package 2018-2B</b> Location: <b>Chesterfield County, SC</b>	Name: <b>United Infrastructure Group, Inc.</b>	Name of Owner: <b>SCDOT</b> Project Manager: <b>Brad Reynolds, PE</b> Phone: <b>803.737.1440</b> Email: <a href="mailto:reynoldsbs@scdot.org">reynoldsbs@scdot.org</a>	Construction: <b>December 2019</b> Design: <b>July 2019</b>	<b>\$6,750</b>	<b>\$1,033 (Design) + \$105 (QC Inspection)</b>
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><b>Project Description:</b> 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> <div><div><ul style="list-style-type: none"><li><b>S-243 (Buchanan Bridge Road) Bridge over Adams Creek</b>   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)</li><li><b>S-138 (Bo Melton Loop) Bridge over Little Black Creek</b>   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)</li><li><b>S-757 (Davis Rivers Road) Bridge over Jimmies Creek</b>   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)</li><li><b>S-34 (Wamble Hill Road) Bridge over Deep Creek</b>   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)</li></ul></div><div><div><b>RELEVANCE:</b><ul style="list-style-type: none"><li>✓ Design Build</li><li>✓ Minimization impacts to wetlands</li><li>✓ Accelerated Schedule –5 months</li></ul></div></div></div>					
<p><b>Design Location:</b> ICE Corporate Office: formerly 1021 Briargate Circle, Columbia, SC 29210</p> <p><b>Key Individual:</b> Andy Gillis, PE, Lead Design Engineer (ICE) 2/2019-12/2019   <b>Additional Critical Individuals:</b> Sally Thomson, PE, Geotechnical Engineer (ICE) 2/2019-9/2019   Barrett Stone, Environmental Manager (ICE) 3/2019-10/2019  </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>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 the winning proposer we were able to go to work immediately on scheduling critical tasks such the geotechnical investigation for each site. Insight Group LLC did all of the drilling and soils testing. 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>					
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>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>					
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.					
“Yes” answers do not apply to this project.					

# **APPENDIX**

**LEGAL AND FINANCIAL**





### PROPOSER'S AFFIDAVIT OF FINANCIAL CAPACITY

Crowder Construction Company has the financial capacity and resources necessary to complete the SCDOT Bridge Package 27 Project, Contract ID 5570770, in Dillon and Marlboro 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

4/21/2025

\_\_\_\_\_  
Date

Subscribed and witnessed before me this 21<sup>st</sup> day of April, 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

April 14, 2025

Ms. Renee Frazier  
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 27

Dear Ms. Frazier:

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





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

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

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 14th day of April 2025



By: Renee C. Llewellyn

Renee C. Llewellyn, Assistant Secretary

# 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

04/21/2025

\_\_\_\_\_  
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



# 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

April 21, 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. It is centered vertically relative to the 'APPENDIX' header and spans across the boundary between the dark blue top section and the lighter blue middle section.

**NOTICE OF RECEIPT**  
**Bridge Package 27**  
**Design-Build – Contract ID 5570770**  
**Dillon & Marlboro 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

4/16/2025  
\_\_\_\_\_  
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	Company Name	Project Name	Team
<b>Contractor &amp; Design Firm Project Reference</b>					
<a href="mailto:UsryBM@scdot.org">UsryBM@scdot.org</a>	Bobby	Usry	SCDOT	Emergency Bridge Replacement 2020-2 over South Edisto River	Crowder
<a href="mailto:GriffinRM@scdot.org">GriffinRM@scdot.org</a>	Robert	Griffin	SCDOT	US 301 Bridge Replacements Over Four Hole Swamp	Crowder
<a href="mailto:ClarkTA@scdot.org">ClarkTA@scdot.org</a>	Tyler	Clark	SCDOT	Emergency Bridge Package 29 – Jasper and Oconee Counties, SC	ICE
<a href="mailto:reyboldsbs@scdot.org">reyboldsbs@scdot.org</a>	Brad	Reynolds	SCDOT	Emergency Bridge Package 2018-2B	ICE
<b>Prior Collaboration Project Reference</b>					
<a href="mailto:bweber@scspa.com">bweber@scspa.com</a>	Edward (Butch)	Weber	SC Ports Authority	NBIF Cosgrove Ave Ext Bridge and Hobson Ave Roadway Improvement	Crowder / ICE
<a href="mailto:parrisSL@scdot.org">parrisSL@scdot.org</a>	Shane	Parris	SCDOT	I-85 Widening, CSX Bridge at Mile Marker 81	Crowder / ICE
<a href="mailto:MobleyMF@scdot.org">MobleyMF@scdot.org</a>	Melanie	Mobley	SCDOT	SC 9/49 Multi-Bridge Replacement	Crowder / ICE
<a href="mailto:YuhasJD@scdot.org">YuhasJD@scdot.org</a>	Jeremy	Yuhas	SCDOT	Rainbow & Leaphart Drive Bridge Replacements over I-26	Crowder / ICE
<a href="mailto:UsryBM@scdot.org">UsryBM@scdot.org</a>	Bobby	Usry	SCDOT	Emergency Design-Build Bridge Replacement over South Edisto River	Crowder





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





South Carolina Department of Transportation  
Columbia, South Carolina

**South Carolina Department  
Of  
Transportation  
Prime Contractor  
Prequalification Certificate**

This Certifies that your company has complied with the rules and regulations of the Department and the State of South Carolina, and subject to the rules and regulations for a prime contractor, is declared eligible to submit a bid and be awarded any construction contract issued by the Department, subject to obtaining proper bonds and insurance acceptable to the Department and complying with all other statutory and contract requirements.

**ALL BIDS SUBMITTED TO THE DEPARTMENT MUST BE IN THE NAME AS SHOWN BELOW.**

**VENDOR NAME**

**CROWDER CONSTRUCTION COMPANY**

**Vendor ID:**

**1CR007**

**Date Issued:**

**April 15, 2025**

**Expiration Date:**

**May 31, 2026**

**Approved By:**

A handwritten signature in black ink, appearing to be "B. J. [unclear]", is written over a horizontal line. Below the signature, the title "Prequalification and Contracts Coordinator" is printed in a bold, black, sans-serif font.

**Prequalification and Contracts Coordinator**