



GFT



S-2-105 over Interstate 20

**Emergency Bridge Replacement
Design-Build Project**

TECHNICAL PROPOSAL

Project ID P044879

Aiken County, SC | August 5, 2025

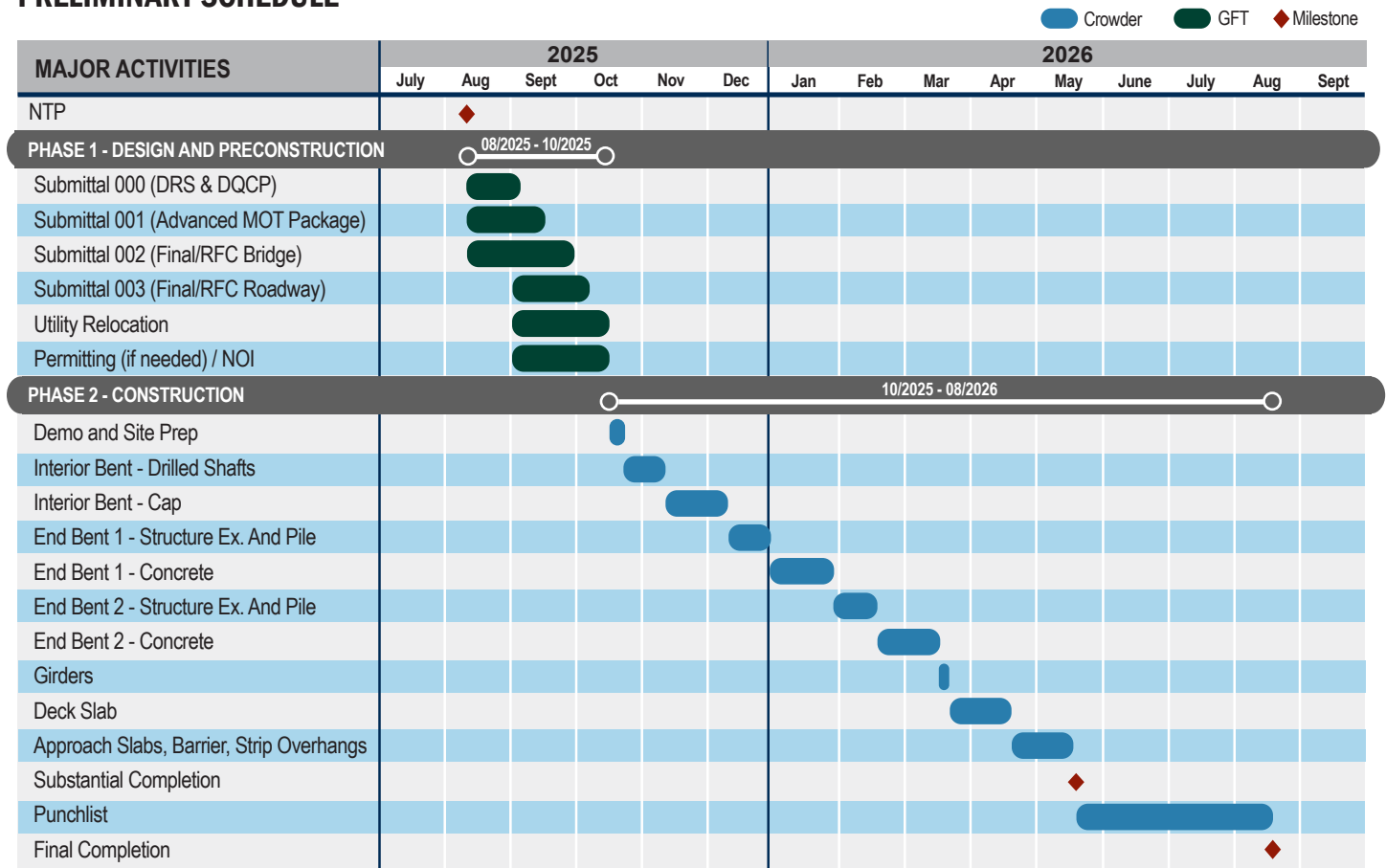
TECHNICAL PROPOSAL NARRATIVE

Our design-build team for SCDOT's S-2-105 over Interstate 20 Emergency Design-Build consists of Crowder Construction Company as the Prime Contractor and GFT (formally TranSystems Corporation) as the Design Engineer. Our design approach focuses on balancing schedule and cost to facilitate material procurement and construction activities together with producing designs and plans. Our approach provides a low-maintenance replacement bridge with superstructure and substructure types in full compliance with RFP requirements. We request our attached technical concept plans be considered the preliminary submittal. Crowder and GFT have successfully partnered on several SCDOT bridge projects in the past, including Bridge Package 32, US 301 Bridge Replacements Design-Build over Four Hole Swamp, and the US17A/21 Emergency Design-Build over CSX. Our team is structured to share and apply lessons learned on SCDOT Design-Build jobs to ensure effective teamwork with clear lines of authority and responsibility with open channels of communication.

PROJECT DELIVERY

The Crowder/GFT Team will design and manage the project from Crowder's Heavy Civil Division Office in Charlotte, NC, and from GFT's Charleston, SC, office. The team will engage in effective communication, planning, and collaboration through virtual meetings and face-to-face meetings, when required. Immediately following the public announcement, Crowder will execute design subcontracts and initiate the design process. GFT will perform bridge, seismic, roadway, and hydro/hydraulic design, with Insight Group performing geotechnical services, and Telics providing utility coordination services. Edwards Pittman will provide environmental management and permit coordination. Construction Support Services (DBE) will perform surveying services.

PRELIMINARY SCHEDULE



GFT will submit an advanced MOT package including the S-2-105 detour plan and temporary concrete barrier along the I-20 median to define the work zone. This will be followed by combined bridge RFC package and a combined road RFC package. We will proceed straight to Final Submittals (no preliminary or Right-of-Way submittals) as allowed by the RFP. The need for new right of way acquisition is not anticipated on this project.

GFT will start immediately on the production of final bridge and roadway plans upon the public announcement of the selected team on August 6, 2025. Any comments received from the Department on the conceptual plans within the technical proposal will be incorporated into the final submittals. Prior to beginning any construction activities, permanent or temporary, the Traffic Management plans for the entire project will be submitted to and approved by SCDOT. Utility coordination and the required clearing and grubbing will begin immediately to prevent delays, expedite relocation work, and allow road and bridge work to proceed promptly. Silt fence, seeding of slopes and ditches, and other necessary erosion control BMP's will precede any construction work after the NOI has been approved.

To expedite new bridge construction, shop drawings such as the precast girders will be developed concurrently with the final road and bridge design documents, so that these shop drawings may be submitted directly behind the RFC road and bridge drawings. This will allow Crowder to start installing foundations as soon as possible. After substructure installation, superstructure installation will follow, and will finish with roadway tie-ins.



PROJECT APPROACH

The Crowder/GFT Team understands starting construction is dependent on design submittals and permitting. Early construction activities are planned to provide the groundwork for bridge and roadway construction. Crowder will mobilize adequate construction equipment and dedicate an appropriate number of field personnel. All work items can either be self-performed or performed by a subcontractor with whom Crowder has an established relationship with, which will ensure that the work progresses smoothly and expeditiously. Crowder plans to work a minimum of five 10-hour days and utilize multiple crews as needed. Crowder will develop a cost-loaded project schedule which will include all construction activities and materials delivery and establish the critical risk components to stay abreast and manage the schedule, effectively mitigating the risk of schedule delays. The master schedule will include subcontractor schedules and Crowder will communicate often with subcontractors and suppliers to maintain an expedited completion of this project. The Crowder/GFT Team understands the requirements of the RFP and has planned for and committed staff and equipment to complete the project within the required timeline.



DESIGN APPROACH

A two span arrangement and the use of MSE Wall has been utilized to reduce the structure depth which also leads to reduced project limits and keeping toe of slopes within existing Right-of-Way. MSE walls have also been incorporated for the same reasons. To reduce excavation within the inside I-20 shoulder our team has determined that drilled shafts are the most advantageous option for this bridge replacement. Using drilled shafts in lieu of pile footings will save up to 17' of excavation, as well as reduction/removal of temporary shoring.

MSE walls are proposed at the end bents. Pier protection is proposed at the interior bent, which will provide both structural and roadside safety resistance. The proposed bridge will provide a 17'-0" minimum vertical clearance to both the I-20 EB and WB directions. The existing alignment of S-105 will be maintained. The S-2-105 roadway will be raised approximately 2' to accommodate the proposed deeper structure than existing to provide a minimum 17'-0" vertical clearance to the I-20 eastbound and westbound.

The bridge will accommodate a deck drain on each side of centerline within each span, and will be located so as to outfall within the shoulder of the roadway below. Additionally, standard concrete flumes are proposed to catch the remainder of bridge drainage. Existing S-2-105 conveys roadway storm runoff into shallow sandy swales and fill slopes that flow into the adjacent woodlands. At the southern bridge end these existing swales retain water during heavy storm events and overflow down the abutment slope to the I-20 roadside ditch. These swales were observed to be sandy soil in the field that has a high infiltration rate allowing water to dissipate relatively quickly. Temporary barriers will be installed prior to construction for both MSE Walls / End Bents and additional temporary barriers will be installed prior to construction of the interior bent.

CONSTRUCTION APPROACH

- **BRIDGE CONSTRUCTION** — Our team will begin with the new bridge interior bent construction. A median work zone will be established following proper SCDOT roadway traffic control protocols. Shaft casings will be installed down to the hard soil layer, and shafts will be drilled out and concrete placed. The columns and caps will then be formed and placed. Our crew will then move to the end bents, removing the existing remaining end bent and installing the new bent pile and concrete. Interstate slow rolls will be utilized for setting the proposed girders and roadway protection. Finally, the bridge deck, barriers, and approach slabs will be installed.
- **ROADWAY CONSTRUCTION** — While maintaining the existing horizontal alignment, a vertical profile was developed to minimize the project limits to the extent possible. All proposed roadway and drainage features, including toe ditches, stay within the existing right-of-way. Construction will begin with removal of the existing roadway to the limits provided in the conceptual drawings. Any necessary embankment undercut and backfill will be performed, followed by mass and fine grading of the new roadway fill. The roadway will be finished by placing asphalt, striping, and guardrail as required.

ASSURANCES AND ABILITY TO COMPLETE THE PROJECT WITHIN THE REQUIRED TIMEFRAME

The Crowder/GFT Team has thoroughly evaluated all necessary submittals and timeframes for submittals. These time frames follow SCDOT's RFP. Within our proposed design there is no need to acquire Right-of-Way, therefore the critical path of the design schedule is the submittal of the final bridge and roadway packages. Our team plans to submit these packages within a few weeks of the Award. We have provided the expedited design schedule to help ensure the completion of the project within the required timeframe

as shown within the Final RFP. Crowder will use multiple crews throughout the duration of the project construction to assure the substantial completion of the project by May 21, 2026, and Final Completion within 90 calendar days of substantial completion.

Conceptual Design Schedule

Submittal Description	Start Date	Complete by Date
RFC Plans Bridge Package	Aug. 11, 2025	Sept. 30, 2025
RFC Plans Roadway Package	Aug. 11, 2025	Oct. 7, 2025

Conceptual Construction Schedule

Construction Description	Complete by Date
Substantial Completion	May 21, 2026
Final Completion	Aug. 19, 2026



GFT

Appendix A

Conceptual Plans



Appendix A.1

Bridge Plans

INDEX OF SHEETS

- 1. TITLE SHEET
- 2. BRIDGE PLAN AND PROFILE
- 3. BRIDGE TYPICAL SECTION (END BENTS 1 & 3)
- 4. BRIDGE TYPICAL SECTION (INTERIOR BENT 2)
- 5. MSE WALLS 1 & 2

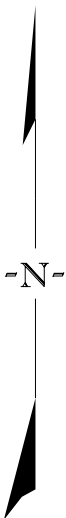


PROPOSED PLANS
FOR
AIKEN COUNTY
PROJECT ID P044879
ROUTE S-2-105 (OLD VAUCLUSE RD)
REPLACE BRIDGE OVER I-20

SITE LOCATION



LAYOUT



APPROXIMATE LOCATION OF BRIDGE IS
LATITUDE 33°- 37' - 15" N
LONGITUDE 81°- 49' - 27" W



ENGINEER OF RECORD
FOR CONSTRUCTION

CONCEPTUAL PLANS - NOT FOR CONSTRUCTION

NET LENGTH OF ROADWAY	0.000	MILES
NET LENGTH OF BRIDGES	0.033	MILES
NET LENGTH OF PROJECT	0.033	MILES
LENGTH OF EXCEPTIONS	0.000	MILES
GROSS LENGTH OF PROJECT	0.033	MILES

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF THE FINAL RFP.

3 DAYS BEFORE DIGGING IN
SOUTH CAROLINA
CALL 811
SOUTH CAROLINA 811 (SC811)
WWW.SC811.COM
ALL UTILITIES MAY NOT BE A MEMBER OF SC811

ASSET ID TBD
(FORMERLY 5198)

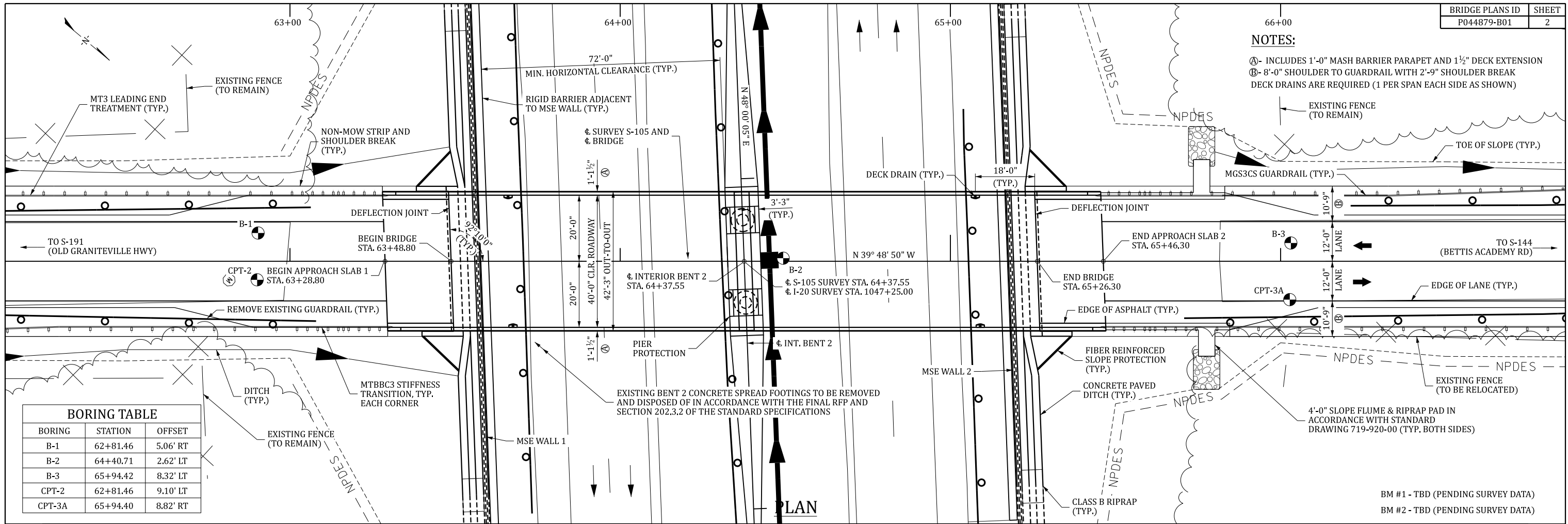
TRAFFIC DATA

2025 ADT 1,700 V.P.D.
2045 ADT 5,100 V.P.D.
TRUCKS 3 %

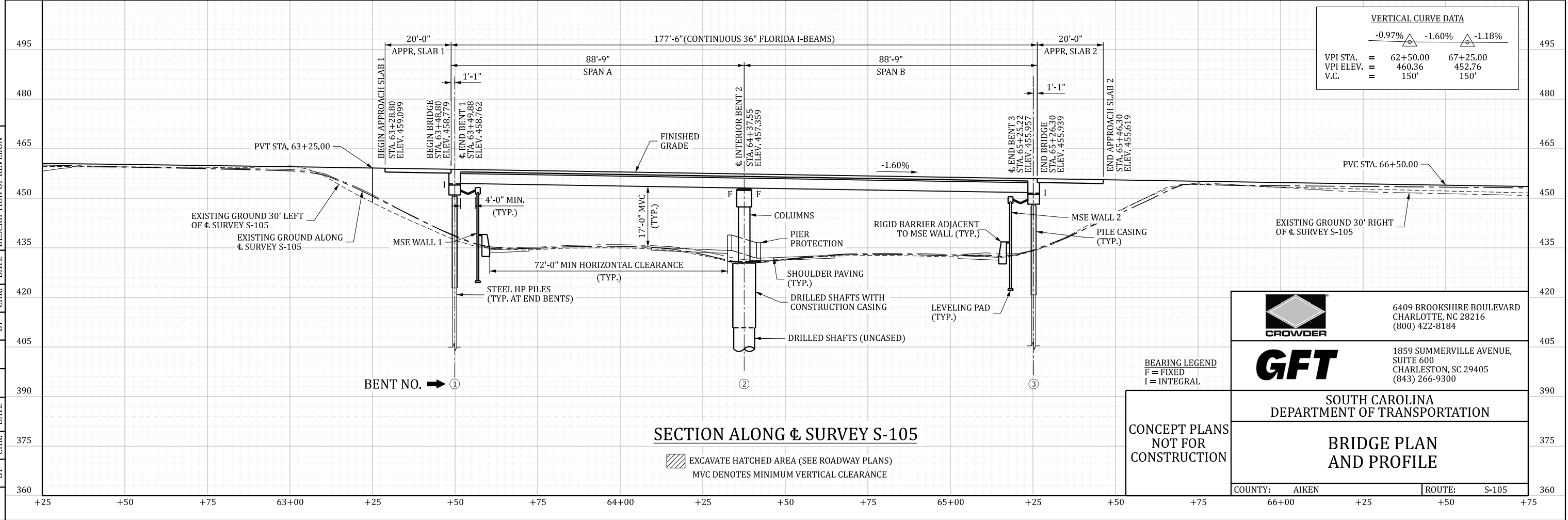
BRIDGE PLANS ID	SHEET
P044879-B01	2

NOTES:

- Ⓐ- INCLUDES 1'-0" MASH BARRIER PARAPET AND 1½" DECK EXTENSION
Ⓑ- 8'-0" SHOULDER TO GUARDRAIL WITH 2'-9" SHOULDER BREAK
DECK DRAINS ARE REQUIRED (1 PER SPAN EACH SIDE AS SHOWN)



BORING TABLE		
BORING	STATION	OFFSET
B-1	62+81.46	5.06' RT
B-2	64+40.71	2.62' LT
B-3	65+94.42	8.32' LT
CPT-2	62+81.46	9.10' LT
CPT-3A	65+94.40	8.82' RT



VERTICAL CURVE DATA

-0.97% -1.60% -1.18%

VPI STA. = 62+50.00 67+25.00

VPI ELEV. = 460.36 452.76

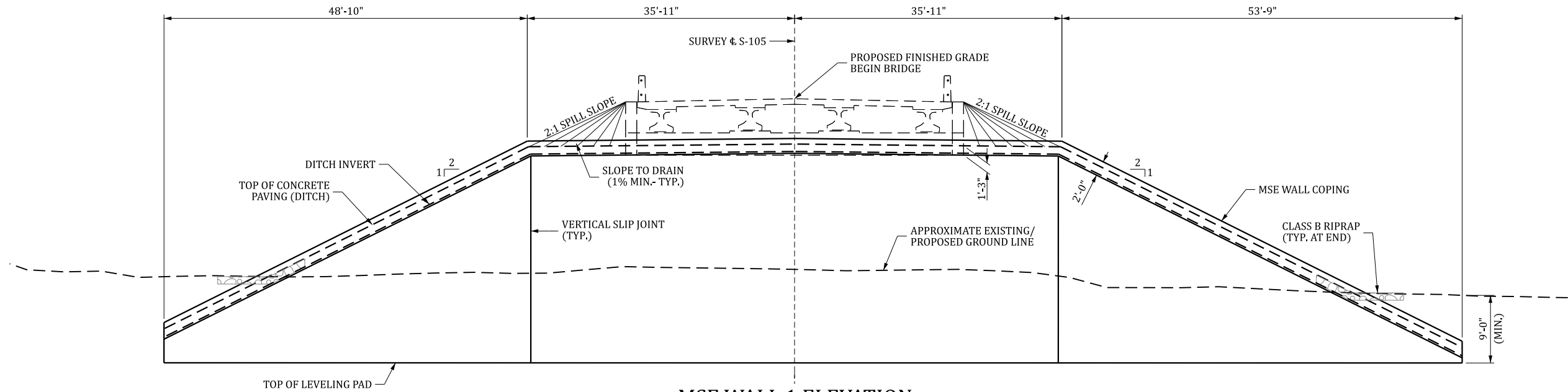
V.C. = 150' 150'

	6409 SUMMERSHIRE BOULEVARD CHARLOTTE, NC 28216 (800) 422-8184
	1859 SUMMERVILLE AVENUE, SUITE 600 CHARLESTON, SC 29405 (843) 266-9300
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION	
BRIDGE PLAN AND PROFILE	
COUNTY: AIKEN	ROUTE: S-105

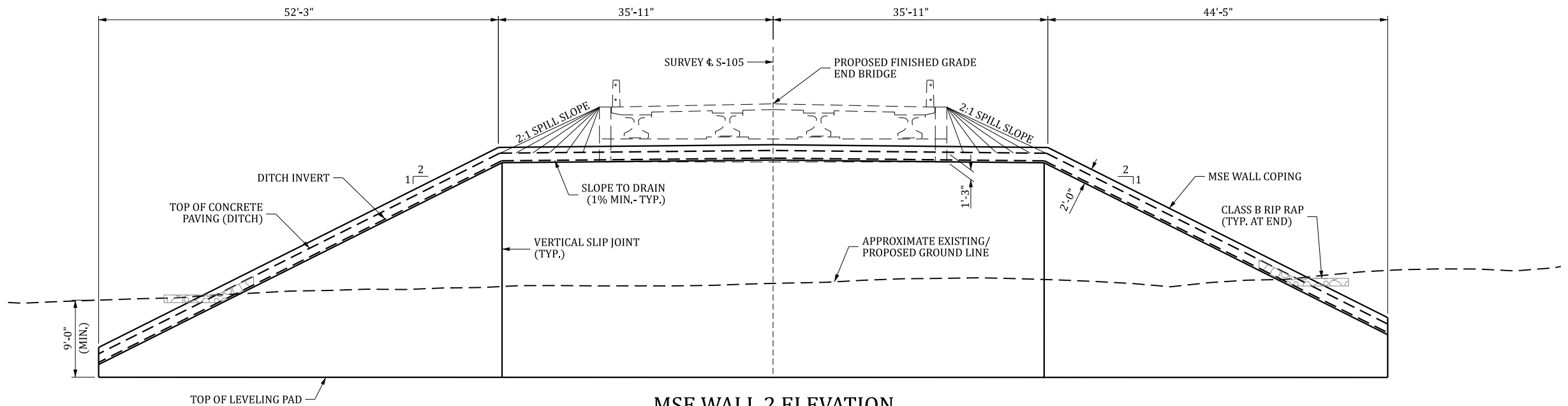
BEARING LEGEND
F = FIXED
I = INTEGRAL

CONCEPT PLANS
NOT FOR
CONSTRUCTION

COUNTY:	AIKEN	ROUTE:	S-105
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MSE WALL 1 ELEVATION
LOOKING DOWNSTATION



MSE WALL 2 ELEVATION
LOOKING UP-STATION

mwrekers 8/4/2025 11:15:02 PM b44879ms1.dgn

REV.					
REV.					
REV.					
BY	CHK.	DATE	DESCRIPTION OF REVISION		

REVIEWED	VAU				
QUAN.					
DR.	WBM	MWR	08-25		
DES.	WBM	MWR	08-25		
	BY	CHK.	DATE		



6409 BROOKSHIRE BOULEVARD
CHARLOTTE, NC 28216
(800) 422-8184



1859 SUMMERVILLE AVENUE,
SUITE 600
CHARLESTON, SC 29405
(843) 266-9300

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MSE WALLS 1 & 2

COUNTY: AIKEN ROUTE: S-105

CONCEPT PLANS
NOT FOR
CONSTRUCTION



Appendix A.2

Roadway Plans

INDEX OF SHEETS			
1	TITLE SHEET	1	
2-3	TYPICAL SECTION	2	
4	PLAN AND PROFILE SHEET	1	
TOTAL		4	



DESIGN BY:					
FED. ROAD DIV. NO.	STATE	COUNTY	PROJECT ID	SHEET NO.	TOTAL SHEETS
3	S.C.	AIKEN	P044879	1	4

Hydraulic Design Reference for these plans is the:

2009

Edition of SCDOT's "Requirements for Hydraulic Design Studies"

Design Reference for these plans is the:

2021

SCDOT Roadway Design Manual

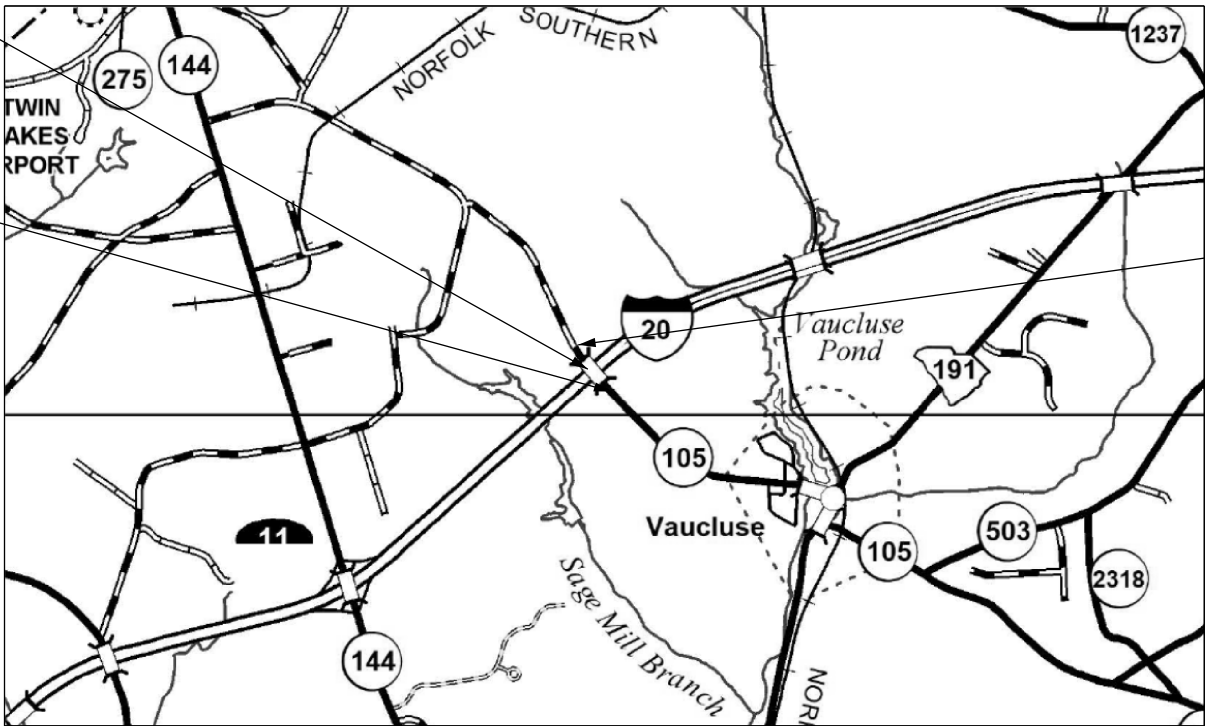
PROPOSED PLANS
FOR
AIKEN COUNTY
PROJECT ID P044879
ROUTE S-2-105 (OLD VAUCLUSE ROAD)
APPROACH ROADWAY IMPROVEMENTS FOR
BRIDGE REPLACEMENT OVER INTERSTATE 20

CONSTRUCT 177.50' X 42.25' PRESTRESSED CONCRETE BRIDGE
STA.63+48.80 - STA.65+26.30
(SEE BRIDGE PLANS)

SURVEY STA. 61+50.00
BEGIN PROJECT
PROJ. ID P044879

NOTE:
BRIDGE PLANS BOUND UNDER A SEPARATE COVER

ENVIRONMENTAL PERMIT INFORMATION			
USACE PERMIT	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
NEPA DOCUMENT	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
401 CERTIFICATION	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
OCRM CAP	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
NAVIGABLE WATERS	<input type="checkbox"/> SC	<input type="checkbox"/> USCG	<input type="checkbox"/> USACE <input checked="" type="checkbox"/> N/A



SURVEY STA. 68+00.00
END PROJECT
PROJ. ID P044879

NPDES PERMIT INFORMATION

Disturbed Area = 1.1 Acre(s)
Project Area = 3.1 Acre(s)

Approximate Location of Roadway is:

Begin
Latitude 33°37'12" N
Longitude 81°49'23" W

End
Latitude 33°37'13" N
Longitude 81°49'28" W

Hydraulic and NPDES Design
provided by:

GFT INFRASTRUCTURE

Designs may be obtained from the
SCDOT Regional Production Group

CONCEPT
PLANS

3 DAYS BEFORE DIGGING IN
SOUTH CAROLINA
CALL 811
SOUTH CAROLINA 811 (SC811)
WWW.SC811.COM
ALL UTILITIES MAY NOT BE A MEMBER OF SC811

RAILROAD INVOLVEMENT?
YES ☒ NO

TRAFFIC DATA

2025 ADT 1,700
2045 ADT 5,100
TRUCKS 3 %

LAYOUT

AIKEN COUNTY MAP

NTS

	ROAD S-105	TOTAL PROJECT
NET LENGTH OF ROADWAY	0.123 MILES	0.123 MILES
NET LENGTH OF BRIDGES	0.033 MILES	0.033 MILES
NET LENGTH OF PROJECT	0.156 MILES	0.156 MILES
LENGTH OF EXCEPTIONS	0.000 MILES	0.000 MILES
GROSS LENGTH OF PROJECT	0.156 MILES	0.156 MILES

EQUALITIES IN STATIONING
S-105 STA. 64+37.55
I-20 STA. 1047+25.00

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2025 EDITION) AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF FINAL RFP.

CONTRACTOR



6409 BROOKSHIRE BLVD.
CHARLOTTE, NC 28216
PHONE 800-422-8184
FAX 704-372-9946
WWW.CROWDERUSA.COM

CONSULTING ENGINEERING FIRM




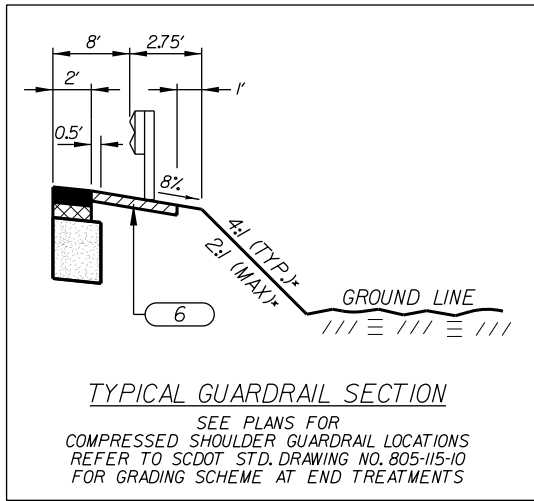
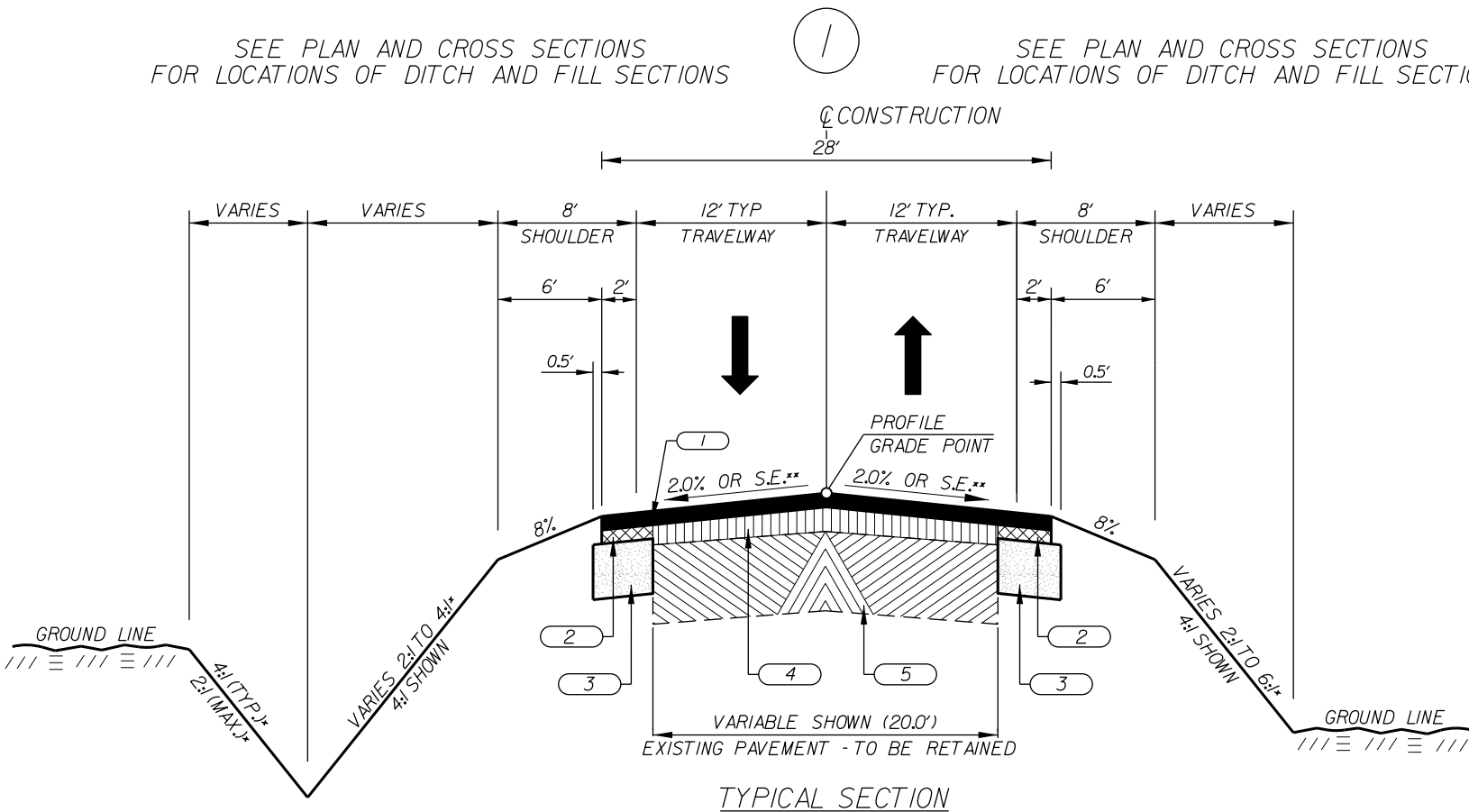
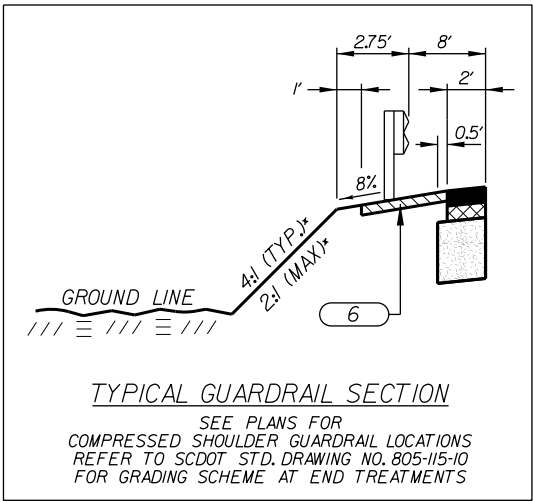
1859 SUMMERVILLE AVE, SUITE 600
CHARLESTON, SC 29405
PHONE 843-266-9300
FAX 843-628-7718
WWW.GFTINC.COM

ENGINEER OF RECORD

FOR CONSTRUCTION : _____ DATE _____

TYPICAL SECTION OF IMPROVEMENT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
COLUMBIA, S.C.

DESIGN BY:		FED. ROAD DIV. NO.	STATE	COUNTY	PROJECT ID	ROAD/ROUTE NO.	SHEET NO.
		3	S.C.	AIKEN	P044879	S-105	2









- SECTION NOTES:
- * THIS SLOPE MAY BE VARIED WHEN A DEEPER DITCH IS NECESSARY FOR DRAINAGE PURPOSES. WHERE PLANS CALL FOR A 4:1 SLOPE, CONTINUE THIS SLOPE TO NECESSARY DEPTH TO MAINTAIN POSITIVE DRAINAGE. WHERE PLANS CALL FOR A 2:1 SLOPE BEHIND GUARDRAIL, THE CONTRACTOR MAY EXTEND 2:1 AS NEEDED TO MAINTAIN POSITIVE DRAINAGE. 2:1 FILL SLOPES ARE ONLY ALLOWED BEHIND GUARDRAIL.
- NOTE:
6:1 SLOPE 0'-5' FILL HEIGHT
4:1 SLOPE >5'-10' FILL HEIGHT
2:1 SLOPE >10' FILL HEIGHT AND AT BRIDGE ENDS
- ** SEE CROSS SECTIONS FOR SUPERELEVATION DETAILS.
- GENERAL NOTES:

WHERE HMA PAVEMENT TIES WITH EXISTING PAVEMENT AT PROJECT TERMINI, PERFORM FULL DEPTH PATCHING AS DIRECTED BY THE RCE. VARIABLE DEPTH MILL TIE-IN TO PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING AND NEW PAVEMENT SURFACES.

REMOVE OR MODIFY EXISTING PAVEMENT IN ACCORDANCE WITH SECTION 205.4.5 OF THE STANDARD SPECIFICATIONS PRIOR TO PLACEMENT OF NEW EMBANKMENT.

USE SILT FENCE AT TOE OF ALL FILL SLOPES PER STANDARD DRAWING NO. 815-605-00

LEGEND

1		HOT MIX ASPHALT SURFACE COURSE TYPE C (150 LBS./S.Y.)
2		HOT MIX ASPHALT INTERMEDIATE COURSE TYPE C (200 LBS./S.Y.)
3		HOT MIX ASPHALT BASE COURSE TYPE B (600 LBS./S.Y.)
4		HOT MIX ASPHALT INTERMEDIATE COURSE TYPE C (VAR. DEPTH BUILDUP)
5		EXISTING PAVEMENT (TO BE RETAINED)
6		4" HOT MIX ASPHALT SURFACE COURSE (NON-MOW STRIP)

S-105 (OLD VAUCLUSE RD) - RURAL MAJOR COLLECTOR

RTE. DESIGN SPEED		
MPH	FROM STA.	TO STA.
50	61+50.00	68+00.00
EXCEPTIONS TO DESIGN SPEED		

CONTRACTOR



6409 BROOKSHIRE BLVD.
CHARLOTTE, NC 28216
PHONE 800-422-8184
FAX 704-372-9946
WWW.CROWDERUSA.COM

CONCEPT
PLANS

CONSULTING ENGINEERING FIRM




1859 SUMMERVILLE AVENUE, SUITE 600
CHARLESTON, SC 29405
PHONE (843) 266-3000
FAX (843) 529-9616
WWW.TRANSYSTEMS.COM

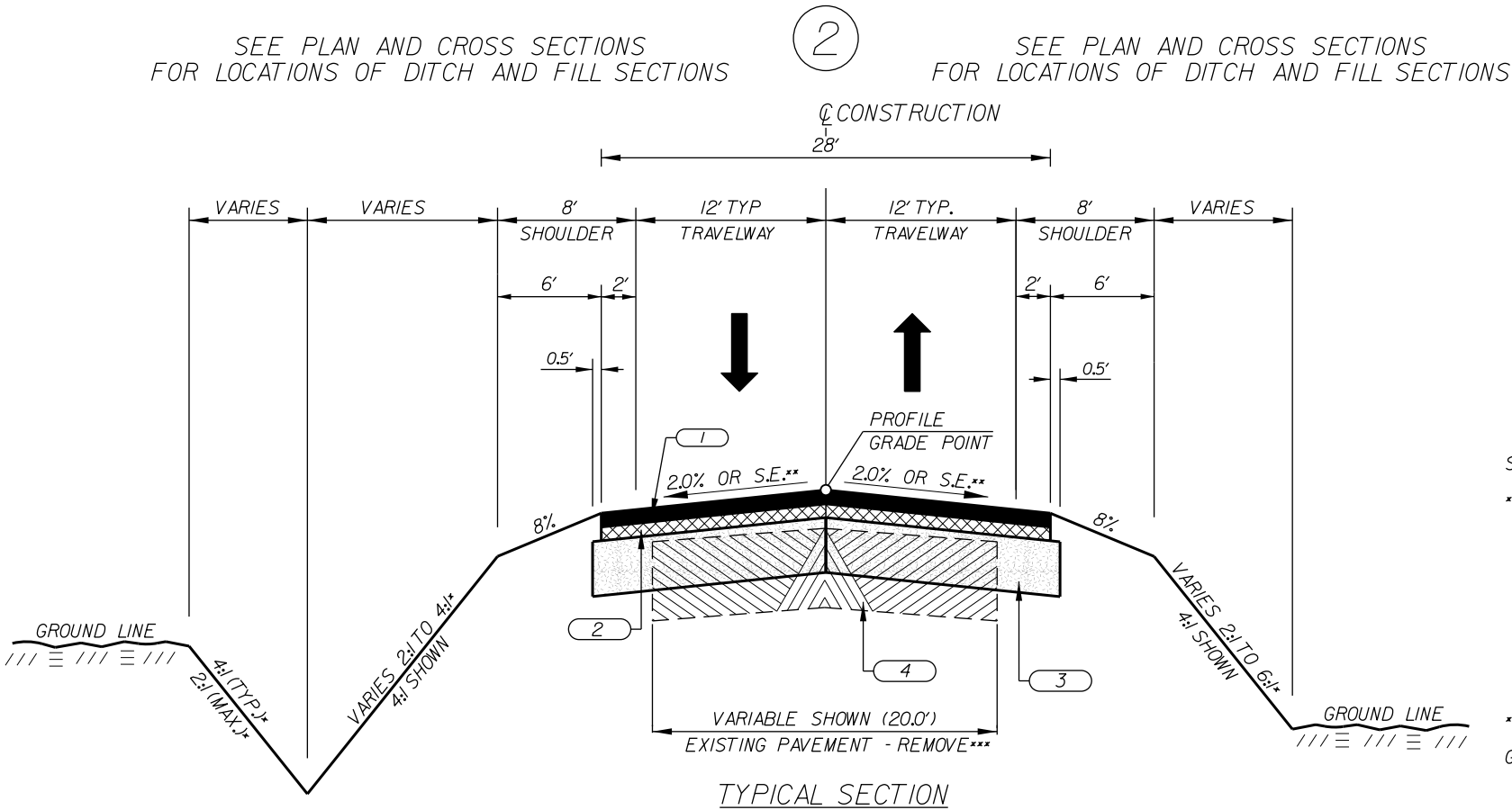
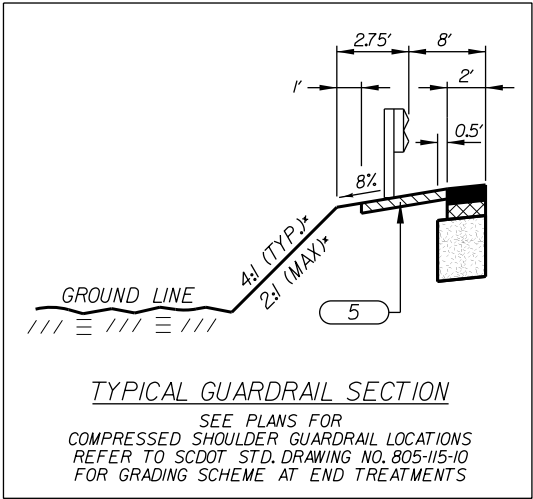
SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
ROAD DESIGN COLUMBIA, S.C.

TYPICAL SECTION

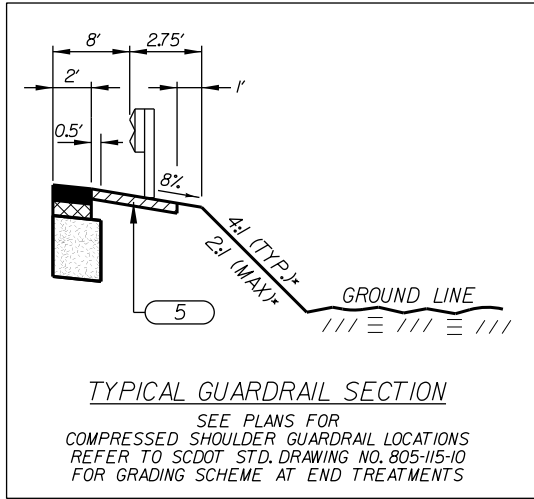
NOT TO SCALE RTE./RD. S-105

TYPICAL SECTION OF IMPROVEMENT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
COLUMBIA, S.C.

DESIGN BY:		FED. ROAD DIV. NO.	STATE	COUNTY	PROJECT ID	ROAD/ROUTE NO.	SHEET NO.
 GFT		3	S.C.	AIKEN	P044879	S-105	3








FULL RECONSTRUCTION
RD. S-105 (OLD VAUCLUSE ROAD)
STA. 62+50.00 TO STA. 63+48.80
&
STA. 65+26.30 TO STA. 66+00.00



- SECTION NOTES:
- * THIS SLOPE MAY BE VARIED WHEN A DEEPER DITCH IS NECESSARY FOR DRAINAGE PURPOSES. WHERE PLANS CALL FOR A 4:1 SLOPE, CONTINUE THIS SLOPE TO NECESSARY DEPTH TO MAINTAIN POSITIVE DRAINAGE. WHERE PLANS CALL FOR A 2:1 SLOPE BEHIND GUARDRAIL, THE CONTRACTOR MAY EXTEND 2:1 AS NEEDED TO MAINTAIN POSITIVE DRAINAGE. 2:1 FILL SLOPES ARE ONLY ALLOWED BEHIND GUARDRAIL.
- NOTE:
- 6:1 SLOPE 0'-5' FILL HEIGHT
 - 4:1 SLOPE >5'-10' FILL HEIGHT
 - 2:1 SLOPE >10' FILL HEIGHT AND AT BRIDGE ENDS
- ** SEE CROSS SECTIONS FOR SUPERELEVATION DETAILS.
- GENERAL NOTES:
- WHERE HMA PAVEMENT TIES WITH EXISTING PAVEMENT AT PROJECT TERMINI, PERFORM FULL DEPTH PATCHING AS DIRECTED BY THE RCE. VARIABLE DEPTH MILL TIE-IN TO PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING AND NEW PAVEMENT SURFACES.
- *** REMOVE OR MODIFY EXISTING PAVEMENT IN ACCORDANCE WITH SECTION 205.4.5 OF THE STANDARD SPECIFICATIONS PRIOR TO PLACEMENT OF NEW EMBANKMENT.
- USE SILT FENCE AT TOE OF ALL FILL SLOPES PER STANDARD DRAWING NO. 815-605-00
- CONSTRUCT 177.50' X 42.25' PRESTRESSED CONCRETE BRIDGE FROM STA. 63+48.80 TO STA. 65+26.30
CONSTRUCT 20.00' CONCRETE APPROACH SLAB AT BOTH BRIDGE ENDS
SEE BRIDGE PLANS BOUND UNDER SEPERATE COVER FOR DETAILS

LEGEND

- | | | |
|---|---|--|
| 1 |  | HOT MIX ASPHALT SURFACE COURSE TYPE C (150 LBS./S.Y.) |
| 2 |  | HOT MIX ASPHALT INTERMEDIATE COURSE TYPE C (200 LBS./S.Y.) |
| 3 |  | HOT MIX ASPHALT BASE COURSE TYPE B (600 LBS./S.Y.) |
| 4 |  | EXISTING PAVEMENT (TO BE REMOVED) |
| 5 |  | 4" HOT MIX ASPHALT SURFACE COURSE (NON-MOW STRIP) |

S-105 (OLD VAUCLUSE RD) - RURAL MAJOR COLLECTOR

RTE. S-105 DESIGN SPEED		
MPH	FROM STA.	TO STA.
50	61+50.00	68+00.00
EXCEPTIONS TO DESIGN SPEED		

CONTRACTOR



6409 BROOKSHIRE BLVD.
CHARLOTTE, NC 28216
PHONE 800-422-8184
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CONSULTING ENGINEERING FIRM



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CHARLESTON, SC 29405
PHONE (843) 266-9300
FAX (843) 520-9616
WWW.TRANSYSTEMS.COM

CONCEPT
PLANS

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
ROAD DESIGN COLUMBIA, S.C.

TYPICAL SECTION

NOT TO SCALE RTE./RD. S-105



GFT

Appendix B

Required Forms

12. EQUAL EMPLOYMENT OPPORTUNITY CERTIFICATION

(COMPLETE THIS SECTION FOR FEDERAL PROJECTS ONLY) EQUAL EMPLOYMENT OPPORTUNITY PERFORMANCE

Select the Certification that applies to the PROPOSER:

Certification (☒) or Certification (☐)

Select the appropriate responses in the applicable Certification:

Certification (1): Pursuant to 41 C.F.R. §60-1.7(b)(1), Previous Equal Employment Opportunity Performance

Certification, as the Prospective Prime Contractor, I HEREBY CERTIFY THAT I:

(a) **(HAVE / HAVE NOT)** developed and filed an Affirmative Action Program pursuant to 41C.F.R. §60-2 and/or 60-4;

(b) **(HAVE / HAVE NOT)** participated in a previous contract or subcontract subject to the equal opportunity clause;

(c) **(HAVE / HAVE NOT)** filed with the Joint Reporting Committee, the Director of Office of Federal Contract Compliance, or the Equal Employment Opportunity Commission, all reports due under the applicable filing requirements,

OR

Certification (2): I, HEREBY CERTIFY that as the Prospective Prime Contractor submitting this Proposal, **(CLAIM / DO NOT CLAIM)** exemption from the submission of the Standard Form 100 (EEO-1) due to the fact that it employs a total of less than fifty (50) employees under C.F.R. §60-1.7, or qualifies for an exempted status under 41 C.F.R. §60-1.5.

I FURTHER CERTIFY that the above Certification will be made part of any Subcontract Agreement involved with this project.

Executed on 07/29, 20 25.

Signed: 
(Officer/PROPOSER)

Title: George F Ellis, Executive Vice President

Company: Crowder Construction Company

Address: 6409 Brookshire Blvd, Charlotte, NC 28216

Note: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7(b)(1)), and must be submitted by PROPOSERS only in connection with contracts which are subject to the equal opportunity clause. Contracts that are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally, only contracts of \$10,000 or under are exempt.)

11. NON-COLLUSION CERTIFICATION


NON-COLLUSION CERTIFICATION

Project ID: P044879

IN ACCORDANCE WITH THE PROVISIONS OF S.C. CODE ANN. §§ 39-3-10 ET. SEQ., 39-5-10 ET. SEQ., 15 U.S.C. §45; 23 C.F.R. §635.112(F); AND 28 U.S.C. §1746, I HEREBY ACKNOWLEDGE THAT I AM AN OFFICER OF THE PROPOSER FIRM AND, UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES AND SOUTH CAROLINA, DECLARE, BY MY CERTIFICATION BELOW, THAT THE FOLLOWING IS TRUE AND CORRECT, AND FURTHER, THAT THIS FIRM, ASSOCIATION OR CORPORATION HAS NOT, EITHER DIRECTLY OR INDIRECTLY, ENTERED INTO ANY AGREEMENT, PARTICIPATED IN ANY COLLUSION, OR OTHERWISE TAKEN ANY ACTION IN RESTRAINT OF FREE COMPETITIVE BIDDING IN CONNECTION WITH THE SUBMISSION OF A BID PROPOSAL ON THE ABOVE REFERENCED PROJECT.

BY CHECKING THIS BOX ☒, I CERTIFY THAT I HAVE READ, UNDERSTAND, ACCEPT, AND ACKNOWLEDGE ALL OF THE ABOVE STATEMENTS.

Executed on 07/29/2025
(Date)

Signed: 
(Officer/Proposer)
George F Ellis, Executive Vice President
(Title)
6409 Brookshire Blvd, Charlotte, NC 28216
(Address)



NOTICE OF RECEIPT

**S-2-105 (Old Vacluse Road) over I-20 Emergency Bridge Replacement
Design-Build – Project ID P044879
Aiken County**


Addendum 1

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

PROPOSERS are required to sign this document and enclose it with their Technical Proposal. 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

7-30-2025

Date

George F Ellis, Executive Vice President
Printed Name

For: Crowder / GFT
Design-Build Team Name





NOTICE OF RECEIPT

**S-2-105 (Old Vacluse Road) over I-20 Emergency Bridge Replacement
Design-Build – Project ID P044879
Aiken County**

Addendum 2

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

PROPOSERS are required to sign this document and enclose it with their Technical Proposal. 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

8/4/2025
Date

George F Ellis, Executive Vice President
Printed Name

For: Crowder / GFT
Design-Build Team Name



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

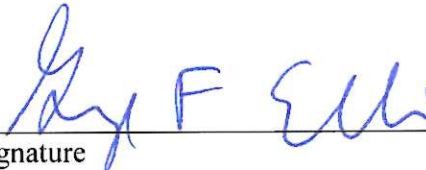
 X Determined that no potential organizational conflict of interest exists.

 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

7/29/2025

Date

George F Ellis, Executive Vice President

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

The Crowder/GFT Team does not have any confidential or proprietary information within this proposal.

13. STIPEND ACKNOWLEDGEMENT FORM

Stipend Acknowledgement Form

S-2-105 (Old Vacluse Road) over Interstate 20 Emergency Bridge Replacement Aiken County

Proposer: Crowder Construction Company

ADDRESS: 6409 Brookshire Blvd, Charlotte, NC 28216

The undersigned Proposer, hereby:

☐ Waives the stipend for this Project.

☒ Accepts the stipend for this Project.

By accepting the stipend for this Project, Proposer agrees:

1) to execute and include the Stipend Agreement in Article XIII of the RFP with its RFP response;

2) to submit an invoice with FEIN number for the stipend amount to the SCDOT POC after SCDOT's posting of the Notice of Award on SCDOT's Design-Build Website.;

3) to transfer all rights to its Work Product used to develop the Proposal as of the date of this acknowledgement. "Work Product" means all submittals, ideas, innovations, solutions, methods, processes, design concepts, materials, electronic files, marked up drawings, cross sections, quantity lists and intellectual property, made by Proposer during the RFP process, including the Proposal, exchange of information during the pre-Proposal and post-Proposal period.

SCDOT will pay the stipend to each eligible unsuccessful Proposer, who has signed a Stipend Agreement, within ninety (90) days after execution of the Contract or the decision to not award a contract.

07/29/2025

Date

Proposer

George F Ellis, Executive Vice President

Print Name

14. STIPEND AGREEMENT

STIPEND AGREEMENT

Project ID: P044879

S-2-105 (Old Vaucluse Road) over Interstate 20 Emergency Bridge Replacement

Aiken County

THIS STIPEND AGREEMENT (the "Agreement") is made and entered into as of the 29th day of July, 2025, by and between the SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (hereinafter "SCDOT"), and Crowder Construction Company ("Proposer"), with reference to the following facts:

SCDOT issued a Request for Proposal ("RFP") for design and construction of the above-referenced Design-Build Project ("Project"), pursuant to procurement authority granted in Section 57-5-1625 of the S.C. Code of Laws, 1976, as amended. The RFP provided for payment of stipends as provided herein. Capitalized terms used, but not defined, have the meanings ascribed in the RFP.

NOW, THEREFORE, Proposer hereby agrees as follows:

1. Work Product.

1.1 Proposer shall prepare and submit a responsible and responsive Technical Proposal and Cost Proposal that conforms in all material respects to the requirements and provisions of the RFP, as determined by SCDOT, and are timely received by SCDOT in accordance with the RFP Milestone Schedule.

1.2 By signing this Stipend Agreement, Proposer agrees to transfer full and complete ownership to SCDOT of all Work Product. The Work Product (as defined below) shall become the property of SCDOT without restriction or limitation on its use, without further compensation or consideration, and can be used in connection with this Project or any future projects by SCDOT. Neither Proposer nor any of its team members shall copyright any of the material developed under this Agreement.

1.3 The term "Work Product" shall mean the Proposal and all material, electronic files, marked up drawings, cross sections, quantity lists, submittals, ideas, innovations, solutions, methods, processes, design concepts, Trade Secrets or confidential information, and intellectual property, made by or produced for Proposer in the development and submission of the Technical and Cost Proposal, including exchanges of information during the pre-Proposal and post-Proposal period.

2. Compensation and Payment.

2.1 A stipend to Proposer for the Work Product described herein shall be \$45,000.00 and is payable to Proposer that was determined to be responsible and (1) submitted a responsive Technical Proposal and responsive Cost Proposal to the RFP which is not selected for award of this Project, or (2) was awarded the Contract but the Contract was terminated by SCDOT for convenience after the Submittal of Proposal Due Date (See Final RFP Milestone schedule) but prior to the Notice to Proceed #1. Responsibility of Proposers and responsiveness of the Technical Proposal and Cost Proposal will be determined by SCDOT as a condition of payment.

2.2 SCDOT will pay the stipend to Proposer as follows, subject (as applicable) to the following conditions:

(a) Proposer has submitted this signed Stipend Agreement, unchanged with its response to the RFP.

(b) After posting of the Notice of Award on SCDOT's Design-Build Website, Proposer has submitted to SCDOT an invoice, with FEIN Number, for the Stipend amount.

(c) After execution of the Contract or the decision not to award a contract, SCDOT will pay the invoice for the stipend amount to the unsuccessful Proposer meeting the criteria of Section 2.1 within 90 calendar days of receipt of the invoice from Proposer.

(d) If the procurement is suspended or cancelled prior to the Proposal Due Date (see FINAL RFP Milestone schedule), no stipend will be paid to Proposer.

(e) After the submittal of Proposals, but prior to award, if the procurement is cancelled, all Proposers that provide a responsive Technical Proposal and Cost Proposal to the final RFP and submitted a signed Stipend Agreement with their RFP shall receive the stipend

(f) In the event of a Best and Final Offer, only one stipend will be paid to each Proposer that executed a Stipend Agreement and met the other criteria and conditions herein.

(g) No stipends will be paid to a Proposer who withdraws at any time from this procurement.

2.3 Acceptance by the Proposer of payment of the stipend amount from SCDOT shall constitute a waiver by Proposer of any and all right, equitable or otherwise, to bring any claim in connection with this procurement, procurement process, award of the Contract, or cancellation of this procurement.

2.4 The Proposer awarded the contract shall be not eligible to receive a stipend.

2.5 If Proposer elects to waive payment of the stipend, SCDOT will not use the ideas or information contained in that Proposer's Proposal for this Project. However, the Proposer's Proposal will be subject to the South Carolina Freedom of Information Act.

3. Indemnities.

3.1 Subject to the limitations contained in Section 3.2, Proposer shall indemnify, protect and hold harmless SCDOT and its directors, officers, employees and contractors from, and Proposer shall defend at its own expense, all claims, costs, expenses, liabilities, demands, or suits at law or equity arising, in whole or in part, from the negligence or willful misconduct of Proposer or any of its agents, officers, employees, representatives or subcontractors or breach of any of Proposer's obligations under this Agreement.

3.2 This indemnity shall not apply with respect to any claims, demands or suits arising from use of the Work Product by SCDOT.

4. Compliance With Laws.

4.1 Proposer shall comply with all federal, state, and local laws, ordinances, rules, and regulations applicable to the work performed or paid for under this Agreement and covenants and agrees that it and its employees shall be bound by the standards of conduct provided in applicable laws, ordinances, rules, and regulations as they relate to work performed under this Agreement. Proposer agrees to incorporate the provisions of this paragraph in any subcontract into which it might enter with reference to the work performed pursuant to this Agreement.

4.2 The Proposer agrees (a) not to discriminate in any manner against an employee or applicant for employment because of race, color, religion, creed, age, sex, marital status, national origin, ancestry or disability of a qualified individual with a disability; (b) to include a provision similar to that contained in subsection (a) in any subcontract; and (c) to post and to cause subcontractors to post in conspicuous places available to employees and applicants for employment, notices setting forth the substance of this clause.

5. Assignment.

Proposer shall not assign this Agreement without SCDOT's prior written consent. Any assignment of this Agreement without such consent shall be null and void.

6. Miscellaneous.

6.1 Proposer and SCDOT agree that Proposer, its team members, and their respective employees are not agents of SCDOT as a result of this Agreement.

6.2 This Agreement, together with the RFP, as amended from time to time, the provisions of which are incorporated herein by reference, embodies the entire agreement of the parties. There are no promises, terms, conditions, or obligations other than those contained herein or in the RFP, and this Agreement shall supersede all previous communications, representation, or agreements, either oral or written, between the parties hereto.

6.3 It is understood and agreed by the parties hereto that if any part, term, or provision of this Agreement is by the courts held to be illegal or in conflict with any law of the State of South Carolina, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular part, term, or provisions to be invalid.

6.4 This Agreement shall be governed by and construed in accordance with the laws of the State of South Carolina.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

Witness: SOUTH CAROLINA DEPARTMENT
OF TRANSPORTATION

By: _____
Jae Mattox
Preconstruction Alternative Delivery Engineer

Recommended:

Michael Pitts

Proposer

George F. Ellis, Executive Vice President
Crowder Construction Company