

STATEMENT OF QUALIFICATIONS

SCDOT DESIGN BUILD PROJECT I-85 AT I-385 WALL IMPROVEMENTS, GREENVILLE COUNTY

SUBMITTED TO

PROJECT ID P042302 | FEBRUARY 26, 2024



SUBMITTED BY

CROWDER CONSTRUCTION COMPANY &
MICHAEL BAKER INTERNATIONAL, INC.



3.2 INTRODUCTION

Crowder Construction Company (Crowder/CCC) and Michael Baker International, Inc. (Michael Baker/MBI) have been building and designing high quality transportation projects since 1954 and 1940, respectively. In 2009, our organizations began partnering together to deliver quality projects as a collaborative design and construction team. Our integrated team brings proven experience on recent design-build projects; local resources and execution capabilities; and a depth of knowledge of South Carolina Department of Transportation (SCDOT) design and construction requirements. We bring a proven partnering approach, validated procedures, and aligned cultures from our 14+ year history of delivering projects together.

3.2.1 CONTRACTING ENTITY/PROJECT MANAGEMENT OFFICE

Entity Type	Entity Name	Address
Prime Contractor	Crowder Construction Company	PO Box 30007, Charlotte, NC 28230

Contact Name	Phone	Email	Office Location
George F. Ellis, PE	704-995-4757	gellis@crowderusa.com	Charlotte, NC

3.2.2 PROCUREMENT POINTS OF CONTACT

Name	Address	Phone	Email
Chris Boyd, PE	PO Box 30007, Charlotte, NC 28230	704-942-6580	cboyd@crowderusa.com
Reneé Tison, PE	700 Huger Street, Columbia, SC 29201	803-231-3948	rtison@mbakerintl.com

3.2.3 LEAD CONTRACTOR/LEAD DESIGNER

Lead Contractor	Lead Designer
Crowder Construction Company	Michael Baker International, Inc.

3.2.4 UNIQUE ENTITY ID NUMBER FOR LEAD CONTRACTOR/LEAD DESIGNER

Firm	Unique Entity ID Number
Crowder Construction Company	K7HXCACGATE5
Michael Baker International, Inc.	FJQMSBGAVSR1

3.2.5 COMMITMENT OF KEY INDIVIDUALS

All key individuals identified are fully committed to the project, per requirements of the RFQ, meeting SCDOT's quality and schedule expectations and will remain available for the duration of the project.


3.3 TEAM STRUCTURE AND PROJECT EXECUTION

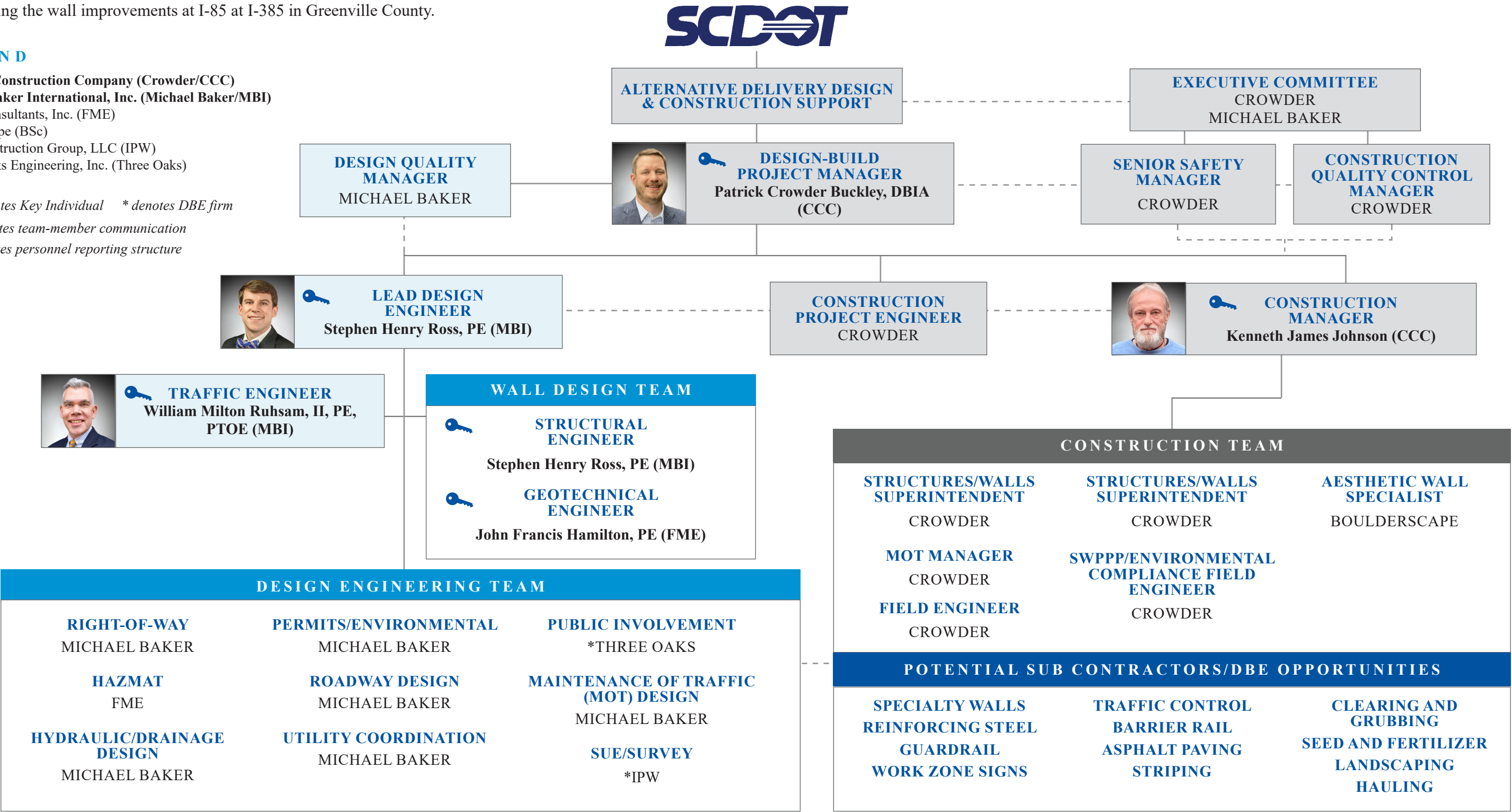
3.3.1 ORGANIZATIONAL CHART, TEAM STRUCTURE, AND TEAM INTEGRATION

ORGANIZATIONAL CHART: The organizational chart presented below shows the flow of our “chain of command” with identifying lines to show responsibility for major functions and reporting relationships in managing, designing, and constructing the wall improvements at I-85 at I-385 in Greenville County.

LEGEND

Crowder Construction Company (Crowder/CCC)
Michael Baker International, Inc. (Michael Baker/MBI)
F&ME Consultants, Inc. (FME)
Boulderscape (BSc)
*IPW Construction Group, LLC (IPW)
*Three Oaks Engineering, Inc. (Three Oaks)

 denotes Key Individual * denotes DBE firm
-- denotes team-member communication
— denotes personnel reporting structure








TEAM STRUCTURE/INTEGRATION: Our structure enables effective teamwork along with clear lines of authority and responsibility, with open channels of communication for all key team members. It further leverages knowledge and experience gained from similar DB projects with SCDOT and throughout the US. Crowder will serve as the sole contracting entity with SCDOT. Michael Baker will serve as Lead Designer under direct contract to Crowder.

The Crowder Team features “alternative delivery design and construction support” leadership supporting the team through the entirety of design and construction. Design-Build Project Manager Patrick Buckley, DBIA, can rely on guidance and experience from specialized Construction Manager Ken Johnson, as well as from Lead Design Engineer/Lead Structural Engineer Stephen Ross, PE; Traffic Engineer William Ruhsam, II, PE, PTOE; and Lead Geotechnical Engineer John Hamilton, PE. This specialized leadership mirrors the SCDOT organizational structure.

These key individuals will function as an integrated team by taking advantage of local access to resources; drawing on established, local relationships; instituting new technologies and innovative resources; and incorporating proven best practices and procedures acquired from many years of organizational collaboration.

Together, Crowder and Michael Baker have six offices located in South Carolina, including two in Columbia and one in Greenville, North Charleston, Orangeburg, and Spartanburg. Crowder Construction also has an office in Charlotte, NC. Lead Design Engineer / Structural Engineer Stephen Ross, PE, and Lead Geotechnical Engineer John Hamilton, PE, will both be based out of Columbia during the pre-construction phase and will be able to quickly join Patrick and Ken on-site as needed, as they begin project activities and transition from their current regional assignments.

Key Individual	Role
 DESIGN-BUILD PROJECT MANAGER Patrick Buckley, DBIA <i>Crowder</i>	Patrick Buckley, DBIA, will be the primary contact with decision responsibility. He will attend and lead all project meetings. Patrick is supported by a required authorized signature for contract documents by George Ellis, PE, Division Manager/Executive Committee, and will be supported by direct reports to accomplish all contract administration and management tasks.
 CONSTRUCTION MANAGER Ken Johnson <i>Crowder</i>	Singular responsibility for leading all project personnel. A team of direct reports will assist Ken in managing respective functions of the project, including construction, safety, and project administration.
 LEAD DESIGN ENGINEER / LEAD STRUCTURAL ENGINEER Stephen Ross, PE <i>Michael Baker</i>	Stephen Ross, PE, will be responsible for all aspects of the project design and will also be leading the structural design effort. In this role, he will coordinate and manage the work of all design disciplines – ensuring project design schedule commitments are met and the quality of the design plans/reports exceeds expectations.
 TRAFFIC ENGINEER William Ruhsam, II, PE, PTOE <i>Michael Baker</i>	Lead traffic engineer providing operational and capacity analysis, traffic signals, signing and marking, staging, and maintenance of traffic (MOT).

Key Individual	Role
 GEOTECHNICAL ENGINEER John Hamilton, PE <i>FME</i>	John Hamilton, PE, will lead the geotechnical design efforts for the wall improvement project – including the subsurface exploration efforts, labwork and the geotechnical design for wall stability.

Team Member	Role
Our team has been structured to capitalize on the strengths of each firm, including the subconsultants listed below. These subconsultants will all be under direct contract with Michael Baker.	



Geotechnical



SUE/Survey



Aesthetic Wall Specialist



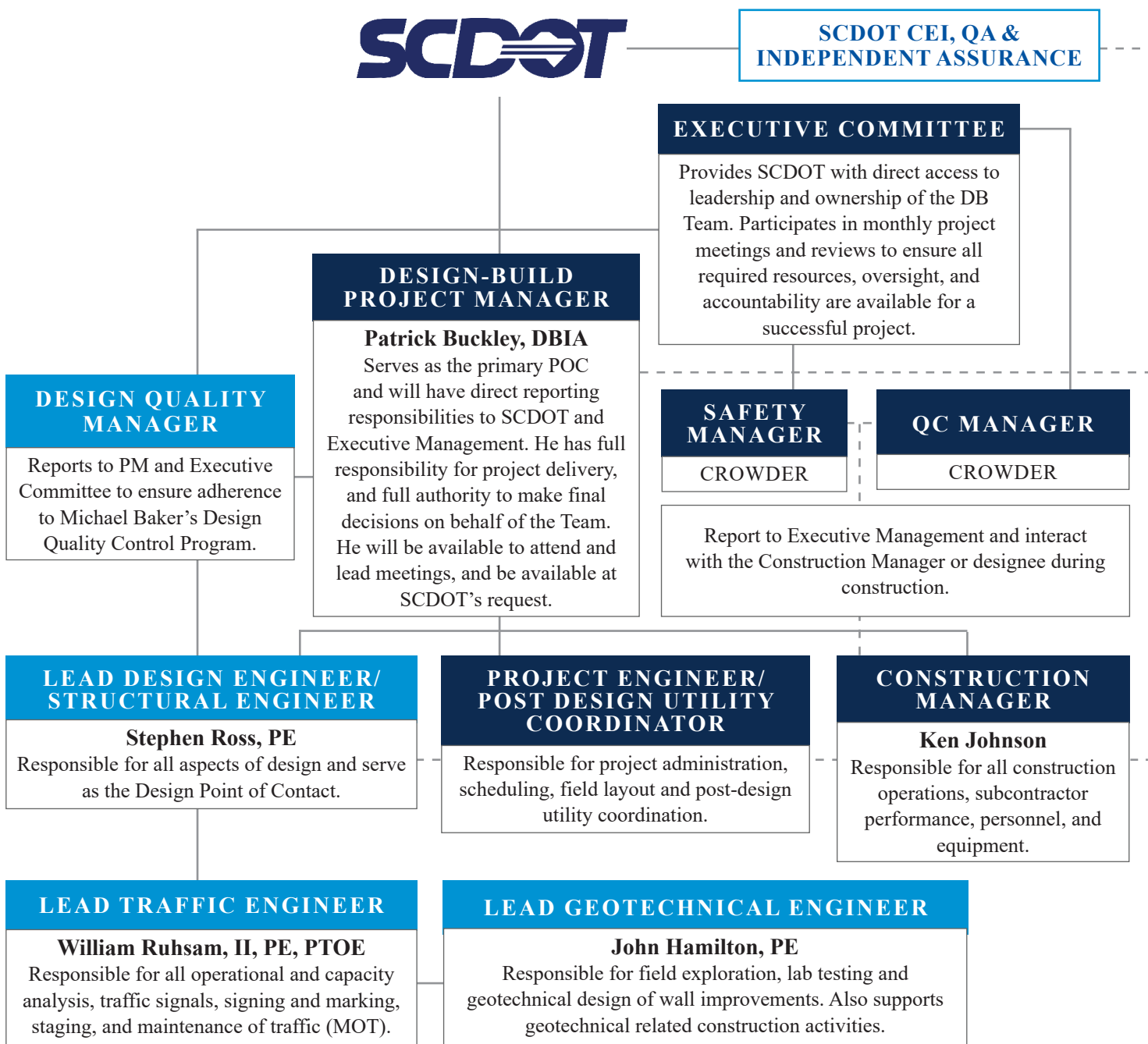
Public Involvement

PREVIOUS TEAMING SUCCESS

Project Name, Location, Years	Team Role(s)	Reference (included in Appendix H)
SC File 10.037901AR1, US 78 & SC 7, Charleston County, SC (2013-2016)	Crowder: Prime Contractor MBI: Design services	M. Kevin Turner (843) 740-1665 turnermk@scdot.org
SC File 3283411, Replace Rainbow & Leaphart Bridges over I-26 (2019)	Crowder: Prime Contractor Michael Baker: Structural, H&H, roadway, MOT, and EOR	Jeremy Yuhas, PE (803) 796-9540 YuhasJD@SCDOT.org
I-85 Widening Design-Build, Cherokee County, SC (2017 - 2022)	MBI: Lead design IPW: Field survey & SUE	Bradley Reynolds, PE (803) 737-1440 reynoldsbs@scdot.org
I-26 over Lake Bowen Emergency Bridge Repairs, Spartanburg County, SC (2023)	Crowder: Prime Contractor MBI: Design services	Nicholas Waites (803) 917-3296 waitesnt@scdot.org
I-85 Rehabilitation (MM 77-84) & Frontage Road Improvements Design-Build Preparation (2015 - 2016)	MBI: Roadway Lead and MOT FME: Geotechnical services	Bradley Reynolds, PE (803) 737-1440 reynoldsbs@scdot.org
US 78 Improvements, Charleston County, (2021 - 2024 Est.)	MBI: Traffic Study and Analysis, Utility Conflict Analysis, NEPA documentation Three Oaks: Public involvement services	Cal Oyer, PE (843) 202-6148 coyer@charlestoncounty.org

TEAM INTEGRATION: The following chart illustrates functional relationships and how our proposed organization will seamlessly function as an integrated team through:

- Task force meetings with major subconsultants, SCDOT, and stakeholders;
- Weekly and monthly project meetings;
- Constructability and design reviews;
- Pre-design meeting with SCDOT; and
- Document control specialists to manage all design and construction submittals.



3.3.2 PROJECT RESOURCES, STRATEGIES, AND EXECUTION

Crowder Constructors Inc., parent company of Crowder Construction Company, is a family-owned business that has built bridges in SC and NC since 1954. Crowder is headquartered in Charlotte, NC, with over 900 employees in multiple divisions, has a strong financial base, and owns a significant bridge construction equipment inventory. Crowder 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. Crowder has successfully completed projects for SCDOT and has developed greater capacity for alternate delivery contracting.

Crowder has the necessary personnel, equipment, technological, and financial resources available to meet the needs of this project. Crowder's backlog is currently \$595 million with a total bonding capacity of \$1 billion. Crowder Heavy Civil maintains 18 crews performing structures, roadway (grading/drainage) and associated equipment. Crowder will allocate additional resources as necessary, to ensure any unforeseen schedule impacts are recovered.

CAPACITY / AVAILABLE RESOURCES:

The Crowder Team has the necessary resources required to successfully deliver this project with more than 600 design and construction professionals located in the Carolinas.

Ongoing Projects for Key Staff				
Key Staff	Project	Value	Location	Status
Patrick Buckley, DBIA Crowder	• SCDOT Spartanburg County Emergency Repairs over Lake Bowen	\$6.66M	Inman, SC	Completion Date 3/2024
	• SCDOT US 17A/21 over CSX Emergency Bridge Replacement	\$14.6M	Yemassee, SC	Substantial: 6/2024 Completion: 10/2024
	• SCDOT Orangeburg - US 301 over Four Hole Swamp Bridge Replacement	\$19.3M	Orangeburg, SC	Completion Date: 11/2024
Ken Johnson Crowder	• Eastern Regional Infrastructure Pedestrian Trail	\$7M	Dacula, GA	Completion Date: 4/2024
Stephen Ross, PE Michael Baker	• I-73 Segments A1 & A2	\$350M*	Dillon County, SC	Final Design Est. Completion: 2/2024
William Ruhsam, II, PE, PTOE Michael Baker	• SR 316 at Cedars Road	\$7.98M	Lawrenceville, GA	Final Design Est. Completion: 2/2024
	• Riverside Road Corridor Improvements	\$4.8M	Roswell, GA	Completion Date: 6/2024
	• Camden Woods Traffic Study	\$75K	Kingsland, GA	Completion Date: 7/2024
John Hamilton, PE FME	• I-26 Corridor Improvements from Exit 125 to Exit 145	\$450M*	Lexington/Calhoun Counties, SC	Est. Completion Date: 3/2025
	• US 76 Replacement Bridge over Catfish Branch	\$10M*	Marion, SC	Est. Completion Date: 6/2025
	• US 176 Replacement Bridge over Providence Swamp	\$15M*	Cameron, SC	Est. Completion Date: 10/2026

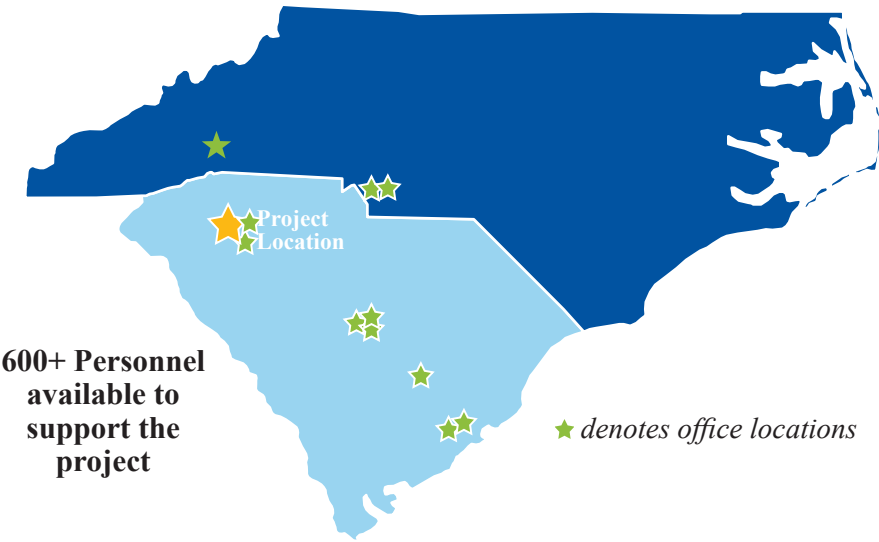
* Estimated construction cost

STRATEGY FOR IMPLEMENTATION OF RESOURCES: The Crowder Team will focus their project approach on limiting project risks and providing value to SCDOT through innovation. One unique risk reduction approach the Crowder Team brings to the execution of this project is self-performing all critical aspects of the project including MOT and retaining wall construction. Critical to MOT, it is anticipated that a significant amount of temporary barrier wall construction will be required to minimize traffic disruption. Crowder plans to self-perform this construction activity, increasing project control and limiting subconsultant performance risk. Similarly, the Michael Baker design team is a full-service firm capable of self-performing all design activities as needed.

FIRM’S GEOGRAPHICAL LOCATIONS: As depicted in the graphic, most of our team is located within 100 miles of the project site. Our physical proximity to the project site will allow us to fully integrate our teams to enhance communication, resolve issues, and execute the project.

Each of our key personnel are readily available to support this project through regularly scheduled in-person and remote meetings and on-site field visits. Integration of our team will be further enhanced by co-locating design and construction personnel in our Columbia and Greenville offices to allow for immediate resolution to potential issues as they are identified.

Crowder	Michael Baker
<ul style="list-style-type: none">Charlotte, NCSpartanburgOrangeburg	<ul style="list-style-type: none">GreenvilleColumbiaNorth CharlestonAsheville, NCCharlotte, NC
FME	Three Oaks
<ul style="list-style-type: none">Columbia	<ul style="list-style-type: none">Columbia
IPW	Boulderscape
<ul style="list-style-type: none">North Charleston	<ul style="list-style-type: none">Charlotte, NC



CRITICAL PROJECT TASKS AND CHALLENGES: Based upon a review of the available project scope and details, the Crowder Team has identified the following critical project tasks and challenges:

Critical Project Tasks	Team Approach	Proven Experience
<p>Establish Consistent Aesthetic Details across all Wall Types - As one of the primary project objectives, aesthetic consistency among all existing wall types is of paramount importance. However with the unique geometry and limited width from the shoulder, it is unlikely that all walls will be addressed using a single aesthetic detail. Therefore the design builder will need to put significant effort into facing consistency.</p>	<p>► Dedicated Wall Aesthetic Specialist: The Crowder Team plans to have a dedicated wall aesthetics specialist from Boulderscape actively engaged with the design team procurement and design phases of the project. The upfront and active coordination with an aesthetics specialist will ensure all constructability concerns are addressed in the team approach and better ensure that any aesthetic features are consistent between precast and Cast in Place items. Examples of Boulderscape's signature walls are shown to the right.</p> <p>► Wall Self-Performance: Crowder has the ability to self-perform most of the wall construction effort. This self-performance allows a much greater control over the final product and the workmanship as well as command over the consistency of multiple wall types.</p>	
<p>Maintain Safe and Efficient Traffic Patterns During Construction - The construction activities on these walls will most likely require at least a shoulder closure and in some instances will likely require a lane closure as well. These impacts to traffic can have safety implications as well as reduce operational efficiency of the interchange.</p>	<p>► Early and Active MOT Coordination During Pursuit: The Crowder Team approach includes weekly coordination meetings during the project where maintenance of traffic engineers and field personnel have standing discussions about planned MOT operations associated with each stage of construction. Furthermore, during construction, weekly coordination meetings will be held to discuss ongoing project phases, issues and any operational issues or adjustments to the planned MOT that may be necessary in upcoming or ongoing phases of construction.</p>	<p>The Crowder Team brings a high degree of familiarity with complex maintenance of traffic designs and implementations. Currently the Crowder Team has been working successfully behind a limited shoulder closure on the I-26 Bridge Repairs over Lake Bowen in Spartanburg County. The lead designer, Michael Baker, recently completed a successful design build project I-85 Widening from MM 98-106 in Cherokee County with very similar maintenance of traffic challenges.</p> 
<p>Skilled Labor Availability - There is currently a shortage of skilled labor in the South Carolina market. This is exacerbated by the many highway projects currently and soon to be under construction. To mitigate this risk, our team's approach is shown to the right.</p>	<p>► Utilize Skilled Labor from other Projects: Skilled labor from Crowder will be transitioning off other projects and available to assign to the I-85 at I-385 Wall Improvements project (see resource schedule for details).</p> <p>► Recruitment & Training: The Crowder Team will assign a job-specific recruiter/trainer who will coordinate with SCDOT, Carolinas AGC, local community colleges, and trade schools to identify, on-board, and train skilled trades and crafts people required for this project.</p> <p>► Use of Subcontractors: The Crowder Team has extensive experience with the Carolinas subcontractor and supplier communities, and we would reach out and secure services from experienced and reputable companies, with a focus on DBE businesses.</p>	
<p>Interface with Existing Bridge and Walls - Many of these walls are critically close to and obscuring existing bridge components, and have structural anchors critical for stability that are encased in concrete and not visible. Any details that interface with these walls will need significant efforts to avoid impacts to existing anchors and/or bridge foundations.</p>	<p>► GPR Location for Shotcrete Walls: The Crowder Team anticipates using GPR to locate/mark reinforcing and soil anchors to avoid damaging existing structure.</p>	

Current Resource Commitments and Availability					
Project, Location / Value	Employees	2024		2025	2026
I-85 at I-385 Wall Improvements, Greenville County / \$10M	Peak 20	Procure Design		Construction	
Ongoing Projects and Planned Onboarding of Resources to I-85 at I-385 Wall Improvements					
Emergency Repairs I-26 and SC 9 over Lake Bowen, Spartanburg County, SC / \$6.6M	8	Const.		No other project commitments	
US 301 over Four Hole Swamp, Orangeburg, SC / \$19.3M	9	Design	Const.		
		Const.			
US 17A/21 over CSX Emergency Bridge Replacement/ \$14.6M	20	Design	Const.		

3.4 EXPERIENCE OF KEY INDIVIDUALS

3.4.1 LICENSURE: All team members and firms hold the SCDOT-required licensure to perform the work. All design reports, plans, and design calculations will be signed and sealed by an unrestricted South Carolina Professional Engineer.




3.4.2 KEY INDIVIDUAL ROLES: Identified key personnel have singular responsibility for assignment to key roles. Key personnel will have the availability required for their roles for the duration of the contract.

3.4.3 KEY INDIVIDUAL RESUMES: Key Individual Resumes can be found in [Appendix A](#). Additionally, our Key Individual Reference Form is included in [Appendix H](#).

3.4.4 PROJECT MANAGEMENT TEAM: Design-Build Project Manager Patrick Buckley, DBIA, has the design-build experience on large projects and expertise in all phases of roadway and bridge construction required to successfully deliver the project as demonstrated in [Appendix A](#). Over the last 15 years, Patrick has been a leader on multiple large and complex heavy civil projects ranging up to \$24 million. These projects required a high attention to detail. He is an excellent communicator and respected leader at Crowder.

3.4.5 DESIGN ENGINEERING TEAM: The design engineering team has the experience and expertise in all phases of roadway and structure design required to successfully deliver the project as demonstrated in [Appendix A](#).

VALUE ADDED STAFF

Reneé Tison, PE (Michael Baker) Design-Build Pursuit Manager		Dylan Windham, PE (Michael Baker) Roadway Design / MOT		John Tuschak, DBIA (Crowder) Division Operations Manager	
<ul style="list-style-type: none"> 22 years experience with design and management of large scale, multi-disciplined projects for SCDOT with a focus on interstate and complex MOT staging SCDOT Design-Build familiarity having served as the Deputy PM on the recent, successful \$180M I-85 DB Phase 3 and Lead Design Engineer on the completion of the I-26 DB job in Calhoun & Lexington Counties 		<ul style="list-style-type: none"> More than a decade of experience in the development of roadway geometric design, MOT, and traffic control plans MOT experience includes development of construction staging and detour plans for primary and interstate routes Recently responsible for development of conceptual, preliminary, and final traffic control plans for contractor implementation on the I-26/ S-16 Interchange Project and currently is the MOT lead for the I-73 Final Construction Plans 		<ul style="list-style-type: none"> Accomplished Heavy Civil Project Sponsor with 20 years of industry experience Expertise in Design-Build collaboration, project and operations management, and geotechnical solutions Proven ability to manage large projects 	

3.4.6 CONSTRUCTION MANAGEMENT TEAM: Construction Manager Ken Johnson has the experience and expertise in all phases of roadway and bridge/structures construction required as demonstrated in [Appendix A](#).

3.5 PAST PERFORMANCE OF THE TEAM

3.5.1 EXPERIENCE OF PROPOSER’S TEAM: Work History Forms for our team are included in [Appendix B](#). Additionally, our Contractor/Designer Reference Form is included in [Appendix H](#).

3.5.2 QUALITY OF PAST PERFORMANCE: Responses to the questions in Section 3.5.2 are shown in [Appendix C](#). Within the last five years, no individual or firm has been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity, nor are any such actions pending.

SAFETY PROGRAM

The Crowder Team will develop a project-specific Environmental, Health, & Safety (EH&S) Plan. The EH&S Plan will serve as a tool to identify and assess the specific risks and hazards associated with each work operation and will provide guidelines for safe execution of the work and the protection of the traveling public. Safety is a deeply personal issue—one that reaches beyond our job sites to impact families and individuals in ways both great and small. We want to ensure that everyone is safe 100% of the time, on 100% of our projects, and we will do everything in our power to achieve this. At Crowder and Michael Baker, safety will be a way of life.

EXPERIENCE MODIFICATION RATE (EMR)

Crowder maintains an experience modification rate (EMR) consistently below the national average, as shown at right.

EMR National Average = 1.0	
Year	Crowder EMR
2023	0.88
2022	0.85
2021	0.77
2020	0.95
2019	0.87

3.6 LEGAL AND FINANCIAL

3.6.1 FINANCIAL CAPACITY: Crowder’s notarized affidavit is included in [Appendix D](#).

3.6.2 BONDING CAPACITY: Crowder’s surety letter is included in [Appendix D](#).

3.7 ORGANIZATIONAL CONFLICTS OF INTEREST

Signed Conflict of Interest forms are included in [Appendix E](#).

3.8 SCDOT PREQUALIFICATION CERTIFICATION

Crowder’s SCDOT Prequalification Certificate is included in [Appendix D](#).

ADDITIONAL APPENDICES

[Appendix F](#) - Confidential or Proprietary Information Summary List | [Appendix G](#) - Addendum Receipt Form

APPENDIX A

KEY INDIVIDUAL RESUME FORMS



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

- a. Name & Title: Patrick Buckley, DBIA, Sr. 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: 15 Years With Other Firms: 0 Years
Firm 1: Crowder Construction – Project Engineer (2008-2013), Asst. Project Manager (2014-2016),
Project Manager (2017-2021), Sr. Project Manager (2021-Present)
- e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s) :
NC State University/ Raleigh, NC/ Bachelor of Science / Business Administration / May 2008
- f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: N/A



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

I-26 Emergency Bridge Repairs over Lake Bowen

Key Personnel Role: Project Manager
Experience with Current Firm: Firm 1
Project/Assignment Duration: Project - 05/2023-02/2024
Assigned - 05/2023-02/2024
Owner Contact Information: SCDOT, Nicholas Waites
803-917-3296
waitesnt@scdot.org
Design/Construction Value: \$6.6 Million



Project Description: Repair of twin 490 ft. bridges along I-26 over Lake Bowen in Inman, SC. Repairs utilized concrete epoxy crack injection, spall repairs, and cap encapsulation with additional concrete. The bridge decks also had partial depth patching with an overlay. The project also shored up the SC-9 bridge over Lake Bowen utilizing Carbon Fiber wrap, spall repairs and crack injections - along with two saddle beams at two cap locations. The SC-9 shored bridge utilized as an emergency detour route as needed.

Significant to this project: Bridge repair, Coordination with SCDOT.

SCDOT File No. 5485020 - SC 9 Bridges over Broad River

Key Personnel Role: Project Manager
Experience with Current Firm: Firm 1
Project/Assignment Duration: Project - 2017-2020
Assigned - 2017-2019
Owner Contact Information: SCDOT, Melanie Mobley
803-385-4233
mobleymf@scdot.org
Design/Construction Value: \$25 Million (construction)



Project Description: Replacement of multiple SC 9 bridges in Lockhart, SC. Crowder constructed MSE walls, temporary roadway alignment, staged bridge construction, access in the Broad River, rock wall removal, and temporary shoring. The MSE panels were molded and painted to mimic the historic stone walls it was replacing. The project included new alignment bridges and roadway, 4 new bridges, 750 LF bridge over the Broad River, 160 LF bridge over the Canal, 86 LF bridge over Canal Road, and 100 LF bridge over Lockhart Drive. Responsibilities include safety, budget, schedule, quality, and coordination with Jobsite Superintendent and Crowder executive management.

Significant to this project: MSE Walls, Coordination with SCDOT.

SCDOT File No. 3682950 - Emergency Design-Build Package 3

Key Personnel Role: Asst. Project Manager
 Experience with Current Firm: Firm 1
 Project/Assignment Duration: Project - 2016
 Assigned - 2016
 Owner Contact Information: SCDOT, Drew McCaffrey
 864-889-8004
 McCaffreGA@scdot.org
 Design/Construction Value: \$7.3 Million



Project Description: Emergency Design-Build Replacement of 3 Bridges and approach work - Fairfield, Florence and Newberry Counties damaged by flooding in September and October 2015. The bridges were a 100 foot, single-span, Cored Slab over Lake Wateree, a 70 ft Single Span, Type II Beam Bridge over Barfield Mill Creek and a 100-foot Single Span Modified Bulb-Tee Beam Bridge over Heller's Creek.

Significant to this project: Design-Build, Bridge work

SCDOT File No. 3283411 – Emergency Design Build Package 6

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



Project Description: This project included the emergency design build replacement of 3 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. The third bridge was a modified bulb tee with cast-in-place deck. Responsibilities included purchase orders and subcontracts, RFI's and submittals as well as coordination with jobsite superintendent and Sr. Project Manager.

Significant to this project: Design-Build, Coordination with SCDOT

NCDOT Express Design Build Division 11

Key Personnel Role: Project Engineer
 Experience with Current Firm: Firm 1
 Project/Assignment Duration: Project - 2012-2015
 Assigned - 2012-2015
 Owner Contact Information: NCDOT, Rob Weisz
 336-903-9138
 rnweisz@ncdot.gov
 Design/Construction Value: \$10 Million



Project Description: Design, Construction and Management of the replacement of fifteen bridges — 2 in Ashe, 4 in Avery, 1 in Caldwell, 2 in Watauga & 6 in Wilkes Counties. Project included design services, construction services, permits, utility coordination, and right of way acquisition. Crowder also handled construction engineering & inspection with average bridge length at 60 feet.

Significant to this project: Coordination with SCDOT, Pavement work, Permitting, Utility Coordination

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

- SCDOT Spartanburg County Emerg. Repairs over Lake Bowen (Contract Completion date 03/2024)
 - SCDOT US 17A/21 over CSX Emergency Bridge Replacement (Substantial: June 2024 / Completion: 10/2024)
 - SCDOT Orangeburg - US 301 over Four Hole Swamp Bridge Replacement (Contract Completion date 11/2024)
- Patrick has assistant project managers on these projects and would be able to dedicate the majority of his time to the I-85 at I-385 Wall Improvement project should we be awarded.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

- a. Name & Title: Ken Johnson, Site 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: 8 Years With Other Firms: 27 Years
 Firm 1: Crowder Construction – Jobsite Superintendent (2015 - present)
 Firm 2: Mountain Creek Contractors - Jobsite Superintendent (2010-2015)
 Firm 3: U.S. Group - Jobsite Superintendent (2008-2010)
- 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.



Allison Creek Access Improvements

Key Personnel Role: Superintendent
 Experience with Current Firm: Firm 1
 Project/Assignment Duration: Project - 10/2021-03/2023
 Assigned - 10/2021-03/2023
 Owner Contact Information: Duke Energy, Ryan Snitker
 704-935-6271
 ryan.snitker@duke-energy.com
 Design/Construction Value: \$13.4 Million



Project Description: Upgraded the Allison Creek Access Area on Lake Wylie. Upgrades included the installation and removal of erosion control devices; clearing and removal of debris as necessary to accommodate project layout; site clearing-mulch and debris generated from the clearing to be removed and disposed of offsite; Installation of all upgrades included RV campground, primitive camping sites, two CXT bath houses, two CXT restrooms, canoe/kayak launch, picnic facilities including two picnic shelters, trails, a gatehouse, ranger house, CXT utility building, parking lots, signage, landscaping and all associated utilities

Significant to this project: Constructed retaining wall, upgrades to current structure, utility work.

Rainbow & Leaphart Drive Bridges over I-26, West Columbia, SC

Key Personnel Role: Jobsite Superintendent
 Experience with Current Firm: Firm 1
 Project/Assignment Duration: Project - 06/2016-07/2019
 Assigned - 06/2016-07/2019
 Owner Contact Information: SCDOT, Robert Power
 803-796-9540
 PowerRW@scdot.org
 Design/Construction Value: \$17.4 Million



Project Description: Leaphart bridge 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. Significant work on this project included maintenance of traffic, construction over and around a busy interstate highway, and demolition over a temporarily detoured interstate at a time and in a duration least likely to interrupt traffic flow.

Significant to this project: MSE Wall work and high traffic location.

I-85 Concrete Rehabilitation Mecklenburg County, NCDOT

Key Personnel Role: Jobsite Superintendent
Experience with Current Firm: Firm 1
Project/Assignment Duration: Project - 05/2018-10/2021
Assigned - 05/2018-05/2021
Owner Contact Information: NCDOT, Jon Hinson, RCE
980-523-0080
jhinson@ncdot.gov
Design/Construction Value: \$20.7 Million



Project Description: This design-build project included slab leveling, partial and full depth patching, roadway joint sealing and diamond grinding. It also included bridge joint replacements, partial and full depth deck repairs, and polymer overlay to complete. The project covered 16 miles of four lane interstate with ramps. Days were added to the contract due to additional changes over quantities, length and scope of work.

Significant to this project: Interstate roadwork, high-traffic area, bridge deck repairs, and concrete paving.

Spring Fishburne / US 17 Transportation & Drainage Improvements

Key Personnel Role: Jobsite Superintendent
Experience with Current Firm: Firm 1
Project/Assignment Duration: Project - 6/2015-12/2017
Assigned - 6/2015-12/2017
Owner Contact Information: City of Charleston, Steve Kirk
843-579-7682
KirkS@charleston-sc.gov
Design/Construction Value: \$23 Million



Project Description: The Spring-Fishburne Drainage project was the second phase of a five-phase project to bring the flooding of the Charleston peninsula under control. Crowder's prime contract was to install 12,500 LF of surface, storm-water drainage; adjust water and sanitary sewer transmission and services; and the installation of eight (8) shafts with vortex structures to tie-in the surface drainage to the future tunnel. The contract was with the City of Charleston and required input and coordination with Charleston Water Service (CWS), SCDOT, and the Federal Highway Administration (FHWA).




The project was located on the busiest surface road in Charleston with 20K people a day driving through the work zone. Inside or adjacent to our site were three hospitals (MUSC, Roper, and VA), two universities (Citadel and MUSC), three public schools (Burke High, Burke Middle, Mitchell Math and Science), and Two Stadiums (Boneyard and River Dogs). It required coordination and advance notification for all of our operations and traffic control to the major stakeholders.

Significant to this project: High-traffic area maintenance of traffic, and work 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.

- Site Superintendent for Eastern Regional Infrastructure Pedestrian Trail Project in Dacula, GA.
(Contract Completion date April 2024).

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.		
a.	Name & Title: Stephen Henry Ross, PE South Carolina Structures Manager	
b.	Role of Key Individual for this Project: Lead Design Engineer	
c. Name of Firm with which you are now associated: Michael Baker International, Inc.		
d. Years of Experience: With this Firm <u>21</u> Years With Other Firms <u>0</u> Years Firm 1: Michael Baker International, Inc.: <ul style="list-style-type: none"> South Carolina Structures Manager – Responsible for managing the Structures Unit and overall completion of all structural engineering projects within South Carolina. 2013 – 2023 Project Manager – Responsible for overseeing projects, including all associated engineering disciplines. Also responsible for performing and checking structural designs and overseeing/checking structural plans. 2009 – 2013 Structural Design Associate – Responsible for performing and checking structural designs and plans for bridge replacement and rehabilitation projects as assigned. 2003 – 2009 		
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of South Carolina, Columbia, SC / Master of Engineering / 2012 / Civil/Structural Engineering University of South Carolina, Columbia, SC / Bachelor of Science / 2005 / Civil Engineering		
f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2009 / SC / Professional Engineer / 27815 2017 / NC / Professional Engineer / 045208		
g. Document the extent and depth of your experience and qualifications relevant to the Project. <div style="display: flex;"> <div style="flex: 1;"> <p><u>Bridge Inspection and Evaluation Engineering Services, Statewide, South Carolina Key Personnel Role:</u> Project Manager</p> <p>Experience with Current Firm: Firm 1</p> <p>Project/Assignment Duration: 2020 – 2024</p> <p>Owner Contact Information: SCDOT, Emily Bickley, PE, bickleyej@scdot.org, 803-737-1053</p> <p>Design/Construction Value: \$11.9M / N/A</p> <p>Project Description: Mr. Ross is responsible for organizing a team of multi-disciplinary engineers, inspectors and support staff on the Michael Baker Team to produce NBIS compliant bridge inspections within Districts 2, 3, and 4; develop repair plans for a variety of existing bridges and retaining walls, perform material testing, perform load ratings, QA reviews and develop procedural templates for use in statewide inspections. Furthermore, Mr. Ross and the Michael Baker Team developed and utilized standard and site-specific traffic control plans and coordinated right-of-entry agreements & flagging services with multiple railroad companies to facilitate the inspection and repair operations. Michael Baker is providing bridge inspection and engineering evaluation services in support of a statewide, consultant-led, bridge inspection effort for higher priority bridges across South Carolina. The more than 1800+ bridge inspections performed in this contract encompass interstate system bridges, bridges over railroads, underwater inspections, and bridges with more challenging access needs.</p> </div> <div style="flex: 1; text-align: center;">  </div> </div>		
<p><u>US 1 Over South Edisto River Bridge Replacement, Aiken County, South Carolina</u></p> <p>Key Personnel Role: Project Manager, Lead Structural Engineer</p> <p>Experience with Current Firm: Firm 1</p> <p>Project/Assignment Duration: 2016-2021</p> <p>Owner Contact Information: SCDOT, Adam Humphries PE, humphrieas@scdot.org, 803-737-3081</p> <p>Design/Construction Value: \$1.05 Million / \$3.94 Million</p>		



Project Description: Mr. Ross was responsible for coordinating a team of multi-disciplinary engineers, environmental staff, surveyors, right-of-way agents and utility coordination staff for the replacement of US 1 over the South Edisto River. Also served as the lead structural engineer responsible for the structural design and plan production efforts for the replacement of the four-span structure. Michael Baker prepared plans to replace the existing bridge along US 1 over the South Edisto River in Aiken County. The project includes replacing the existing structure, realigning the roadway approaches as necessary, and improving the roadway to meet current design criteria.

SC 28 Westbound over Savannah River Bridge Rehabilitation, Aiken County, South Carolina

Key Personnel Role: Project Manager / Lead Structural Engineer

Experience with Current Firm: Firm 1

Project/Assignment Duration: 2020-present

Owner Contact Information: SCDOT, Alex Bennett, bennettja@scdot.org, 803-737-3231

Design/Construction Value: \$635,000 / \$9.5 Million (Est.)

Project Description: Responsible for organizing multi-disciplinary teams of engineers to complete the rehabilitation of the existing 1,949-foot-long bridge. Serves as the lead structural engineer responsible for design and plan production of the rehabilitation plans for the structure. Michael Baker is preparing bridge rehabilitation plans for the existing bridge over the Savannah River. Rehabilitation scope includes hydro-demolition with a latex-modified concrete overlay, replacement of the existing steel rocker bearings, isolated structural steel repair/replacement, utility attachment repairs, finger joint and poured sealant joint repair/replacement and anchor bolt replacement. The Michael Baker team is responsible for project management, roadway design, bridge inspection/design, environmental document support and permitting, geotechnical design, utility coordination, hydraulic design, hazmat evaluations, MOT design, and construction support.



S.C. 7 Bridge Replacement Design, Charleston, South Carolina

Key Personnel Role: Project Manager, Senior Engineer

Experience with Current Firm: Firm 1

Project/Assignment Duration: 2010 – 2016

Owner Contact Information: SCDOT, Jae Mattox, III, PE, DBIA, mattoxjh@scdot.org, 803-737-1805

Design/Construction Value: \$329K / \$34.8M







Project Description: As a subconsultant, Mr. Ross served as Michael Baker's Project Manager to organize a team of engineers to complete the design and construction support phase of the six-span steel girder bridge over the NS & CSX railyard. Additional Mr. Ross assisted with the seismic design for the four lane structure. This bridge, located in the high seismicity zone of Charleston, South Carolina was designed in accordance with the 2008 SCDOT Seismic Design Specifications and required both a pushover and multi-mode spectral analysis. Michael Baker provided structural design, seismic design, and structural construction support for the preliminary and final bridge plans for the stage-construction replacement of an 860-foot steel plate

girder bridge along S.C. 7, Cosgrove Avenue. The bridge was designed to span Van Smith Avenue, three existing railroad tracks, and S-39 Meeting Street. This bridge, located in the high seismicity zone of Charleston, utilized bridge approaches that were retained via complex parallel MSE walls with multiple stages and stone column ground improvements.

- 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: William Milton Ruhsam, II, PE, PTOE Department Manager – Traffic		
b. Role of Key Individual for this Project: Traffic Engineer		
c. Name of Firm with which you are now associated: Michael Baker International, Inc.		
d. Years of Experience: With this Firm <u>23</u> Years With Other Firms <u>14</u> Years Firm 1: Michael Baker International, Inc.: Department Manager – Traffic - Responsible for traffic engineering projects across the Mid-Atlantic. 2014 – current Firm 2: Grice Consulting Group, LLC: Director of Traffic Engineering - Department Head responsible for all aspects of traffic department and traffic business development. 2013 Firm 3: Moreland Altobelli Associates, Inc.: Project Manager - Responsible for traffic project management, traffic studies, planning studies, signal design, QA/QC. 2009-2013		
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Rensselaer Polytechnic Institute, Groton, Connecticut / Bachelor of Science / 1997 / Mechanical Engineering		
f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2011 / South Carolina / Professional Engineer / 29147		
g. Document the extent and depth of your experience and qualifications relevant to the Project. <u>I-85 Widening Design-Build, Cherokee County, South Carolina</u> Key Personnel Role: Lead Traffic Engineer Experience with Current Firm: Firm 1 Project/Assignment Duration: 2018-2019 Owner Contact Information: SCDOT, Bradley Reynolds, PE, reynoldsbs@scdot.org, 803-737-1440 Design/Construction Value: \$12 Million / \$181 Million  Project Description: Responsible for all traffic engineering activities. Oversaw a team of traffic and modeling engineers to develop and calibrate eight miles of interstate VISSIM simulations. QA'd six arterial Synchro/Sim Traffic networks. Produced traffic forecasting documents using the four-step method. Michael Baker provided engineering services for the widening of I-85 from MM54 near Pelham Road (Exit 54) for approximately 6 miles to MM60 at S.C. Route 101 (Exit 60). The project included adding a travel lane in each direction, improving various interchanges and exit ramps, and replacing overpass bridges. Michael Baker provided preliminary road design, preliminary bridge design, preliminary hydraulic design, alternative analysis, pipe inspections, traffic studies, modeling, interchange modification report, environmental documentation, wetland jurisdictional determination, and preliminary utility report. <u>I-26 Corridor Project (Widening of I-26, S-275 Interchange, and S-16 Interchange), Berkeley County, South Carolina</u> Key Personnel Role: Traffic Engineer Experience with Current Firm: Firm 1 Project/Assignment Duration: 2013-2022 Owner Contact Information: Berkeley County Public Works, Russ Cornette, PE, russ.cornette@berkeleycountysc.gov, 843-719-4234 Design/Construction Value: \$5.46 Million / \$144 Million  Project Description: Responsible for quality assurance of signal and ITS plans associated with the Sheep Island (Nexton) Parkway interchange with I-26. Developed Interchange Justification Report addenda to achieve FHWA sign-off on letting documents. Delivered IJR Addenda update within 3 days of meeting with FHWA and SCDOT. Michael Baker completed all studies and design associated with the relocation of Sheep Island Road, widening of I-26, and interchange improvements at Jedburg Road near Summerville. Sheep Island Road, a two-lane facility crossing over I-26 about 1.5 miles north of the U.S. Route 17A interchange, was replaced with Nexton Parkway, a five-lane-wide roadway south of its		

new interchange with I-26 and a four-lane divided road on new alignment north of I-26. A 10-foot shared-use path was also provided on one side of Nexton Parkway. I-26 was also widened from four to six through lanes between exits 199 and 194. The project includes upgrading the existing Jedburg Road Interchange with I-26 by improving ramps and providing a loop-ramp for traffic exiting off I-26. Additionally, 4-foot bicycle lanes were also provided in both directions of travel along Jedburg Road. The purpose of the project was to accommodate residential and commercial growth within and adjacent to the project study area by increasing roadway capacity.

I-73 Right-of-Way, Roadway, and Bridge Plans, South Carolina

Key Personnel Role: Traffic Engineer

Experience with Current Firm: Firm 1

Project/Assignment Duration: 2010 - 2023

Owner Contact Information: Leah Quattlebaum, PE, quattleblb@scdot.org, 803-737-1751

Design/Construction Value: \$22.58M / \$350M Est.



Project Description: Responsible for traffic engineering supervision and management for revised Interchange Justification Report (IJR) and traffic study. Provided IJR revisions and capacity analysis. Quality assurance for traffic forecasting and modeling. Michael Baker developed right-of-way plans for the 43-mile southern section of proposed new Interstate 73 from I-95 to S.C. Route 22; provided final construction plans for approximately 5.7 miles of the section including final bridge plans for 10 bridge structures; and developed construction plans for the replacement of the existing bridge structure S-63 (Catfish Church Road) over I-95 and the widening of U.S.

Routes 301 and 501. Michael Baker's services included project management and schedule development; interchange justification analysis; utility and railroad coordination; signage, pavement marking, and maintenance of traffic plans; hydraulic studies; drainage and erosion control design; bridge hydrology analysis; geotechnical exploration; cost estimates; and construction support. Michael Baker also facilitated public hearings to provide the public an opportunity to review the proposed project and provide comments.

S-83 (Hard Scrabble Road) Widening, Richland County, South Carolina

Key Personnel Role: Traffic Engineer

Experience with Current Firm: Firm 1

Project/Assignment Duration: 2010 - 2018

Owner Contact Information: SCDOT, Jennifer Necker, PE, NeckerJL@scdot.org, 803-737-7900

Design/Construction Value: \$2.07M / \$64M







Project Description: Responsible charge for signal design at 11 intersections on Hardscrabble Road. Oversaw designers and CAD technicians in preparation of plans to SCDOT standards. Reviewed and revised based on comments from SCDOT. Michael Baker worked to design and facilitate the widening of Hard Scrabble Road (S-40-83) from conception through construction. Michael Baker provided project management, traffic analysis, environmental permitting, bridge design, roadway design, traffic signal design, hydraulic design, roadway structure

design, geotechnical investigations, and utility coordination services as the prime consultant for the 7.3-mile widening of Hard Scrabble Road (S-40-83) between Farrow Road (SC 555) and Kelly Mill Road (S-40-1041). Previously an existing two-lane road for most of the 7.3 miles, the road was widened to five lanes with a center turn lane to add capacity and improve safe-ty. Michael Baker also prepared an environmental assessment for the entire corridor study area. Development of the final alignment was a critical task because many businesses were located within 30 feet of the existing road. Additionally, careful consideration was taken to reduce impacts to property owners, nearby wetlands, and a rail-road crossing. Design efforts also included the design of a new bridge structure along Hard Scrabble over Rice Creek, located at the headwaters of Lake Carolina in Richland County. During construction, Michael Baker aided SCDOT and the utility companies to ensure all relocations were handled in a timely manner to allow for continuation of construction efforts.

- 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: Stephen Henry Ross, PE South Carolina Structures Manager		
b. Role of Key Individual for this Project: Lead Structural Engineer		
c. Name of Firm with which you are now associated: Michael Baker International, Inc.		
d. Years of Experience: With this Firm <u>21</u> Years With Other Firms <u>0</u> Years Firm 1: Michael Baker International, Inc.: <ul style="list-style-type: none"> South Carolina Structures Manager – Responsible for managing the Structures Unit and overall completion of all structural engineering projects within South Carolina. 2013 – 2023 Project Manager – Responsible for overseeing projects, including all associated engineering disciplines. Also responsible for performing and checking structural designs and overseeing/checking structural plans. 2009 – 2013 Structural Design Associate – Responsible for performing and checking structural designs and plans for bridge replacement and rehabilitation projects as assigned. 2003 – 2009 		
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of South Carolina, Columbia, SC / Master of Engineering / 2012 / Civil/Structural Engineering University of South Carolina, Columbia, SC / Bachelor of Science / 2005 / Civil Engineering		
f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2009 / SC / Professional Engineer / 27815 2017 / NC / Professional Engineer / 045208		
g. Document the extent and depth of your experience and qualifications relevant to the Project.		
<p><u>I-85 Widening Design-Build, Cherokee County, South Carolina</u> Key Personnel Role: Lead Structural Engineer Experience with Current Firm: Firm 1 Project/Assignment Duration: 2018-2019 Owner Contact Information: SCDOT, Bradley Reynolds, PE, reynoldsbs@scdot.org, 803-737-1440 Design/Construction Value: \$12 Million / \$181 Million</p> <div style="display: flex; align-items: flex-start;">  <div style="margin-left: 10px;"> <p>Project Description: Structural design lead for the I-85 Widening Mile Marker 98-106 project with Lane Construction. As the structural lead, Mr. Ross was responsible for the final design and plan production for 10 retaining walls including MSE walls and soil nail walls along the project corridor. Additional responsibilities included development of alternative technical concepts, bid development assistance and assistance with the preparation of the technical proposal. Michael Baker served as the lead design firm on a design-build project to improve an 8-mile long section of I-85. The project widens I-85 from four to six lanes beginning at the Broad River bridge and ends just north of US 29 (Exit 106) in Cherokee County. Interchanges are being improved at S-11-83, SC 5/198, S-11-99, and US 29. The overpass bridges at Norfolk Southern railroad crossing are being replaced to provide greater horizontal clearances and meet current design requirements. Michael Baker provided roadway, bridge, and drainage design, environmental permitting, right-of-way acquisition, and utility coordination.</p> </div> </div>		
<p><u>I-26 Widening and Rehabilitation Design-Build, Lexington and Calhoun Counties, South Carolina</u> Key Personnel Role: Lead Structural Engineer Experience with Current Firm: Firm 1 Project/Assignment Duration: 2013-2020 Owner Contact Information: SCDOT, Jae Mattox, III, PE, DBIA, mattoxjh@scdot.org, 803-737-1805 Design/Construction Value: \$3.3 Million / \$76 Million</p> <div style="display: flex; align-items: flex-start;">  <div style="margin-left: 10px;"> <p>Project Description: Served as the structural task lead for the project. Responsible for the final design and plan production for median barrier retaining walls, embankment retaining wall and the replacement of I-26 over CSX and Dixianna Road. Michael Baker provided design and engineering services for a design-build project to widen and rehabilitate 20 miles of I-26 from milepost (MP) 115 to MP 136. The existing four-lane facility was widened to a six-lane facility from mile post 115 to 125 and rehabilitated from mile post</p> </div> </div>		

125 to 136. As part of the interstate widening, the existing dual bridges over the CSX Railroad were replaced, and the existing bridge along Old Wire Road was jacked to provide sufficient vertical clearance. The purpose was to improve safety and increase capacity on this segment of I-26.

I-26 Corridor Project (Widening of I-26, S-275 Interchange, and S-16 Interchange), Berkeley County, South Carolina

Key Personnel Role: Lead Structural Engineer

Experience with Current Firm: Firm 1

Project/Assignment Duration: 2013-2022

Owner Contact Information: Berkeley County Public Works, Russ Cornette, PE,
russ.cornette@berkeleycountysc.gov, 843-719-4234

Design/Construction Value: \$5.4M Million / \$144 Million



Project Description: Mr. Ross was Lead Structural Engineer for the bridge & retaining wall design and final construction plans for the new alignment bridge along Sheep Island Parkway and the staged replacement bridge along Jedburg Road. These interchanges, located in close proximity to the Summerville fault line, both included a two span, prestressed concrete superstructure founded on a multi-column bents on oversized drilled shafts. Project challenges included highly liquefiable soils, high seismic accelerations, embankment ground modifications and an accelerated design schedule. Michael Baker completed all studies and design associated with the relocation of Sheep Island Road, widening of I-26, and interchange improvements at Jedburg Road near Summerville. Sheep Island Road, a two-lane facility crossing over I-26 about 1.5 miles north of the U.S. Route 17A interchange, was replaced with Nexton Parkway, a five-lane-wide roadway south of its new interchange with I-26 and a four-lane divided road on new alignment north of I-26. A 10-foot shared-use path was also provided on one side of Nexton Parkway. I-26 was also widened from four to six through lanes between exits 199 and 194. The project includes upgrading the existing Jedburg Road Interchange with I-26 by improving ramps and providing a loop-ramp for traffic exiting off I-26. Additionally, 4-foot bicycle lanes were also provided in both directions of travel along Jedburg Road. The purpose of the project was to accommodate residential and commercial growth within and adjacent to the project study area by increasing roadway capacity.

S-83 (Hard Scrabble Road) Widening, Richland County, South Carolina

Key Personnel Role: Lead Structural Engineer

Experience with Current Firm: Firm 1

Project/Assignment Duration: 2010 - 2018

Owner Contact Information: SCDOT, Jennifer Necker, PE, NeckerJL@scdot.org, 803-737-7900

Design/Construction Value: \$2.07M / \$64M







Project Description: Mr. Ross was responsible for the final design and plan production efforts for the construction of six retaining walls with faux-brick aesthetic veneers. Additional responsibilities included final design/construction of a bridge replacement of Hardscrabble Road over Rice Creek and a bridge widening along Hardscrabble Road over Crane Creek. Michael Baker worked to design and facilitate the widening of Hard Scrabble Road (S-40-83) from conception through construction. Michael Baker provided project management, traffic analysis, environmental permitting, bridge design, roadway design, traffic signal design, hydraulic design, roadway structure design, geotechnical investigations, and utility coordination services as the prime consultant for the 7.3-mile widening of Hard Scrabble Road (S-40-83) between Farrow Road (SC 555) and Kelly Mill Road (S-40-1041). Previously an existing two-lane road for most of the 7.3 miles, the road was widened to five lanes with a center turn lane to add capacity and improve safety. Michael Baker also prepared an environmental assessment for the entire corridor study area. Development of the final alignment was a critical task because many businesses were located within 30 feet of the existing road. Additionally, careful consideration was taken to reduce impacts to property owners, nearby wetlands, and a railroad crossing. Design efforts also included the design of a new bridge structure along Hard Scrabble over Rice Creek, located at the headwaters of Lake Carolina in Richland County. During construction, Michael Baker aided SCDOT and the utility companies to ensure all relocations were handled in a timely manner to allow for continuation of construction efforts.

- 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.		
<p>a. Name & Title: John Francis Hamilton, PE Senior Geotechnical Engineer</p>		
<p>b. Role of Key Individual for this Project: Geotechnical Engineer</p>		
<p>c. Name of Firm with which you are now associated: F&ME Consultants, Inc.</p>		
<p>d. Years of Experience: With this Firm <u>15</u> Years With Other Firms <u>0</u> Years</p> <p>Firm 1: F&ME Consultants, Inc.:</p> <ul style="list-style-type: none"> Geotechnical Design Manager – John Hamilton, PE is the Geotechnical Design Manager at F&ME Consultants, Inc. As such, he is responsible for performing geotechnical analysis and design, including site-specific seismic response, slope stability, settlement, structure foundation, and liquefaction. In this role, he is also responsible for seven staff members, quality control over all F&ME geotechnical engineering product, and mentoring junior engineering staff. 2008 - Current 		
<p>e. Education: University of South Carolina / Columbia, SC / Bachelor of Science / 2008 / Civil Engineering</p>		
<p>f. Active Registrations: 2012 / SC / Professional Engineer / 30374 2012 / NC / Professional Engineer / 042410</p>		
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>I-26 Corridor Improvement from Exit 125 to Exit 145</u></p> <p>Key Personnel Role: Senior Geotechnical Engineer</p> <p>Experience with Current Firm: F&ME Consultants, Inc.</p> <p>Project/Assignment Duration: Project 2021 – In-Progress</p> <p>Owner Contact Information: SCDOT, Adam Humphries, humphrieas@scdot.org, (803) 737-3081</p> <p>Design/Construction Value: \$1.5M (Subcontracted design fee) / \$450M (Est. Construction)</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  </div> <div style="width: 50%;"> <p>Project Description: This project includes 20 miles of interstate improvements in Lexington, Calhoun, and Orangeburg counties. Multi-phase improvements will include the addition of a new lane in each direction, median clearing, barrier walls and cable guardrail installation, as well as drainage improvements and upgrades to structures such as overpass bridges, culverts, and interchange bridges. John is managing F&ME's services, serving as the point of contact with the design team. He is responsible for developing boring location plans, tracking schedules/assuring deadlines</p> </div> </div> <p>are met, reviewing all geotechnical design work, compiling geotechnical reports, and providing senior review of F&ME's geotechnical product.</p> <p><u>I-85 over Rocky Creek Design Build</u></p> <p>Key Personnel Role: Geotechnical Design Manager</p> <p>Experience with Current Firm: F&ME Consultants, Inc.</p> <p>Project/Assignment Duration: Project 2020 – In-Progress</p> <p>Owner Contact Information: SCDOT, Trapp Harris, harrismd@scdot.org, (803) 737-0766</p> <p>Design/Construction Value:</p> <div style="width: 45%;">  </div>		

\$383K (Subcontracted design fee) / \$29.97M (Est. Construction)

Project Description: This project includes the replacement of the existing bridge-sized culvert at Rocky Creek with a new bridge along I-85, which will include the auxiliary lanes for the Pelham Road interchange and width for the future fourth lane in each direction along I-85. John oversaw FME's subsurface investigations and laboratory testing for the project, using data to perform analysis and design of roadway embankments, retaining walls, bridge embankments, and bridge foundations. Furthermore, John assisted with the design of temporary MSE walls and provided construction phase support.

S-472 Replacement Bridge over Horsepen Creek

Key Personnel Role:

Geotechnical Design Manager

Experience with Current Firm:

F&ME Consultants, Inc.

Project/Assignment Duration:

Project 2019-2022

Owner Contact Information:

SCDOT, Nathalia Chandler, chandlernr@scdot.org,
(803) 737-2278

Design/Construction Value: \$116K (Subcontracted design fee) / \$2.8M (Est. Construction)

Project Description: This project included the replacement of the existing S-472 bridge over Horsepen Creek and associated bridge and roadway embankments, with a new two-span bridge structure on the existing alignment. As a subconsultant to Michael Baker International, Inc., John conducted geotechnical analysis and developed design recommendations for the bridge foundations, bridge embankment, roadway embankments, and pipe culverts associated with the replacement bridge. Responsible for FME's geotechnical product, John managed FME's subsurface investigations and laboratory testing for the project.



I-85 Rehabilitation from Mile Marker 77 to Mile Marker 84

Key Personnel Role:

Senior Geotechnical Engineer

Experience with Current Firm:

F&ME Consultants, Inc.

Project/Assignment Duration:

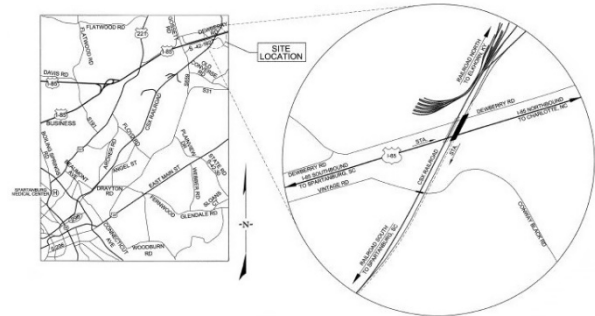
Project 2014-2019

Owner Contact Information:

SCDOT, Trapp Harris, harrismd@scdot.org, (803)
737-0766

Design/Construction Value: \$481K
(Subcontracted design fee) / \$20M (Est. Construction)

Project Description: This project included the replacement of a CSX Railroad bridge over I-85. This bridge replacement was a significant feature of the project because the total length was 350 feet, with two spans of 143 feet and a third span of 64 feet. Mr. Hamilton developed design recommendations for bridge foundation, railroad embankments, and permanent retaining walls for the CSX Railroad replacement bridge, as well as recommendations for Dewberry Road's cut slopes/embankments.



- 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



APPENDIX B

WORK HISTORY AND QUALITY FORM

CONTRACTOR/DESIGNER (SECTION 3.5.1)



Crowder Construction Company


a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Crowder’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Crowder (in thousands)
Name: SCDOT US 21 / US 178 Corridor Improvements Delivery Method: Bid-Build Location: Orangeburg County, SC	Name: Stantec 521 E Morehead St # 425, Charlotte, NC 28202 803-748-7843	Name of Owner: SCDOT Project Manager: Darryl Kennerly Phone: 803-531-6850 Email: kennerlydt@scdot.org	Professional Services: Completed prior to bid Construction: 03/2024	\$11,802	\$6,397
g. Narrative describing the work performed by Crowder. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<div>The US 21/US 178 Corridor Improvements project consisted of pedestrian improvements — including sidewalks, ADA accessible ramps, a shared use path and additional access to the current pedestrian bridge. It also included reconstruction of the guardhouse entrance to SC State University and improved lighting and signals throughout the project. The project was a beautification effort to improve the aesthetic and safety of the road outside the SC State University campus. A new set of switchback stairs created additional access to the 26-foot cross bridge, and Crowder removed the existing brick to install MSE walls and then replaced brick work to compliment preexisting aesthetics. Improvement of the sidewalks and the addition of a median with ornate barriers eliminated left-turn options for vehicles and forced pedestrians to cross at designated cross walks. Crowder also designed the 600 SF guardhouse as part of the project. Work done included clearing and widening/grading, MSE walls, drainage, flatwork, design-build Culvert, guardhouse relocation, lighting and signals, and mill and overlay of US 178. In addition to striping, fencing and landscaping and seeding, the asphalt paving included a 10’ wide trail. This project was on a high-volume highway so our team worked closely with the SCDOT to coordinate and schedule lane closures to minimize public inconvenience. Crowder did face several challenges during the project with supply availability. By working closely with the SCDOT, the Crowder team was able to foresee issues and bring them to the owner’s attention with advanced warning and find solutions to keep the team on track.</div> <div><div><div><div>• MAJOR COMPONENTS OF WORK</div><div><ul style="list-style-type: none">• 700SY pedestrian ramp• 2,252SF Mechanically Stabilized earth retaining wall (Panel Facing)• 8,501SF Mechanically Stabilized earth retaining wall (Block Facing)• 6,100LF concrete sidewalk• 4,390LF concrete curb• 5,500CY borrow excavation• 3,910LF ornamental steel picket fence - 48”• Mortar block retaining wall• 600SF guardhouse</div></div><div></div></div><div><div>WORK SELF-PERFORMED<ul style="list-style-type: none">• Retaining walls• MSE Walls• Box Culvert• Grading / Earth work• Removal of existing asphalt</div><div>RELEVANCE:<ul style="list-style-type: none">• MSE walls• SCDOT Design Build• High-volume work zone</div><div>EXECUTIVE COMMITTEE: John Tushack & George Ellis, PE</div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Crowder’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Crowder worked closely with SCDOT to schedule lane closures and address design issues uncovered during the project. Crowder did submit change orders for additional days due to design changes and additional requests from the SCDOT. When the team faced a delay receiving building material due to pandemic supply chain issues, Crowder reached out to 3rd party vendors to acquire the needed components and supplies to stay on schedule.					
i. Quality Initiatives. Discuss Crowder’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
This project was completed with the highest quality. Weekly meetings between Crowder, SCDOT, and major subcontractors serve as a means to collaborate on the project and address issues to minimize negative affects to the project. Crowder also suggested adding previously not included fiberoptics into design plans. There are no claims on the project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
All answers to the questions in Section 3.5.2. are “No” for this project.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Crowder Construction Company

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Crowder’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Crowder (in thousands)
Name: Emergency Bridge Replacement 2020-2 Delivery Method: Design Build Location: Aiken County	Name: Johnson, Mirmiran & Thompson, Inc. 235 Magrath Darby Boulevard, Suite 275, Mount Pleasant, SC 29464 843-452-3266	Name of Owner: SCDOT Project Manager: Bobby Usry, PE Phone: 803-641-7660 Email: UsryBM@scdot.org	Professional Services: 08/2021 Construction: 02/2022	\$6,764	\$5,065
g. Narrative describing the work performed by Crowder. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<div><div><p>The Crowder Design Build Team replaced an approximately 600’ long bridge in Aiken County, SC along SC-4 over the South Edisto River. The new bridge was constructed in the same alignment therefore a complete detour was utilized. Although the main channel is only 90’ wide, the 250’ 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 we utilized a 40’ long span flat slabs system, and for over the main 90’ channel, we used a more traditional approach with type III precast girders and an 8” cast in place deck. Due to our limited superstructure depth, the Roadway existing grade only needed to be raised less than a foot, which allowed us to do minimal approach work, approx. 75’ each to each end of the bridge structure. To mitigate liquefaction in the approach fills due to this project being located in a seismic zone, we 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 was installed. Crowder additionally resurfaced +/- 300 LF of roadway on each end to deliver a high quality project for SCDOT. The greatest challenge of this project was the time constraint and the manpower resources required. This 610’ long bridge and the associated roadway was completed in less than 9 months and needed an average of 15 craft personnel for the duration of the project.</p></div><div></div><div><div>WORK SELF-PERFORMED<ul style="list-style-type: none">• Demo• Grading• H-Piles• Curb & Gutter• CIP Concrete Girder Erection• Construction Access• Concrete Deck• Concrete Flumes• Non-Mow Strip</div><div>RELEVANCE:<ul style="list-style-type: none">• SCDOT Design Build• Accelerated schedule</div><div>EXECUTIVE COMMITTEE: John Tushack & George Ellis, PE</div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Crowder’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Crowder managed through the emergency design build time constraint and completed the project three weeks in advance of substantial completion. The team separated out an early work design package to obtain approval for pile driving before the complete design submittal. We self-performed a section of tree and limb removal to allow quicker movement of a utility line. Essential spotters were required for all crane activities affecting pile driving, girder erection and movement of heavy materials. 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.					
i. Quality Initiatives. Discuss Crowder’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
By designing the bridge combining flat slab, utilizing Crowder-owned forms, and cast-in-place concrete, we did not have to coordinate and wait on cored slabs. This and heavy staffing made the tight schedule a proactively predictable project while mitigating cost and schedule concerns. Access was also a challenge for which Crowder used wood and concrete mats in the marshy area as well as utilized space on the newly constructed deck for access for future pours (as in top-down construction).					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
All answers to the questions in Section 3.5.2. are “No” for this project.					


Crowder Construction Company

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Crowder’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Crowder (in thousands)
Name: SC 9/49 Multi-Bridge Replacement (Chester/Union County) Delivery Method: Design-Bid-Build Location: Lockhart, SC	Name: Mead & Hunt	Name of Owner: SCDOT Project Manager: Melanie Mobley, PE Phone: 803-385-4233 Email: MobleyMF@scdot.org	Professional Services: Completed prior to bid Construction: 09/2020	\$25,232	\$16,160
g. Narrative describing the work performed by Crowder. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<div><div><p>This CAGC Pinnacle Award-Winning Project consisted of replacing four bridges; the largest of bridges was the 700’ long SC 9/49 bridge over the Broad River. The second was a bridge over the Lockhart Canal, which Lockhart Power uses to make power for a small portion of the state. The entire project was built with continuous traffic flow utilizing both new alignment and phased construction. The 4 interior bent caps for the Broad River Bridge were all mass concrete. Each was 53’ long x 5’6” tall x 6’ deep and 65 CY of concrete. Mass Concrete Pour Analysis was performed by KCI. The team used a combination of concrete blankets and tents, and cooling of the concrete while poured to keep the differential within the mass concrete design plan. The ½ mile of roadway included substantial temporary traffic shifts, two large MSE walls, and large temporary shoring walls; approximately 800’ 6” & 8” DIP reinforced joint water lines, DIP reinforced joint sewer force main, as well as storm drain installation 15” to 48”, catch basins, drop inlets, and manholes. The MSE walls were molded and painted to mimic the historic stone walls it was replacing. Finally, Crowder completed erosion control, grading, and paving. Homes were monitored for vibration and foundation needs to maintain the integrity of historic structures.</p></div><div><ul style="list-style-type: none">• MAJOR COMPONENTS OF WORK• 75,000 CY of Borrow Material• 4,200 LF of 74” MBT Girders for 5 Span Bridge• 5,700 SF of MSE Wall to Resemble Existing Stone Wall• 90” Drilled Shafts for Broad River Bridge Foundation• 1,200 LF Drilled Shafts• Stamped and painted precast concrete MSE walls• Mass Concrete means and methods• Utility Construction including jack and bore pipe installation• Inter-agency communication/coordination</div><div></div><div><p>WORK SELF-PERFORMED</p><ul style="list-style-type: none">• Structural Concrete• MSE Walls• Grading• Drainage• Demolition<p>RELEVANCE:</p><ul style="list-style-type: none">• SCDOT Design Build• MSE Walls• Worked next to live traffic<p>KEY INDIVIDUALS: Patrick Buckley - Project Manager - 4/2017 to 11/2019</p><p>EXECUTIVE COMMITTEE: John Tushack & George Ellis, PE</p></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Crowder’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Crowder closed the job with an excellent relationship with the SCDOT office of the resident engineer, as well as Lockhart Power, Mead & Hunt, and area residents. Crowder successfully value engineered the broad river and canal bridges by mitigating the environmental risk and FERC involvement with alternate plans for substructure construction methods. Canal pile driving and demolition of the old bridge coordinated during annual drawdowns for Lockhart Power did not adversely affect power operations. Our project management team worked in partnership to keep change orders to a minimum, to manage through the changed conditions that affected permitting and schedules. The project had quantity overruns, particularly with rock excavation of drilled shafts and sand fills in the canal zone. The project was completed safely within contract time and budget with no liquidated damages and in partnership with SCDOT, Lockhart Power, FERC, SHPO, and area residents.					
i. Quality Initiatives. Discuss Crowder’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
There are no claims on the project. With the ongoing shortage of skilled craftsmen and the actions required for protection of our workforce during a pandemic, Crowder had the manpower ready, willing, and able to complete all aspects of our projects meeting our high-quality expectations. Crowder removed a historic rock wall and delivered to the town for use in town signage, and replaced with a similar stamped concrete wall.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
All answers to the questions in Section 3.5.2. are “No” for this project.					


WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Designer: Michael Baker International, Inc.

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A’s or B’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name: I-85 Widening Design-Build, Phase 3 Delivery Method: Design-Build Location: Cherokee County	Name: Michael Baker International, Inc.	Name of Owner: SCDOT Project Manager: Bradley Reynolds, PE Phone: 803-737-1440 Email: reynoldssbs@scdot.org	Professional Services: November 2022 Construction: March 2023 (est.)	\$181,700* <i>*Original contract value</i>	\$12,000
g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<div><div></div><div><p>Michael Baker is serving as the lead design firm on a design-build project to improve an eight-mile-long section of I-85, working out Michael Baker’s Columbia and Greenville offices. The project will widen I-85 from four to six lanes beginning at the Broad River bridge (MM 98) and ending just north of US 29 (Exit 106) at approximately MM 106 in Cherokee County. Interchanges will be improved at S-11-83, SC 5/198, S-11-99, and US 29. The overpass bridges at Norfolk Southern railroad crossing will be replaced to provide greater horizontal clearances and meet current design requirements. Michael Baker is providing roadway, bridge, and drainage design, environmental permitting, right-of-way acquisition, and utility coordination. Roadway design criteria for this project will include the preparation of roadway geometric designs using standards that are most appropriate based on design speed, functional classification, design traffic volumes, right-o f-way, and aesthetics. The design elements will include horizontal and vertical alignments, lane widths, shoulder widths, median widths, sight distance, clear zone, cross slopes, and side slopes. Additional intersections, ramps, and roadside barriers will be introduced as needed to support the widening project. Michael Baker's bridge design tasks includes the replacement of the S-83, SC 5, S-99, and any other bridges determined necessary by design. These designs will include retaining walls, box culverts and box culvert extensions, concrete median barriers, and bridge pier protection. Drainage design for this project includes the development of drainage best management practices, cross-line pipes and non-bridge sized culverts, ditch capacity and stability assessments, sediment and erosion control, stormwater quality and post-construction design, and storm sewer systems. Michael Baker is required to avoid and minimize impacts to the environment during this project. Michael Baker is responsible for the preparation, revision, acquisition, and adherence to conditions of any permits required by federal, state, or local laws and regulations. In addition, Michael Baker is responsible for any modifications or revisions to the environmental document and permits that result from deviations in the project design and environmental impacts as stated in the environmental documents. Right-of-way services for this project include written appraisal, negotiation, acquisition, and relocation assistance services. Michael Baker is submitting the right-of-way plans for this project, which will include a roadway typical section, a strip map including property closures, a right-of-way data sheet, a roadway plan and profile, cross sections including sediments, basins, dams, and crosslines, clearing limits on plan view and cross sections, drainage features, existing right-of-way, and proposed right-of-way.</p></div></div> <div><div>Similarities</div><ul style="list-style-type: none">Retaining wall designAestheticsRoadway, interchange, and bridge design constructionDrainage designEnvironmental support and complianceUtility conflictsRight-of-way servicesCoordination with adjacent construction</div> <div><div>Key Individuals Participation in Project</div><p>Stephen Ross, PE Lead Structural Engineer 11/2022 – 3/2023 William Ruhsam, II, PE, PTOE Lead Traffic Engineer 11/2022 – 3/2023</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.					
This project is scheduled for completion in March 2023 and is currently on schedule. Michael Baker has been involved throughout the entire design, permitting, and construction of the project. The firm has worked closely with the contractor to resolve any field questions that arise to minimize and/or prevent any delays, claims, dispute proceedings, litigation, and arbitration. Weekly coordination meetings are held with the contractor to facilitate construction support issues, utility coordination, RFI’s, and shop drawing submittals.					
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.					
Michael Baker developed a detailed Design Quality Control Plan at the beginning of the project. This plan utilized a rigorous internal constructability review during final plan development as well as a third-party peer review to manage the quality control. These processes aided in cost control, schedule management and adherence, and avoidance of claims.					
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.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Designer: Michael Baker International, Inc.

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A’s or B’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name: I-26 Corridor Project (Widening of I-26, S-275 Interchange, and S-16 Interchange) Delivery Method: DBB Location: Berkeley County	Name: Michael Baker International, Inc.	Name of Owner: Berkeley County Project Manager: Russ Cornette, PE Phone: 843-719-4234 Email: russ.cornette@berkeleycountysc.gov	Professional Services: October 2022 Construction: October 2022	\$144,000	\$4,700
g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<div><div></div><div><p>Michael Baker served as the prime consultant and lead designer with services from its Columbia and North Charleston locations.</p><p>Michael Baker completed all studies and design associated with the relocation of Nexton Parkway, widening of I-26, and interchange improvements at Jedburg Road near Summerville. Sheep Island Road, a two-lane facility crossing over I-26 about 1.5 miles north of the US Route 17A interchange, was replaced with Nexton Parkway, a five-lane-wide roadway south of its new interchange with I-26 and a four-lane divided road on new alignment north of I-26. A 10-foot shared-use path was provided on one side of Nexton Parkway. I-26 was also widened from four to six through lanes between exits 199 and 194. The project includes upgrading the existing Jedburg Road Interchange with I-26 by improving ramps and providing a loop-ramp for traffic exiting off I-26. Additionally, 4-foot bicycle lanes were provided in both directions of travel along Jedburg Road. At both the Jedburg Rd and Nexton Parkway Bridges over I-26, the project utilized MSE reatining walls with an aesthetic fractured fin finish. This project was a recipient of a ACEC-SC and ACEC-National Excellence in Engineering award.</p></div></div> <div><div>Similarities</div><ul style="list-style-type: none">Retaining Wall Design/DetailingMaintenance of Traffic Design and PlansFinal roadway and bridge plansSCDHEC permitsConstruction documentsUtility coordinationBidding phase supportConstruction support and administrationEnvironmental assessmentPublic involvement<div>Key Individuals Participation in Project</div><p>Stephen Ross, PE Lead Structural Engineer 3/2013 – 10/2022 William Ruhsam, II, PE, PTOE Lead Traffic Engineer 3/2013 – 10/2022 John Hamilton, PE Lead Geotechnical Engineer 4/2018 – 10/2022</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.					
This project was completed on schedule. Michael Baker has been involved throughout the entire design, permitting, and construction of the project. The firm has worked closely with the contractor to resolve any field questions that arise to minimize and/or prevent any delays, claims, dispute proceedings, litigation, and arbitration. Weekly coordination meetings were held with the contractor to facilitate construction support issues, utility coordination, RFI’s, and shop drawing submittals.					
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.					
Michael Baker developed a detailed Design Quality Control Plan at the beginning of the project. This plan utilized a rigorous internal constructability review during final plan development as well as a third-party peer review to manage the quality control. These processes aided in cost control, schedule management and adherence, and avoidance of claims.					
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.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Designer: Michael Baker International, Inc.

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A’s or B’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name: S-30 (Leaphart Road) Bridge Replacement and S-365 (Rainbow Drive) Bridge Replacement all over I-26 Delivery Method: DBB Location: Lexington County	Name: Michael Baker International, Inc.	Name of Owner: SCDOT Project Manager: Kati Holland Price, PE Phone: 803-737-4755 Email: pricekh@scdot.org	Professional Services: December 2018 Construction: December 2018	\$17,600	\$850
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.					
		As a subconsultant out of Michael Baker’s Columbia office, Michael Baker provided engineering and environmental services for replacement of the Leaphart Road Bridge and replacement of the Rainbow Drive Bridge. Michael Baker conducted traffic and environmental studies; developed bridge and roadway retaining wall plans, developed preliminary and final roadway and bridge plans, maintenance of traffic plans, pavement signing and marking plans, stormwater management and drainage plans, and sediment and erosion control plans; performed National Pollutant Discharge Elimination System (NPDES) permitting services; performed utility coordination and subsurface utility engineering; and provided construction-phase assistance. The existing Leaphart Road Bridge was a four-span, prestressed concrete structure, approximately 240 feet in length, that was replaced with a two-span 253’-6” prestressed concrete bridge with curved retaining walls at the approaches . The existing Rainbow Drive Bridge over I-26 was a four-span, pre-stressed concrete structure approximately 250 feet in length that was replaced with a two-span 258’ prestressed concrete bridge with straight MSE wall abutments that parallel I-26. Additionally, roadway MSE walls were designed along Rainbow Dr. near the intersection with Huntington Dr. to minimize right-of-way impacts to adjacent property associated with the Rainbow Dr. grade raise. These walls are designed in a curved layout in one quadrant and have a precast box culvert passing through the embankment fill and projecting out of the wall faces.		<div>Similarities</div> <ul style="list-style-type: none">Retaining wall designAestheticsMaintenance-of-traffic plan developmentPreliminary and final bridge design plan developmentPreliminary and final roadway design plan developmentRight-of-way plan developmentTraffic studiesEnvironmental studies and documentation (CE)Pavement signing and marking plan developmentDrainage and erosion control plan developmentPermittingUtility coordinationSUEConstruction-phase assistance <div>Key Individuals Participation in Project</div> <div>Stephen Ross, PE Lead Structural Engineer 12/2010 – 12/2018</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.					
This project was completed on schedule. Michael Baker has been involved throughout the entire design, permitting, and construction of the project. The firm has worked closely with the contractor to resolve any field questions that arise to minimize and/or prevent any delays, claims, dispute proceedings, litigation, and arbitration. Regular coordination meetings are held with the contractor to facilitate construction support issues, utility coordination, RFI’s, and shop drawing submittals.					
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.					
Michael Baker developed a detailed Design Quality Control Plan at the beginning of the project. This plan utilized a rigorous internal constructability review during final plan development as well as a third-party peer review to manage the quality control. These processes aided in cost control, schedule management and adherence, and avoidance of claims.					
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.					
N/A					

APPENDIX C

WORK HISTORY AND QUALITY FORM

CONTRACTOR/DESIGNER (SECTION 3.5.2)



Crowder and Michael Baker do not answer ‘yes’ to any of the questions in Section 3.5.2 for transportation projects in the last five years. No individual or firm proposed has been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity or are any such actions pending against them within the last five years.

Question	Crowder	Michael Baker
Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?	No	N/A
Has the Lead Contractor or any member of the joint venture submitted a claim on a project that was litigated? If litigated, explain the results.	No	N/A
Have any projects been delayed more than 30 days such that liquidated damages were assessed?	No	No
Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?	No	N/A
Have any projects under contract with the Lead Contractor or any member of the joint venture been subject to remediation actions, stop work orders, or project delays in excess of 30 days as a result of Section 404/Section 401 permit violations?	No	N/A
Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?	No	No
Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?	No	No

APPENDIX D

LEGAL AND FINANCIAL



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

www.crowderusa.com



CROWDER CONSTRUCTION COMPANY
Heavy Civil Division

PROPOSER'S AFFIDAVIT OF FINANCIAL CAPACITY

Crowder Construction Company has the financial capacity and resources necessary to complete the I-85 at I-385 Wall Improvement, Design Build Project, Project ID P042302, in Greenville County, 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

February 26, 2024

Date

Subscribed and witnessed before me this 26th day of February, 2024


Notary Public

My Commission Expires: 8/1/27





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

February 27, 2024

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

RE: Our Client: Crowder Construction Company
Project: I-85 at I-385 Wall Improvement Design-Build Project ID P042302

Dear Ms. Wright:

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

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

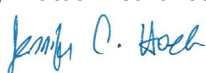
Subject to the normal underwriting considerations, including, but not limited to current financial information, final contract terms, conditions and construction financing, we would be most willing to work with them on a 100% Performance and Payment Bond requirement, in the event that they are awarded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

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

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

Sincerely,

Liberty Mutual Insurance Company



Jennifer C. Hoehn
Attorney-In-Fact





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 ___ day of ____



By: Renee C. Llewellyn

Renee C. Llewellyn, Assistant Secretary

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

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



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.

CROWDER CONSTRUCTION COMPANY

Vendor ID: 1CR007

Issued : May 1, 2023

Expires: May 31, 2024

Approved By:


Prequalification Coordinator

APPENDIX E

ORGANIZATIONAL CONFLICT OF INTEREST



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

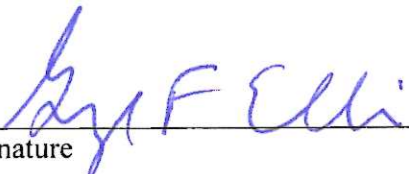
PROPOSER hereby indicates that it has, to the best of its knowledge and belief has:

 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

February 26, 2024
Date

George F Ellis, Executive Vice President

Print Name

Crowder Construction Company / Michael Baker International

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 F

CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST



This SOQ submittal does not contain any confidential or proprietary information.

APPENDIX G

ADDENDUM RECEIPT FORM



No addendum issued.

APPENDIX H

KEY INDIVIDUAL AND CONTRACTOR/ DESIGNER REFERENCE FORMS



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
waitesnt@scdot.org	Nicholas	Waites	Patrick Buckley, DBIA	I-26 Emergency Bridge Repairs over Lake Bowen	Project Manager	Crowder Construction Company
mobleymf@scdot.org	Melanie	Mobley	Patrick Buckley, DBIA	SCDOT File No. 5485020 - SC 9 Bridges over Broad River	Project Manager	Crowder Construction Company
McCaffreGA@scdot.org	Drew	McCaffrey	Patrick Buckley, DBIA	SCDOT File No. 3682950 - Emergency Design-Build Package 3	Assistant Project Manager	Crowder Construction Company
PowerRW@scdot.org	Robert	Power	Patrick Buckley, DBIA	SCDOT File No. 3283411 – Emergency Design Build Package 6	Assistant Project Manager	Crowder Construction Company
rnweisz@ncdot.gov	Rob	Weisz	Patrick Buckley, DBIA	NCDOT Express Design Build Division 11	Project Engineer	Crowder Construction Company
ryan.snitker@duke-energy.com	Robert	Snitker	Ken Johnson	Allison Creek Access Improvements	Superintendent	Crowder Construction Company
PowerRW@scdot.org	Robert	Power	Ken Johnson	Rainbow & Leaphart Drive Bridges over I-26	Jobsite Superintendent	Crowder Construction Company
hinson@ncdot.gov	Jon	Hinson	Ken Johnson	I-85 Concrete Rehabilitation	Jobsite Superintendent	Crowder Construction Company
KirkS@charleston-sc.gov	Steve	Kirk	Ken Johnson	Spring Fishburne / US 17 Transportation & Drainage Improvements	Jobsite Superintendent	Crowder Construction Company
reynoldsbs@scdot.org	Bradley	Reynolds	Stephen Ross, PE	I-85 Widening Design-Build	Lead Structural Engineer	Michael Baker International, Inc.
mattoxjh@scdot.org	Jae	Mattox	Stephen Ross, PE	I-26 Widening and Rehabilitation Design-Build	Lead Structural Engineer	Michael Baker International, Inc.
NeckerJL@scdot.org	Jennifer	Necker	Stephen Ross, PE	S-83 (Hard Scrabble Road) Widening	Lead Structural Engineer	Michael Baker International, Inc.
humphrieas@scdot.org	Adam	Humphries	Stephen Ross, PE	US 1 Over South Edisto River Bridge Replacement	Project Manager	Michael Baker International, Inc.
russ.cornette@berkeleycountysc.gov	Russ	Cornette	Stephen Ross, PE	I-26 Corridor Project (Widening of I-26, S-275 Interchange, and S-16 Interchange)	Lead Structural Engineer	Michael Baker International, Inc.
bickleyej@scdot.org	Emily	Bickley	Stephen Ross, PE	Bridge Inspection and Evaluation Engineering Services	Project Manager	Michael Baker International, Inc.
bennettja@scdot.org	Alex	Bennett	Stephen Ross, PE	SC 28 Westbound over Savannah River Bridge Rehabilitation	Project Manager / Lead Structural Engineer	Michael Baker International, Inc.
reynoldsbs@scdot.org	Bradley	Reynolds	William Ruhsam, II, PE, PTOE	I-85 Widening Design-Build	Lead Traffic Engineer	Michael Baker International, Inc.
russ.cornette@berkeleycountysc.gov	Russ	Cornette	William Ruhsam, II, PE, PTOE	I-26 Corridor Project (Widening of I-26, S-275 Interchange, and S-16 Interchange)	Lead Traffic Engineer	Michael Baker International, Inc.
quattleblb@scdot.org	Leah	Quattlebaum	William Ruhsam, II, PE, PTOE	I-73 Right-of-Way, Roadway, and Bridge Plans	Traffic Engineer	Michael Baker International, Inc.
NeckerJL@scdot.org	Jennifer	Necker	William Ruhsam, II, PE, PTOE	S-83 (Hard Scrabble Road) Widening	Traffic Engineer	Michael Baker International, Inc.
humphrieas@scdot.org	Adam	Humphries	John Hamilton, PE	I-26 Corridor Improvement from Exit 125 to Exit 145	Senior Geotechnical Engineer	F&ME Consultants, Inc.
harrismd@scdot.org	Trapp	Harris	John Hamilton, PE	I-85 over Rocky Creek Design Build	Geotechnical Design Manager	F&ME Consultants, Inc.
chandlernr@scdot.org	Nathalia	Chandler	John Hamilton, PE	S-472 Replacement Bridge over Horsepen Creek	Geotechnical Design Manager	F&ME Consultants, Inc.
harrismd@scdot.org	Trapp	Harris	John Hamilton, PE	I-85 Rehabilitation from Mile Marker 77 to Mile Marker 84	Senior Geotechnical Engineer	F&ME Consultants, Inc.



Email	First Name	Last Name	Company Name	Project Name	Team
kennerlydt@scdot.org	Darryl	Kennerly	SCDOT	SCDOT US 21 / US 178 Corridor Improvements	Stantec / Crowder Construction Company
UsryBM@scdot.org	Bobby	Usry	SCDOT	Emergency Bridge Replacement 2020-2	Johnson, Mirmiran & Thompson, Inc. / Crowder Construction Company
MobleyMF@scdot.org	Melanie	Mobley	SCDOT	SC 9/49 Multi-Bridge Replacement (Chester/Union County)	Mead & Hunt / Crowder Construction Company
reynoldssbs@scdot.org	Bradley	Reynolds	SCDOT	I-85 Widening Design-Build, Phase 3	Michael Baker International, Inc. / IPW Construction Group, LLC
pricekh@scdot.org	Kati	Holland Price	SCDOT	S-30 (Leaphart Road) Bridge Replacement and S-365 (Rainbow Drive) Bridge Replacement all over I-26	Michael Baker International, Inc.
russ.cornette@berkeleycountysc.gov	Russ	Cornette	Berkeley County Public Works	I-26 Corridor Project (Widening of I-26, S-275 Interchange, and S-16 Interchange)	Michael Baker International, Inc.
turnermk@scdot.org	M. Kevin	Turker	SCDOT	SC File 10.037901AR1, US 78 & SC 7	Michael Baker International, Inc. / Crowder Construction Company
YuhasJD@scdot.org	Jeremy	Yuhas	SCDOT	SC File 3283411, Replace Rainbow & Leaphart Bridges over I-26	Michael Baker International, Inc. / Crowder Construction Company
waitesnt@scdot.org	Nicholas	Waites	SCDOT	I-26 over Lake Bowen Emergency Bridge Repairs	Michael Baker International, Inc. / Crowder Construction Company
reynoldssbs@scdot.org	Bradley	Reynolds	SCDOT	I-85 Rehabilitation (MM 77-84) & Frontage Road Improvements Design-Build Preparation	Michael Baker International, Inc. / F&ME Consultants, Inc.
coyer@charlestoncounty.org	Cal	Oyer	Charleston County	US 78 Improvements	Michael Baker International, Inc. / Three Oaks Engineering, Inc.





CROWDER CONSTRUCTION COMPANY
PO Box 30007
Charlotte, NC 28230

MICHAEL BAKER INTERNATIONAL, INC.
700 Huger Street
Columbia, SC 29201