



US 17A/21 OVER CSX EMERGENCY BRIDGE REPLACEMENT

Design Build Project ID P042942



TRANSYSTEMS

Technical Proposal Narrative

Existing Bridge Demolition: Our team has thoroughly reviewed the existing bridge plans and CSX's Public Projects Manual in order to produce the provided conceptual bridge demolition plan. Some of the challenges associated with the existing bridge demolition include railroad coordination/requirements, the existing crib wall/soil nail wall - which has been deemed unstable and not suitable for loading per CSX - and the instability of the bridge within the spans that are supported by the column hit by the derailed train. Our approach includes an analysis for the placement of the cranes to avoid additional loading on these walls. The minimum distance from the front wheel track of the crane to the existing soil nail wall/crib wall is approximately 26'-0" (based on AASHTO LRFD Bridge Specs Equation 3.11.6.2-4). The existing Spans 1-3 superstructure will be demolished and removed from the existing embankments behind this "No crane zone". The deck will be removed prior to the beams being picked to reduce the weight of the picks for Span 2. The existing crib walls and soil nail walls are to be removed using a top-down approach from the existing ends of bridge / embankments. The end bent timber piles will be cut and removed a minimum of 3' below proposed grade. The interior concrete bents with crash walls will also be removed to a minimum of 3' below proposed grade, however the interior concrete bents are not far enough away from the CL tracks to allow for common excavation and/or temporary shoring techniques for this removal. Therefore, we propose to remove the interior bents in two stages, with the first stage consisting of removal to the existing grade, and a second stage consisting of the 3' additional removal with a vertical jack hammer/chisel approach. Track and ballast protection will be provided during the demolition of the existing bridge, and track operations will not be impacted. Two Link Belt LS248 cranes are for proposed for demolition of the existing structure,



with crane locations as shown in the bridge demolition plans. The crane pick weights including rigging loads will be increased by 50% to account for CSX Railroad requirements. The railroad right of way entry will be obtained from CSX Railroad prior to demolition/construction through a Construction Agreement with CSX.

Bridge Construction: Our teams' approach to bridge construction has considered the bridge demolition plan, and the potential instability of the crib walls/soil nail wall. After the existing bridge superstructure is removed, we plan to drive/vibrate the proposed drilled shaft construction casings from the existing bridge embankments and excavate around the casings after the rest of the bridge is demolished/removed - which will help reduce construction time. The existing soil nails on End Bent 1 may need to be removed prior to construction casing installment. A MLC-300 w/ VPC Max (386 ton crawler) will be utilized for setting the proposed span 2 beams, while the Link Belt LS248 cranes will be utilized for setting the proposed span 1 and span 3 beams and interior bent construction casings/reinforcement cages.

Roadway Construction: The project site has many constraints including wetlands, an archaeological site, existing overhead utilities, an existing business driveway, and active railroad tracks. While maintaining the existing horizontal alignment, a vertical profile was developed to minimize the project limits to the extent possible. All proposed roadway and drainage features, including toe ditches, stay within the proposed right-of-way being acquired by SCDOT. Some of the notable drainage features are replacing an existing 30" pipe at approximate Sta. 1098+15 and placing a smooth walled pipe in the existing 4'x6' RCBC and filling in the remainder of the existing RCBC with flowable fill. Great care has been taken to ensure positive drainage throughout the project and that roadway drainage flows away





from the CSX right-of-way. The proposed guardrail and compressed shoulder reduce the project footprint and wetland impacts while meeting current MASH requirements.

Assurances and Ability to Complete the Project within the Required Timeframe: The Crowder TranSystems team has thoroughly evaluated all of the necessary submittals and timeframes for these submittals, and propose the below accelerated design schedule for this project. Submittal time frames follow SCDOT's RFP. The critical path of the design schedule is the submittal of the preliminary bridge package - as this package will require reviews by both SCDOT and CSX, therefore our team plans to submit this package within days of the Award. We have provided the below expedited design schedule to help ensure the completion of the project within the required timeframe as shown within the RFP.

Conceptual Design Schedule

Submittal Description	Start Date:	Completed by Date:
Existing Bridge Demolition Plan	December 19, 2023	January 24, 2024
Preliminary Bridge Package	December 19, 2023	January 24, 2024
Final/RFC Plans Roadway Package	December 19, 2023	February 21, 2024
Final/RFC Plans Bridge Package	January 25, 2024	February 28, 2024

As discussed above within the Bridge Construction and Roadway Construction Approach and Delivery sections, Crowder is going to use two grading crews, and two structures crews throughout the duration of the project construction to assure the substantial completion of the project by June 28, 2024, and Final Completion within 90 days of substantial completion.

Conceptual Construction Schedule

Construction Description	Start Date:	Completed by Date:
Structure Demolition/Removal	January 25, 2024	February 16, 2024
Substantial Completion	February 22, 2024	June 28, 2024
Final Completion	June 28, 2024	September 26, 2024

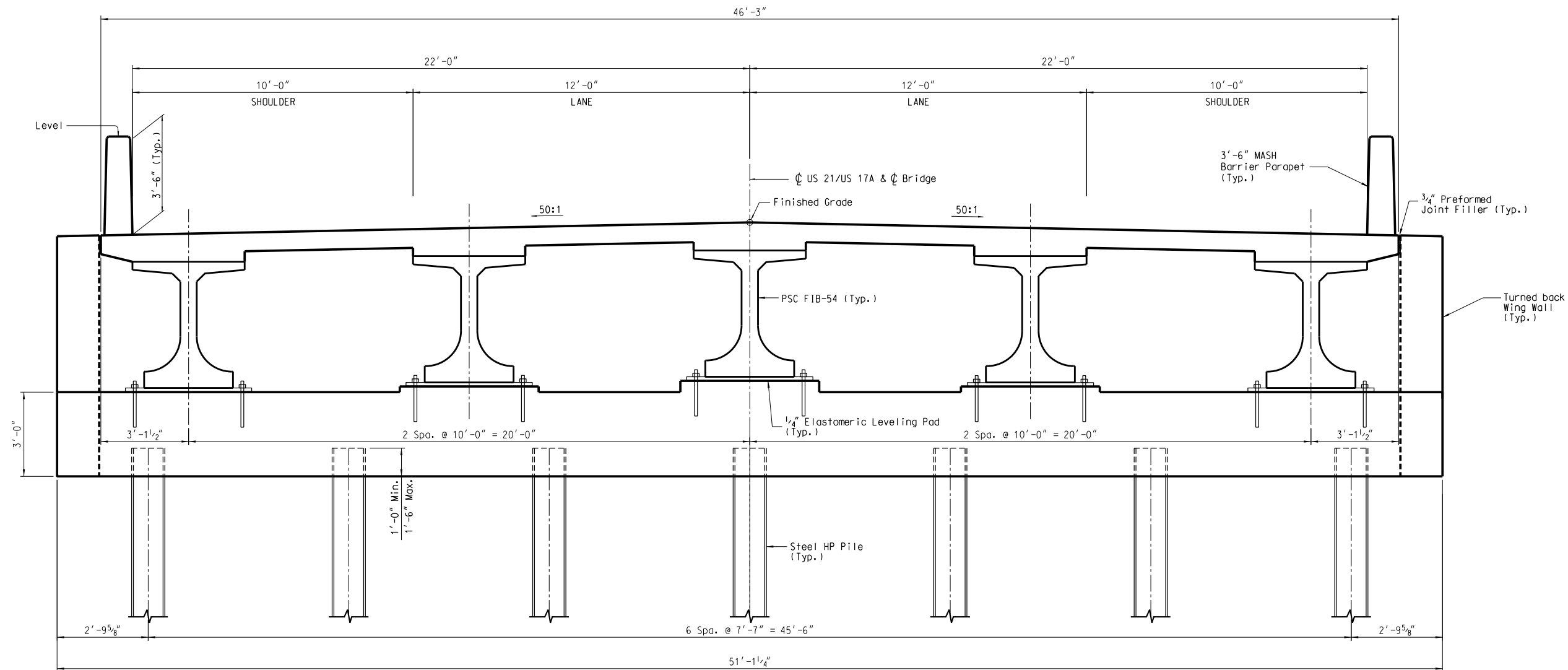


Appendix A



TRANSYSTEMS

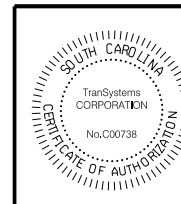
A.1 - BRIDGE PLANS



END BENT TYPICAL SECTION

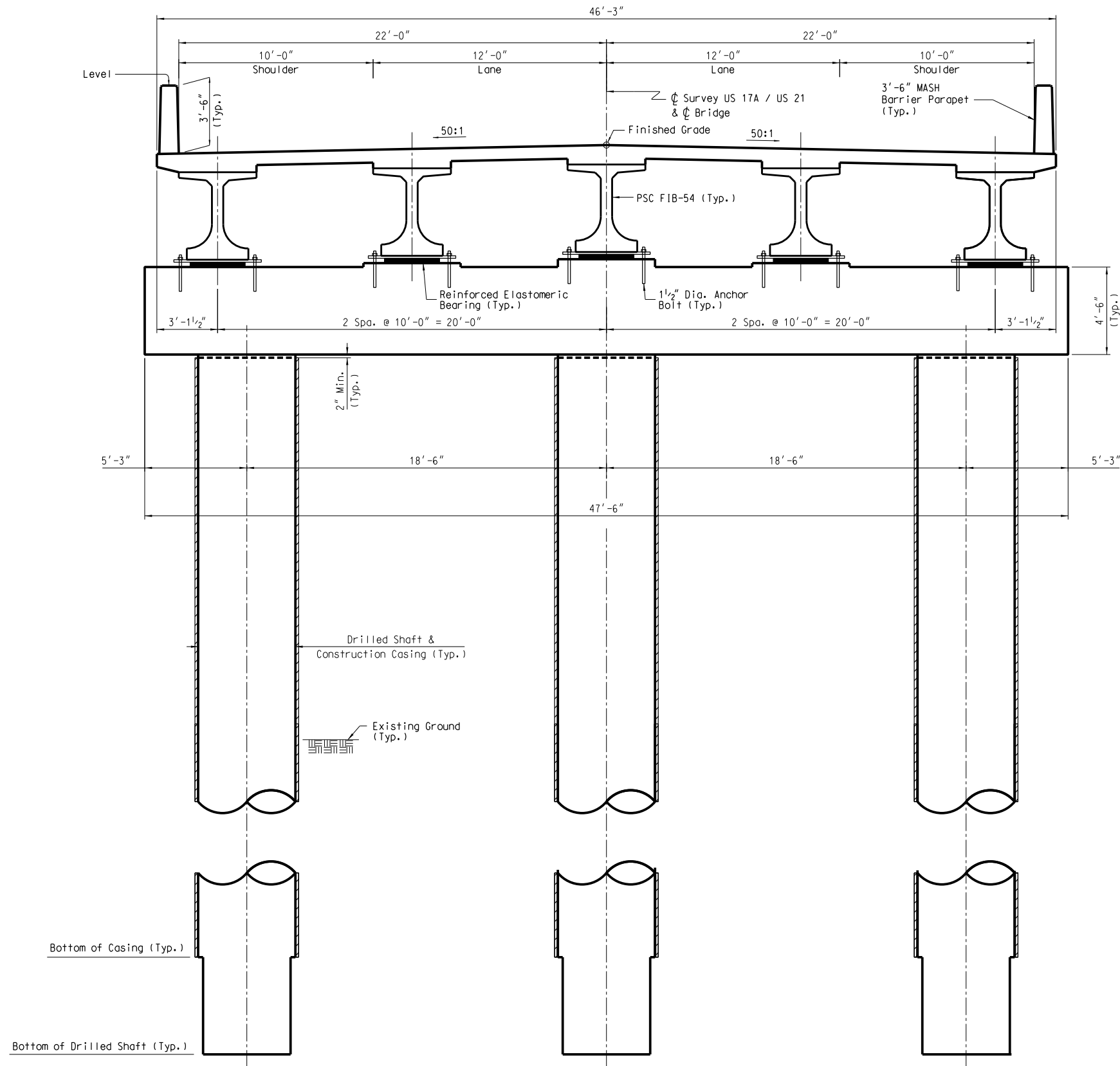
Note: Superstructure dimensions shown perpendicular to ϕ Bridge
Note: Substructure dimensions shown along ϕ bent

CONCEPTUAL PLANS
NOT FOR CONSTRUCTION



REV.			
REV.			
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REVIEWED	K. WAGNER		
QUAN.			
DR.	VAU	MWR	12-23
DES.	VAU	MWR	12-23
BY	CHK.	DATE	

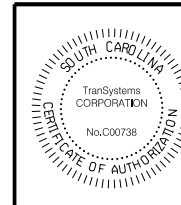
	CROWDER CONSTRUCTION COMPANY
TRANSYSTEMS	1859 SUMMERVILLE AVENUE, SUITE 600 N. CHARLESTON, SC 29405 (843) 266-9300
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION	
BRIDGE TYPICAL SECTION (END BENTS)	
COUNTY	BEAUFORT / HAMPTON
ROUTE	US 17A / US 21




INTERIOR BENT TYPICAL SECTION

Note: Superstructure dimensions shown perpendicular to ϕ bridge
Note: Substructure dimensions shown along ϕ bent

CONCEPTUAL PLANS
NOT FOR CONSTRUCTION



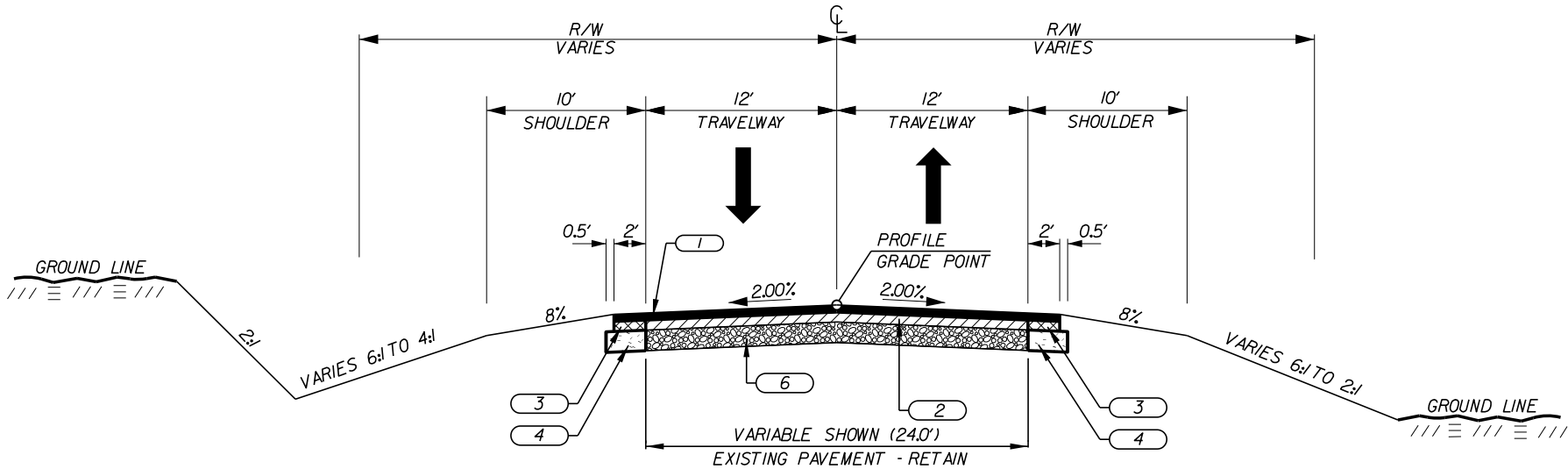
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REVIEWED	K. WAGNER		
QUAN.			
DR.	VAU	MWR	12-23
DES.	VAU	MWR	12-23
BY	CHK.	DATE	

	CROWDER CONSTRUCTION COMPANY
TRANSYSTEMS	1859 SUMMERVILLE AVENUE, SUITE 600 N. CHARLESTON, SC 29405 (843) 266-9300
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION	
BRIDGE TYPICAL SECTION (INTERIOR BENTS)	
COUNTY	BEAUFORT / HAMPTON
ROUTE	US 17A / US 21

A.2 - ROADWAY PLANS

FED. ROAD DIV. NO.	STATE	COUNTY	PROJECT ID	RTE. NO.	SHEET NO.
3	S.C.	BEAUFORT HAMPTON	P042942	US-17A/ US-21	1

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



TYPICAL SECTION NO.1

MILL AND OVERLAY

RD. US-17A/US-21 (FRAMPTON ROAD)
STA. 1093+50.00 TO STA. 1094+30.00
STA. 1118+40.00 TO STA. 1119+15.00

GENERAL NOTES:

SEE PLANS FOR LOCATIONS OF DITCH AND FILL SECTIONS.

TIE TO EXISTING TRAFFIC LANE AND SHOULDER WIDTHS

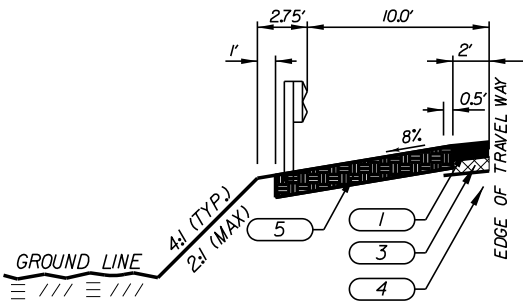
NEW PAVEMENT TO BE CONSTRUCTED TO OPTION 2 OF
DESIGN CRITERIA. (ASPHALT OPTION)

SECTION NOTES:

6:1 SLOPE 0'-5' FILL HEIGHT

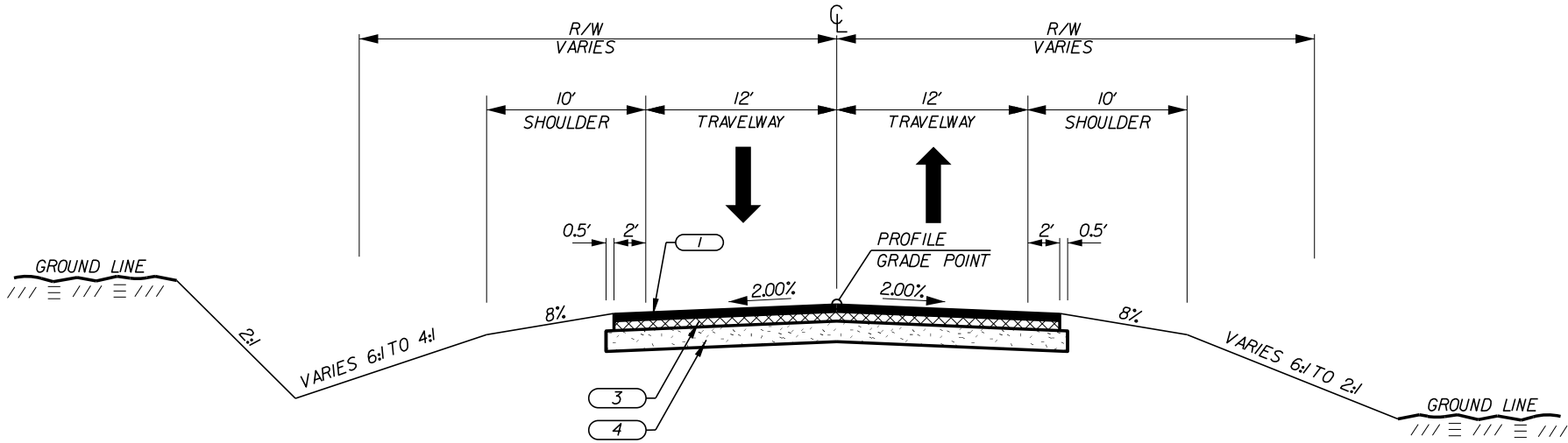
4:1 SLOPE 5'-10' FILL HEIGHT

2:1 SLOPE >10' FILL HEIGHT AND AT BRIDGE ENDS



TYPICAL GUARDRAIL SECTION FOR OUTSIDE SHOULDER

SEE PLANS FOR GUARDRAIL LOCATIONS
REFER TO SCDOT STD. DRAWING NO. 805-115-10
FOR GRADING SCHEME AT END TREATMENTS



TYPICAL SECTION NO.2

NEW PAVEMENT

RD. US-17A/US-21 (FRAMPTON ROAD)
STA. 1094+30.00 TO STA. 1105+03.38 (BEGIN BRIDGE)
STA. 1107+49.38 (END BRIDGE) TO STA. 1118+40.00

US 17A / US 21 (FRAMPTON RD)

FC= MINOR RURAL ARTERIAL DS= 55 MPH

RTE.	DESIGN SPEED	
MPH	FROM STA.	TO STA.
55	1093 + 50.00	1119 + 15.00

PAVEMENT DESIGN

APPROVED BY

DATE _____

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

**US-17A/US-21 OVER CSX
EMERGENCY BRIDGE REPLACEMENT**

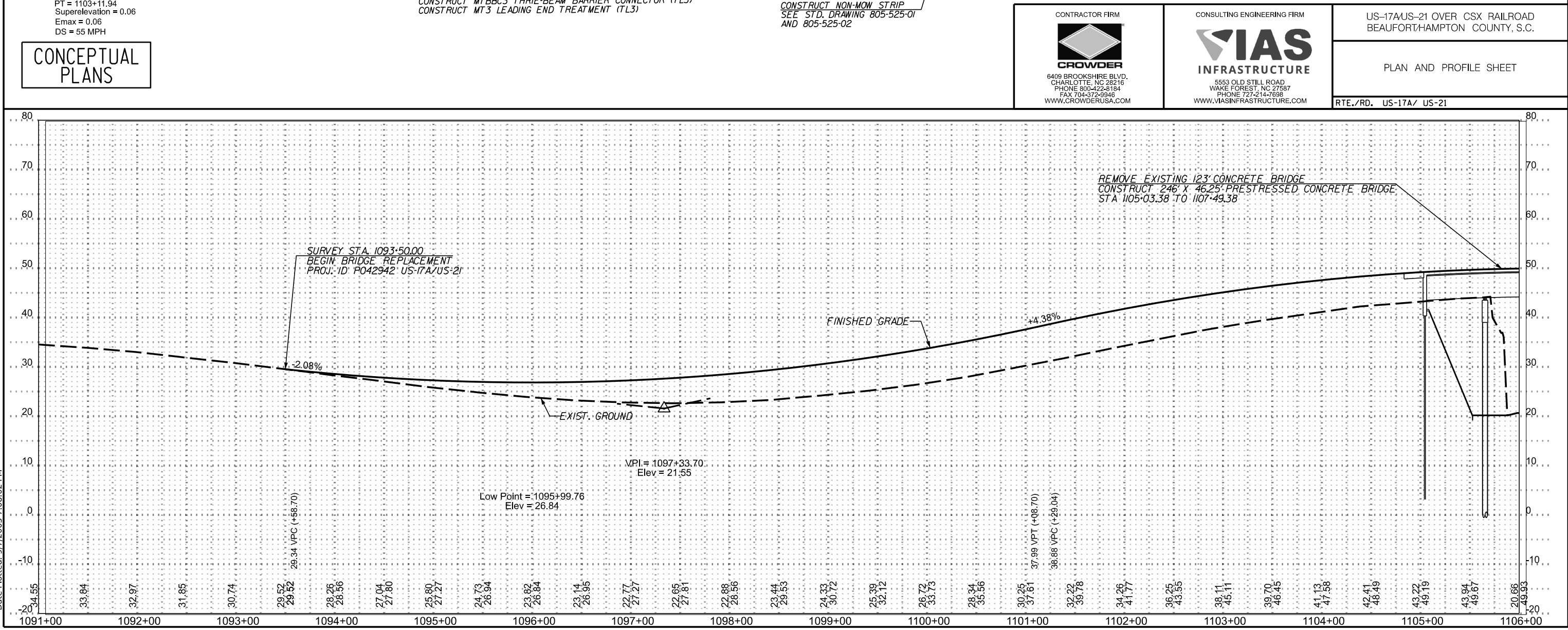
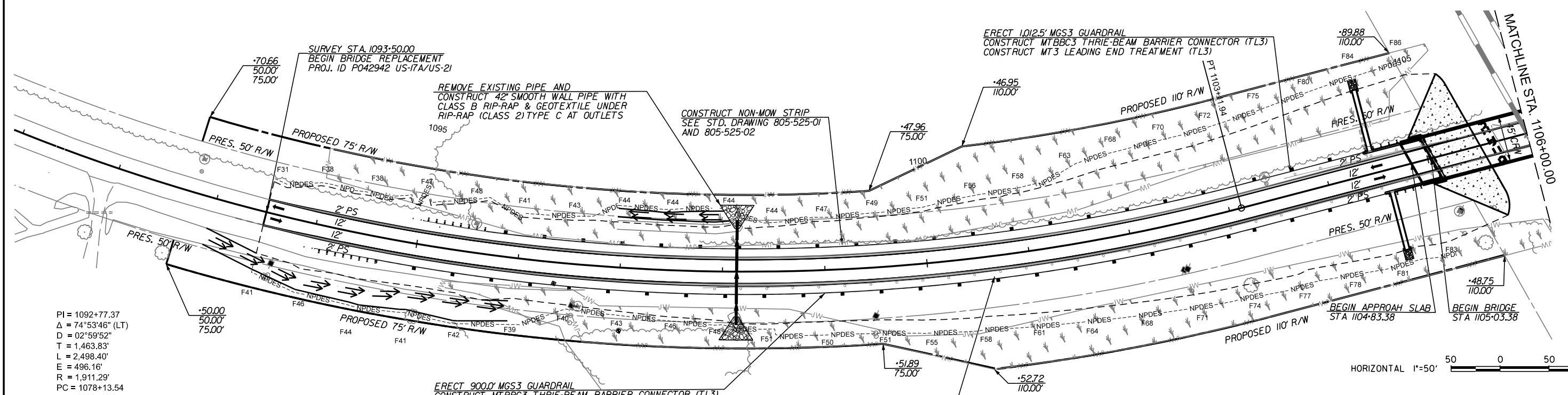
TYPICAL SECTIONS

SCALE: NTS	RTE.	DWG. NO.
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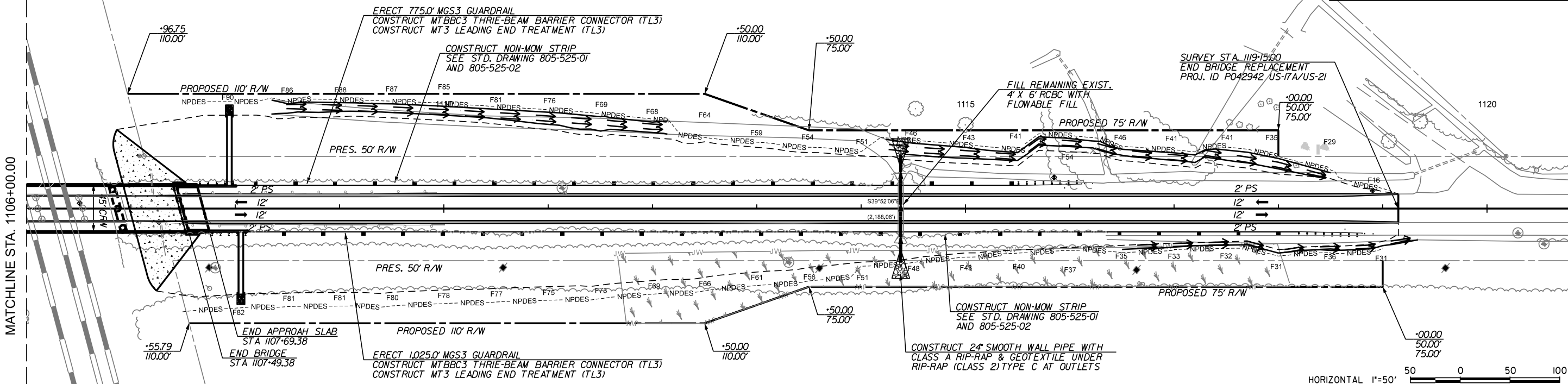
CONCEPTUAL PLANS

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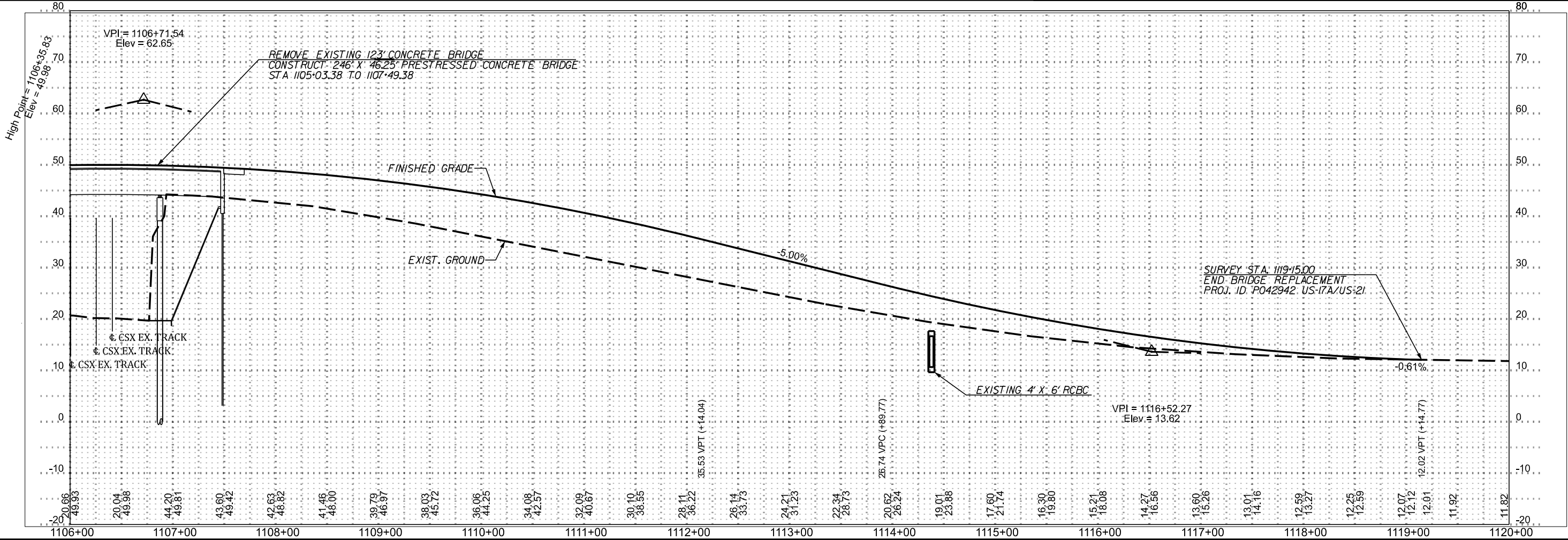


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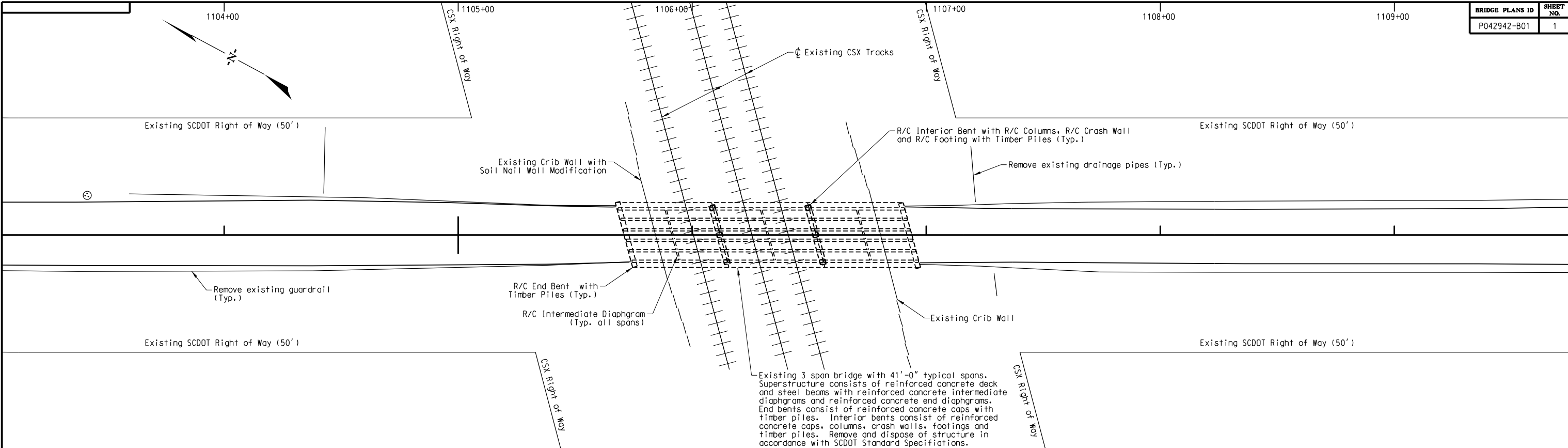
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3	S.C.	BEAUFORT/HAMPTON	P042942	US-17A/US-21	3



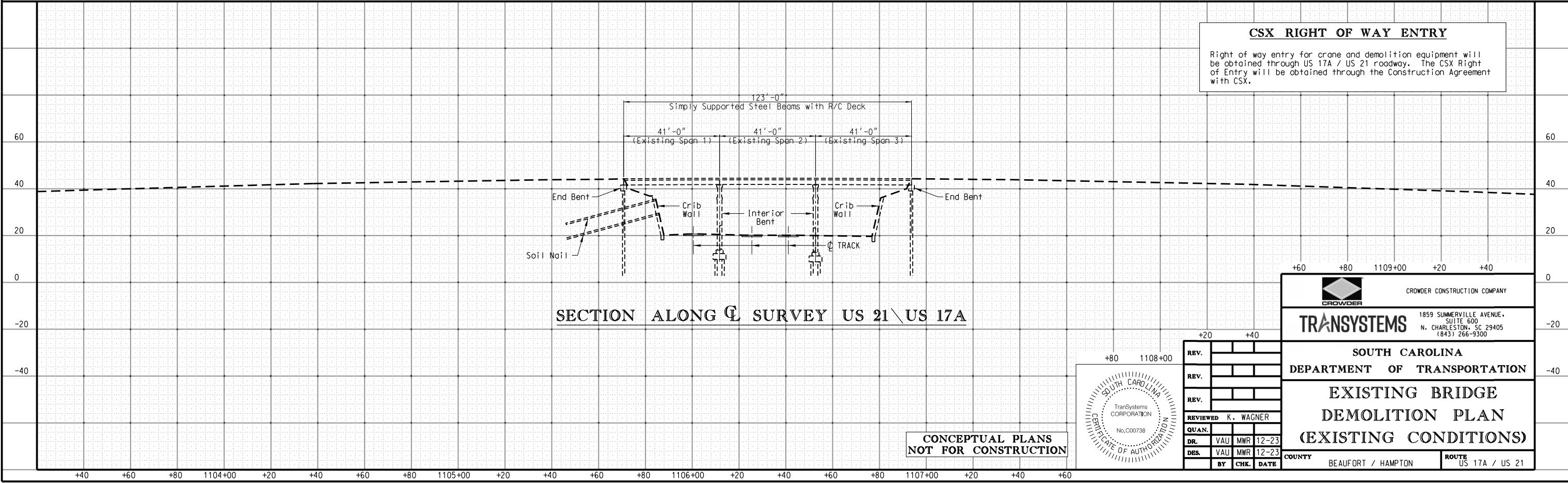
CONTRACTOR FIRM CROWDER 6409 BROOKSHIRE BLVD. CHARLOTTE, NC 28216 PHONE 800-422-6184 FAX 704-372-9946 WWW.CROWDERUSA.COM	CONSULTING ENGINEERING FIRM VIAS INFRASTRUCTURE 5553 OLD STILL ROAD WAKE FOREST, NC 27587 PHONE 727-214-7698 WWW.VIASINFRASTRUCTURE.COM	US-17A/US-21 OVER CSX RAILROAD BEAUFORT/HAMPTON COUNTY, S.C.
		PLAN AND PROFILE SHEET
		RTE./RD. US-17A/ US-21

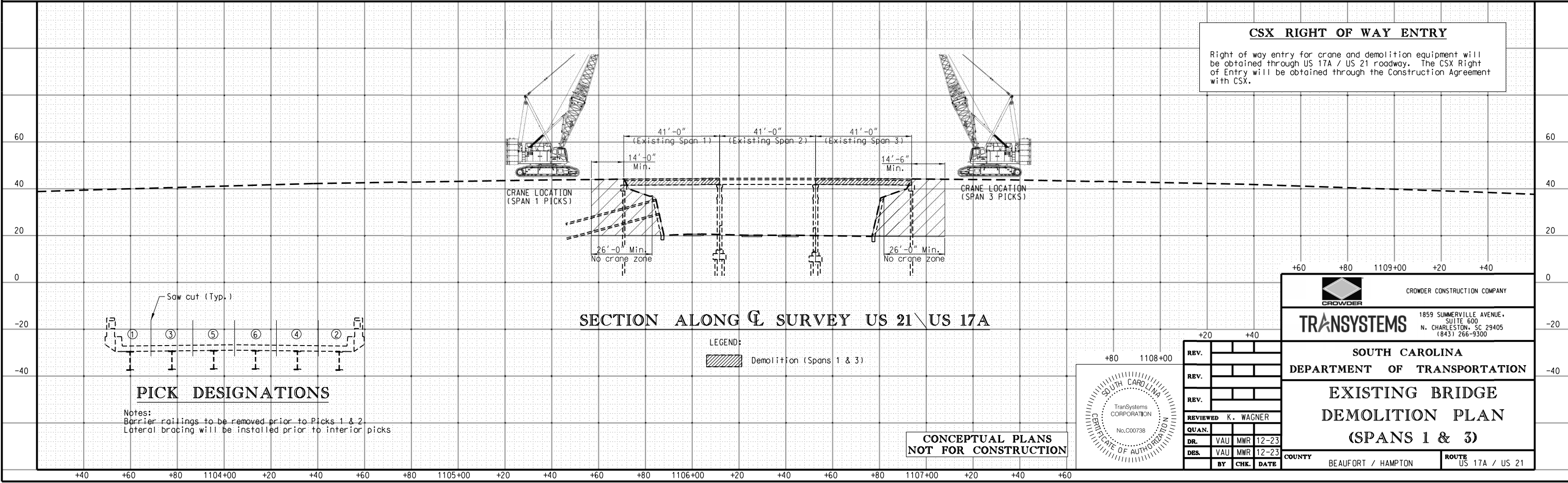
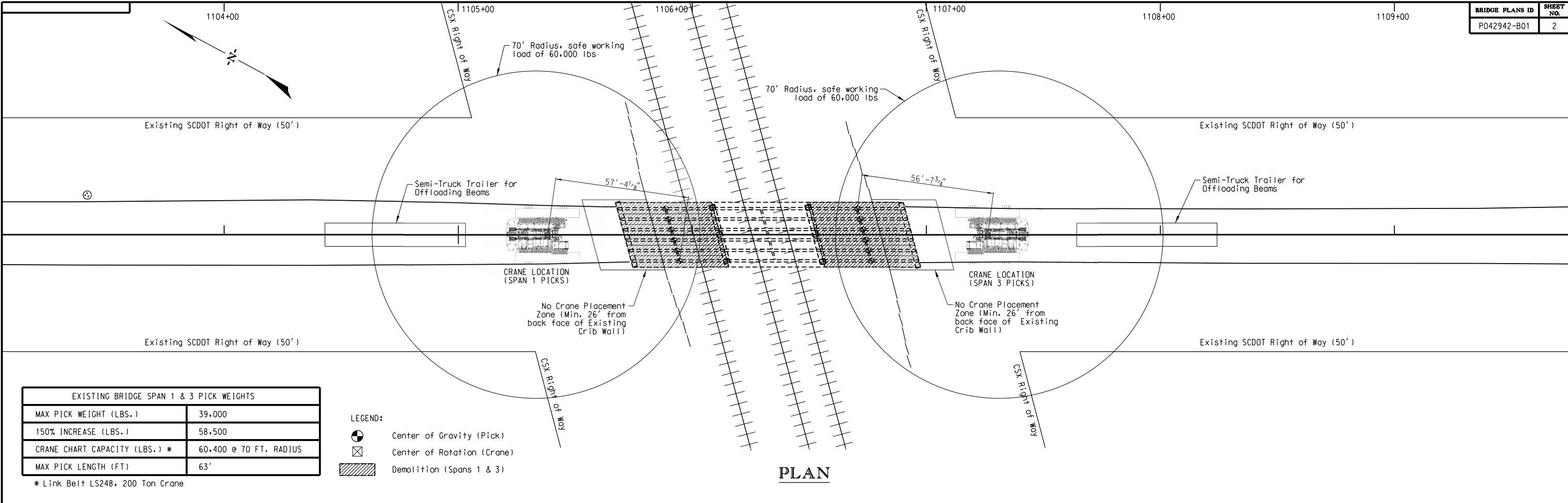


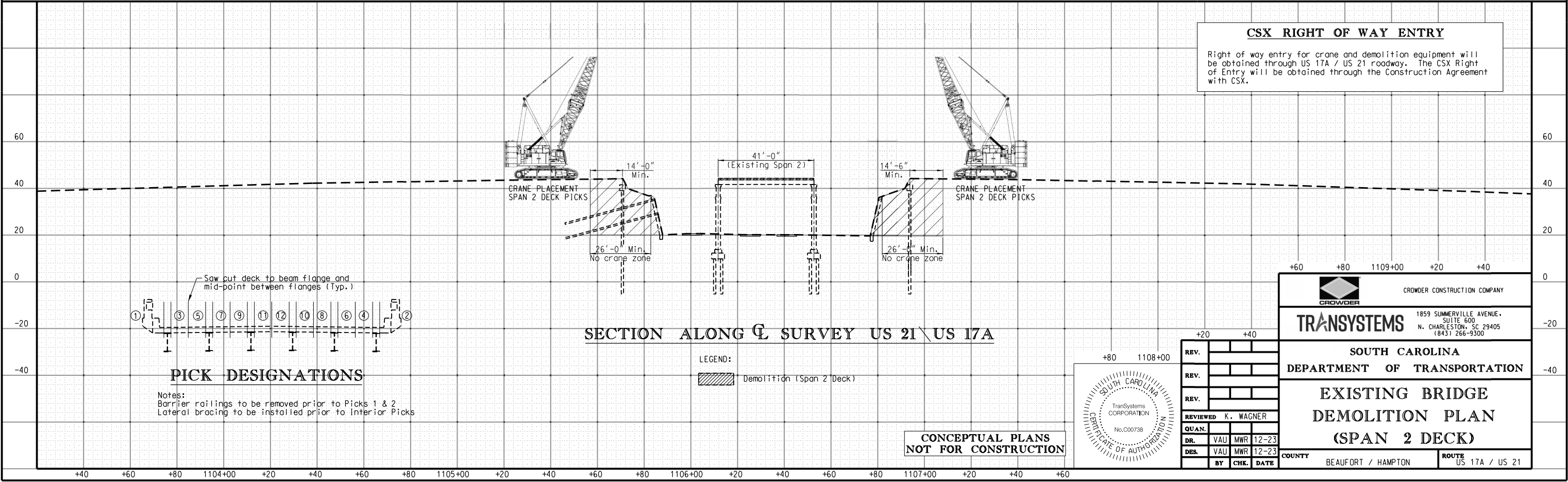
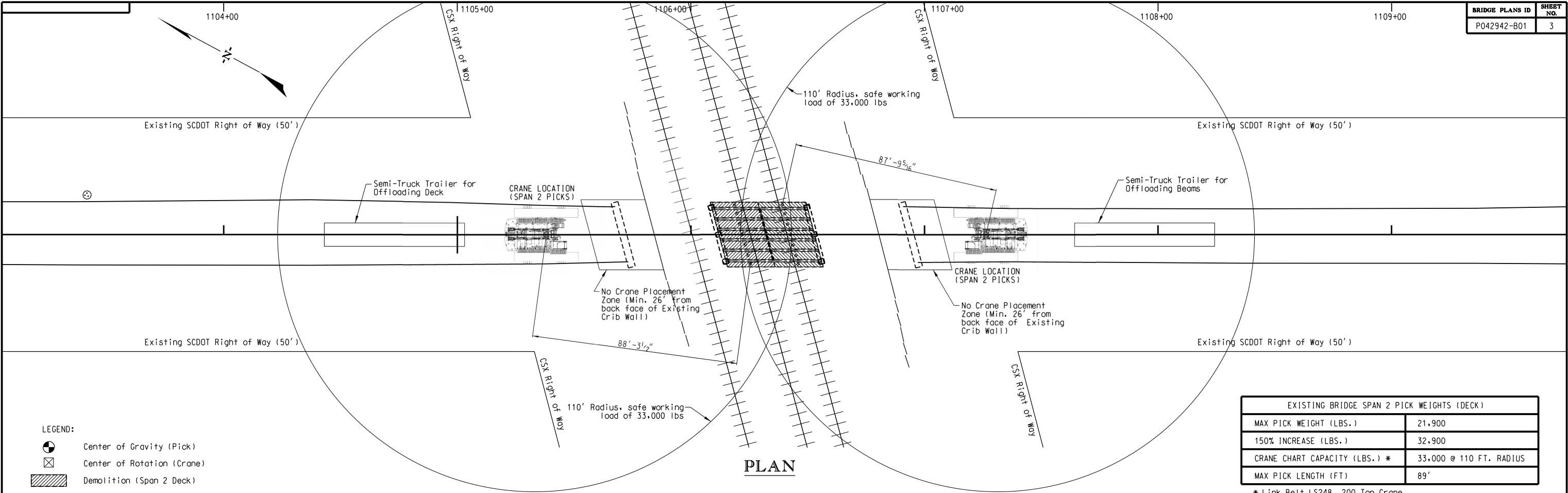
A.3 - BRIDGE DEMOLITION PLANS

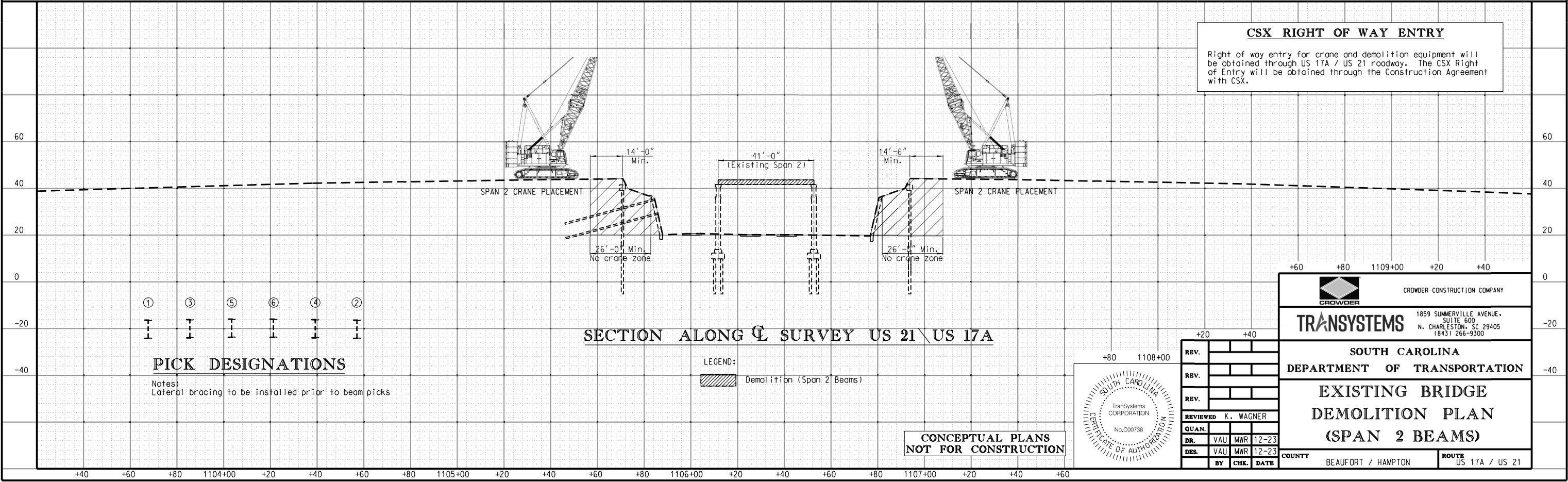
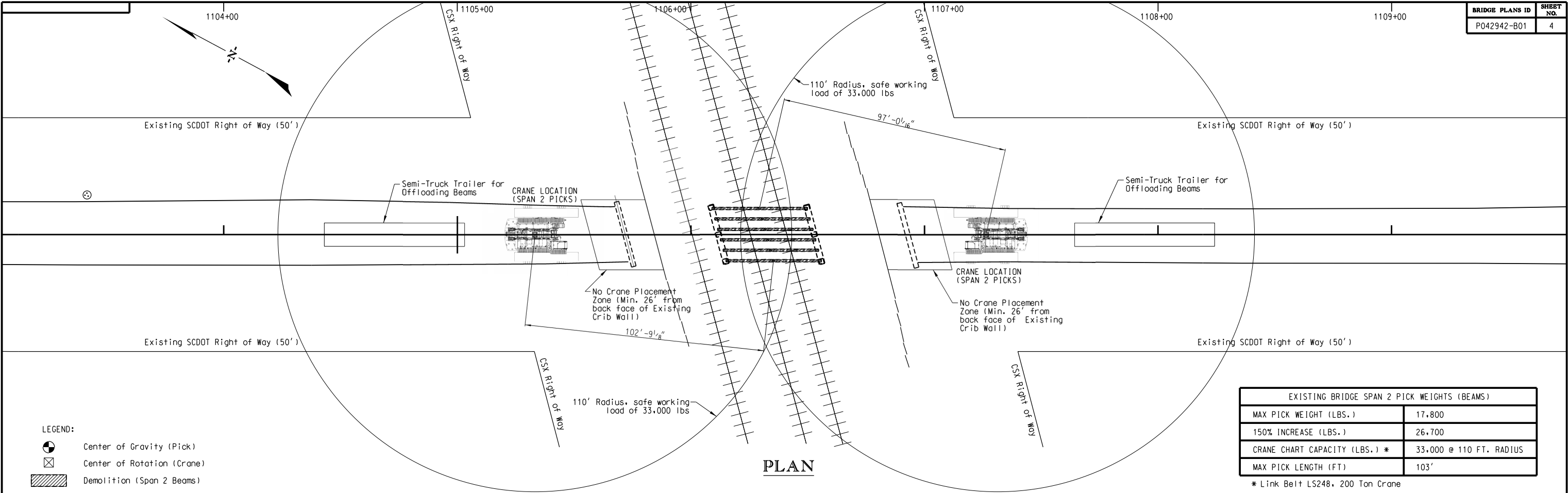


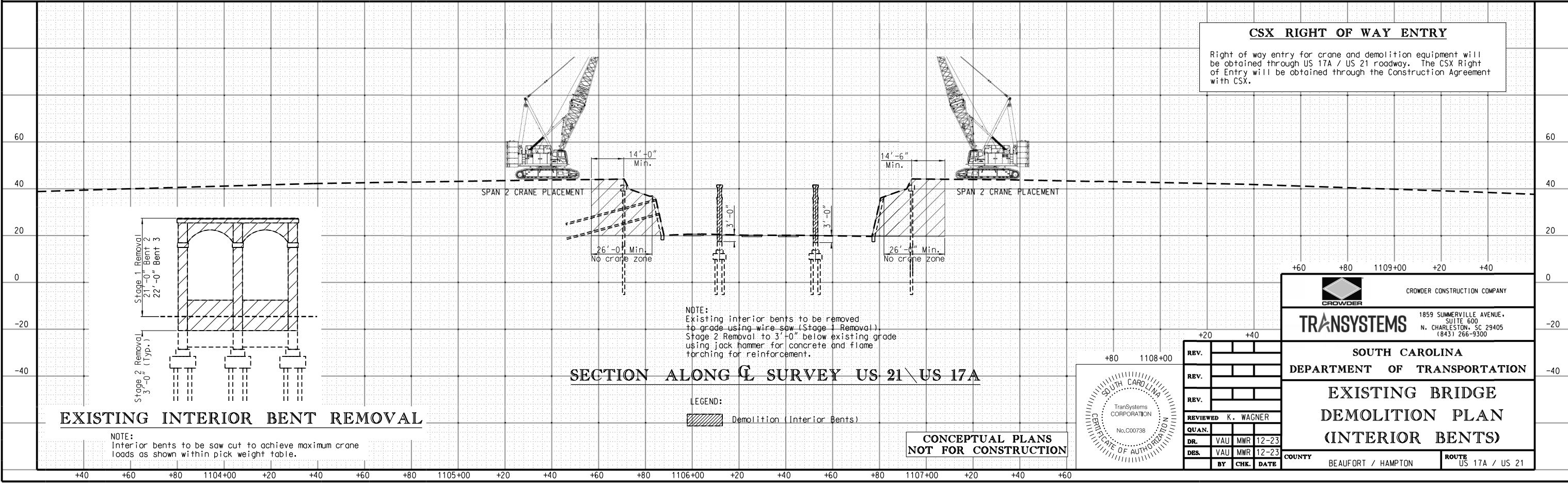
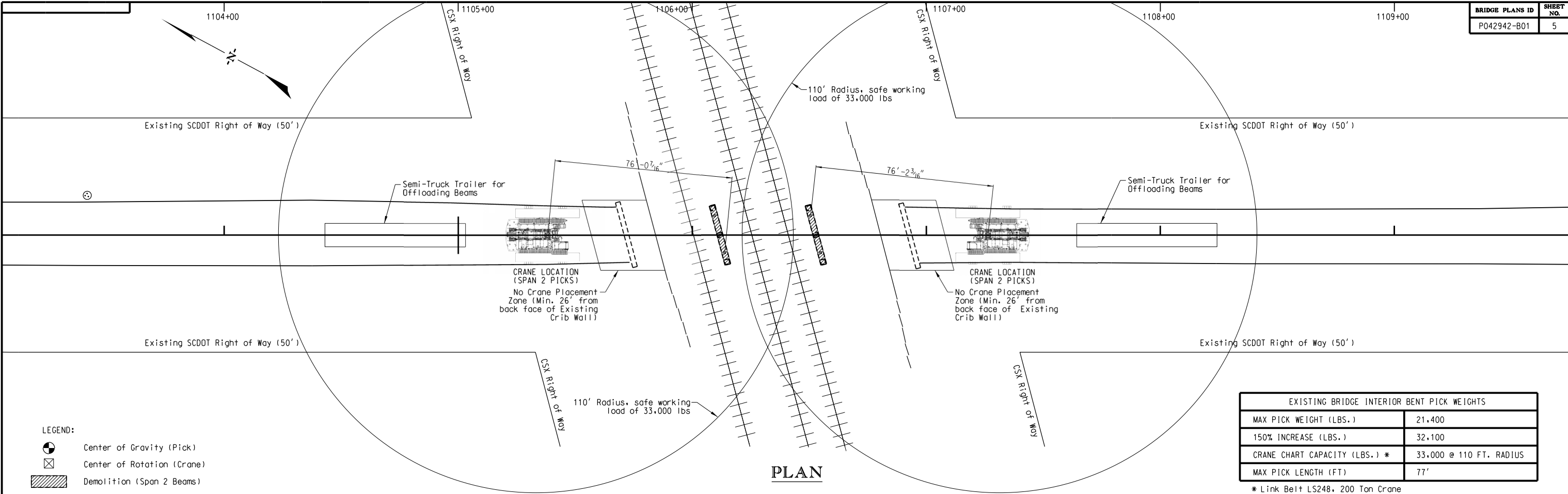
PLAN

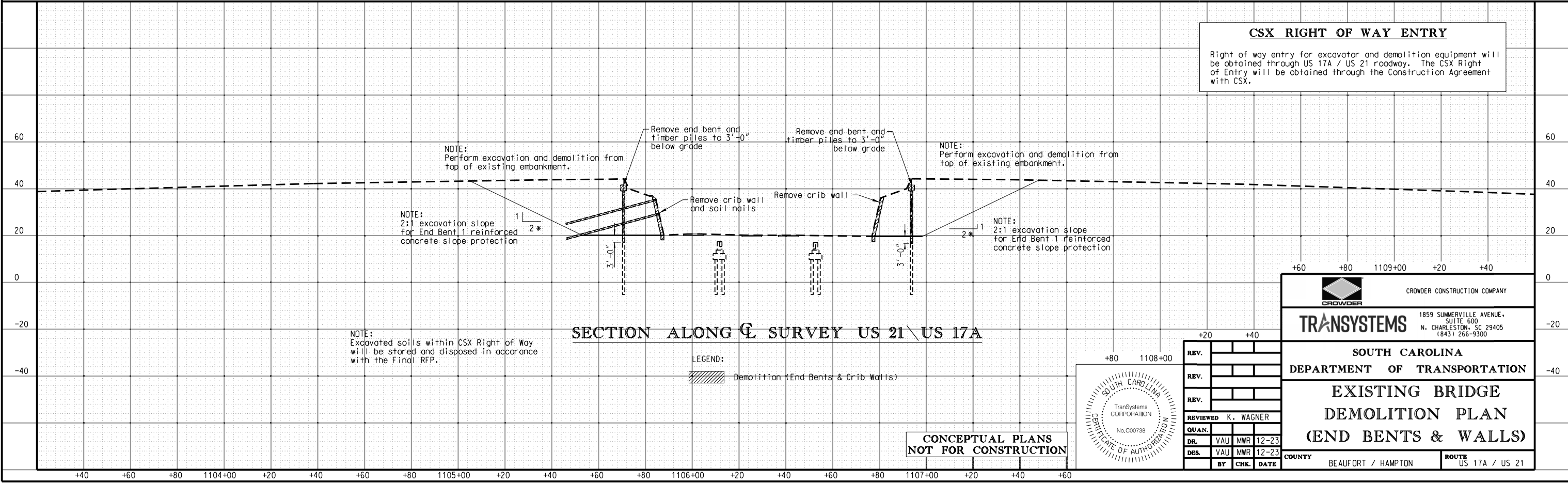
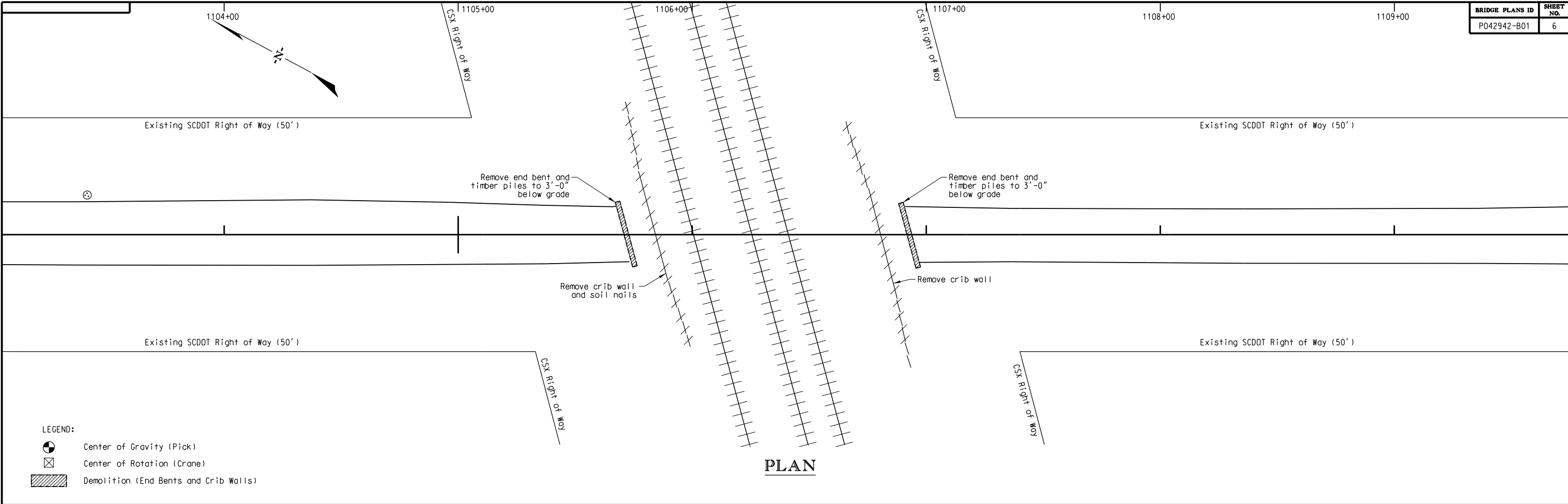


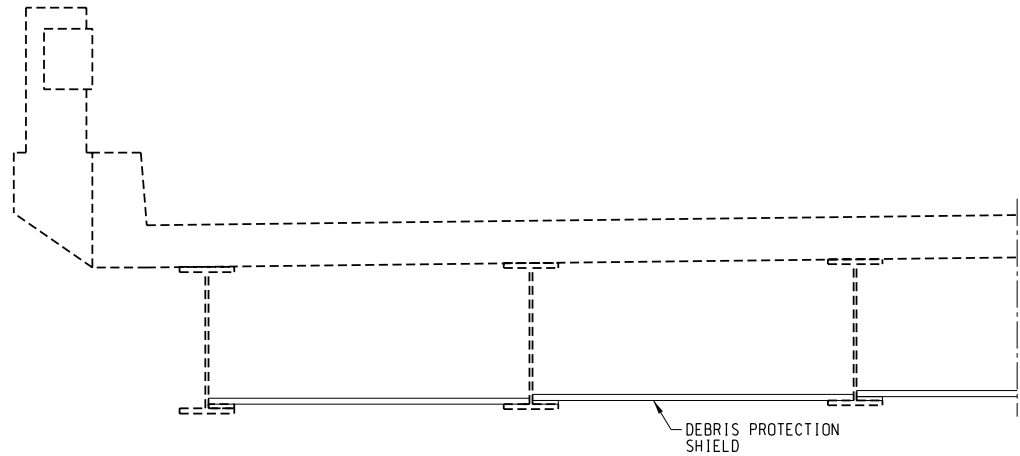




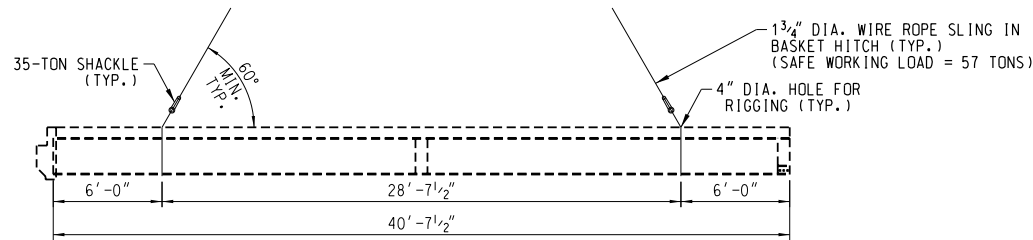




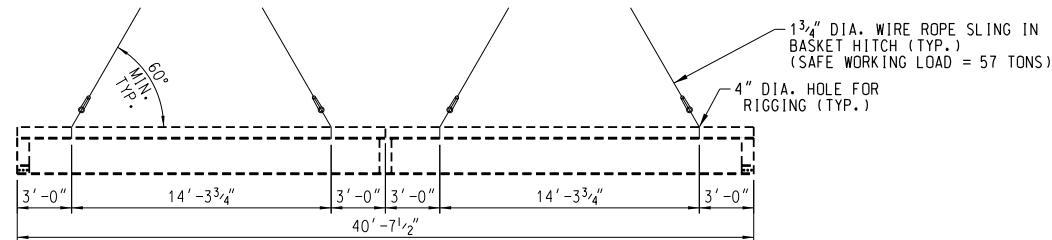




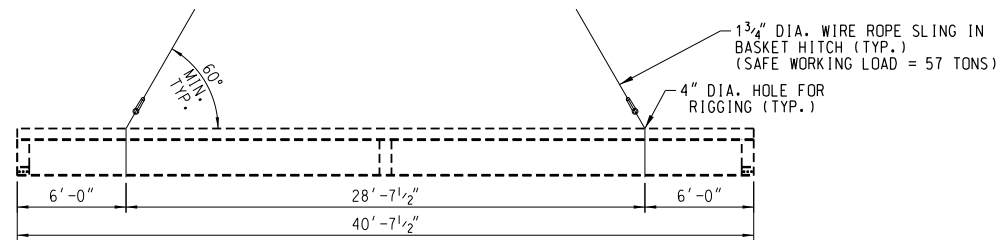
DEBRIS PROTECTION SHIELD DETAILS



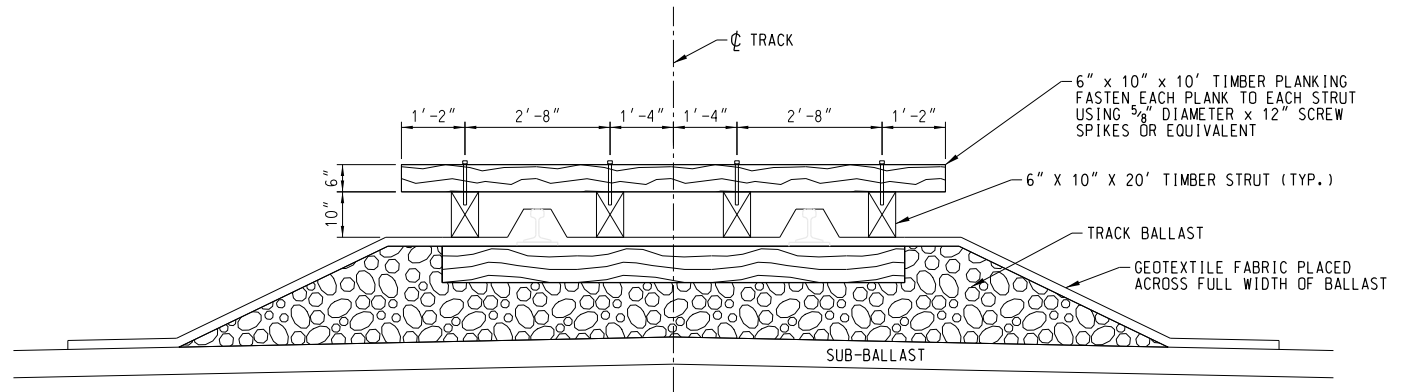
SPANS 1 & 3 BEAM RIGGING DETAILS



SPAN 2 DECK RIGGING DETAILS

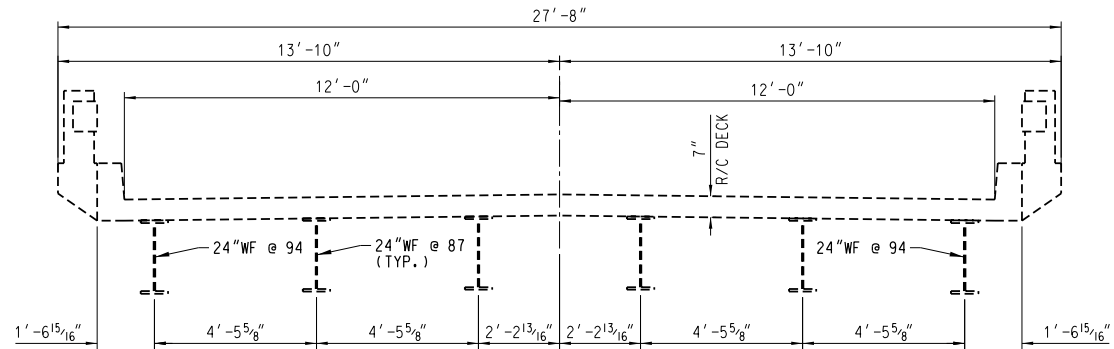


SPAN 2 BEAM RIGGING DETAILS



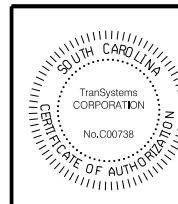
TRACK PROTECTION DETAIL

1. PLACE TRACK PROTECTION AS NECESSARY OVER TRACKS THAT ARE UNDER DEMOLITION OPERATIONS. SUBJECT TO APPROVAL BY THE RAILWAY'S REPRESENTATIVE OR FLAGMAN. TRACK PROTECTOIN SHALL EXTEND 25 FT. BEYOND ALL DEMOLITION WORK.
2. CROSSTIES WILL EXTEND A MINIMUM OF 2" ABOVE THE TOP OF RAIL.
3. TRACK PROTECTION IS TO BE CONSTRUCTED OF SUCH DIMENSION TO BE EASILY REMOVED FOR PASSAGE OF TRAINS.
4. TRACK PROTECTION SHALL BE IN PLACE FOR CRANE PICKS OCCURING OVER ALL SPANS OVER AND IMMEDIATELY ADJACENT TO CSXT TRACKS. THEREFORE, TRACK PROTECTION SHALL BE INSTALLED OVER CSXT TRACKS FOR THE DEMOLITION OF SPANS 1-3.



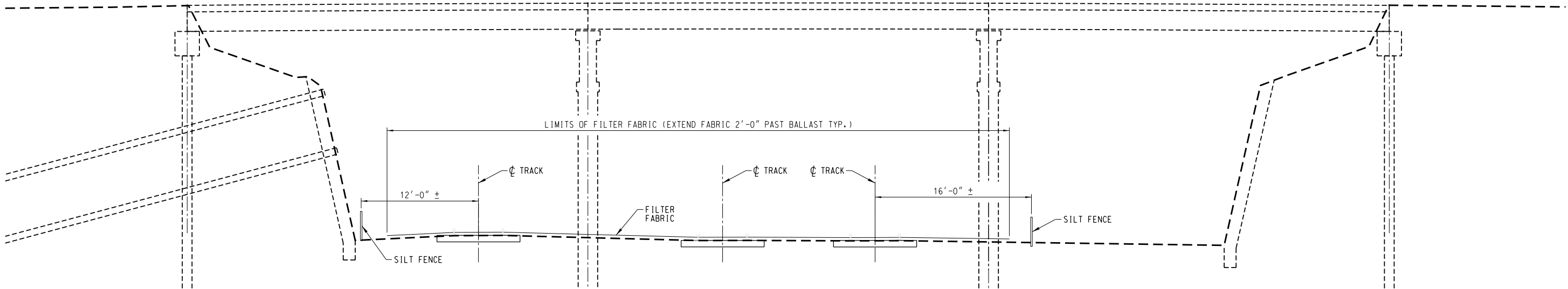
EXISTING BRIDGE TYPICAL SECTION

CONCEPTUAL PLANS
NOT FOR CONSTRUCTION



REV.			
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REVIEWED	K. WAGNER		
QUAN.			
DR.	VAU	MWR	12-23
DES.	VAU	MWR	12-23
BY	CHK.	DATE	

	CROWDER CONSTRUCTION COMPANY
TRANSYSTEMS	1859 SUMMERVILLE AVENUE, SUITE 600 N. CHARLESTON, SC 29405 (843) 266-9300
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION	
EXISTING BRIDGE DEMOLITION PLAN MISC. DETAILS 1	
COUNTY	BEAUFORT / HAMPTON
ROUTE	US 17A / US 21



RAILROAD EROSION CONTROL DETAIL

- RAILROAD EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO PERFORMING ANY WORK IN THE RAILROAD RIGHT-OF-WAY.
- ADDITIONAL EROSION CONTROL MEASURES FOR PROTECTION OF RAILROAD DITCHES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
- NO SEPERATE PAYMENT WILL BE MADE FOR RAILROAD EROSION CONTROL MEASURES.
- LIMITS OF SILT FENCE AND FILTER FABRIC PARALLEL TO RAILROAD SHALL EXTEND TO A MINIMUM OF 25'-0" OUTSIDE EDGE OF SUPERSTRUCTURE OR TOE OF SLOPE OF CONSTRUCTION. A GREATER LENGTH OF SILT FENCE OF FILTER FABRIC MAY BE REQOUIED IF SO DIRECTED BY THE ENGINEER.
- FILTER FABRIC TO BE NAILED TO TIMBER RAIL TIES WITH PRIME SOURCE GRIP CAP OR EQUIVALENT FILTER FABRIC ON SHOULDER TO BE SECURED AS DIRECTED BY THE ENGINEER AND RAILROAD.

GENERAL DEMOLTION NOTES:

- ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2007 EDITION AND THE PROJECT SUPPLEMENTAL SPECIFICATIONS.
- CONTRACTOR SHALL VERIFY ALL FIELD DIMENSIONS AND WEIGHTS.
- CRANES #1 (LEFT) AND #2 (RIGHT) SHALL BE A LINK-BELT LS-248H HYLAB SERIES (200 TON) CRAWLER CRANE WITH COUNTERWEIGHT ABC+20,000 LBS. (89,000 LBS.) AND 120 FT. TUBE BOOM WITH OPEN THROAT TOP SECTION. THE MAXIMUM PICK RADII SHALL BE SHOWN IN THE PLANS. CRANE SHALL NOT GO ONTO EXISTING BRIDGE, OR WITHIN THE "NO CRANE ZONE".
- LOCATIONS OF CRANES ARE SHOWN FOR VISUAL REFERENCE ONLY. CONTRACTOR MAY MOVE CRANES AS NECESSARY AS LONG AS CRANES ARE WITHIN THE CHART CAPACITIES AS SHOWN IN PLANS. ADDITIONALLY, CONTRACTOR MAY SUBSTITUTE CRANES AS DESIRED AS LONG AS THE CRANE BEING USED HAS CAPACITY IN EXCESS OF THAT SHOWN IN THE PLANS. PICK RADII SHALL BE VERIFIED BY THE CONTRACTOR.
- ALL RIGGING SHALL BE RATED (SAFE WORKING LOAD) FOR THE LOAD INDICATED ON THE PLANS. RIGGING SHALL BE IN GOOD CONDITION AS ESTABLISHED BY THE SCDOT AND THE RAILROAD. DAMAGED RIGGING SHALL BE REPLACED.
- ALL LIFTS SHALL BE SMOOTH WITH NO SUDDEN STARTS OR STOPS.
- ALL LIFTS SHALL BE COMPLETED PRIOR TO PASSING OF RAILROAD TRAFFIC OR AS DIRECTED BY RAILROAD FLAGMAN.
- TRACM PROTECTION SHALL BE INSTALLED DURING DEMOLITION OF SPANS 1-3. FILTER FABRIC SHALL BE INSTALLED TO COVER THE RAILROAD BALLAST TO 25. FT BEYOND THE PROPOSED LIMIT OF WORK AREA IS SPANS 1-3. FILTER FABRIC SHALL BE CONTINUOUSLY MAINTAINED.
- DURING DEMOLITION, THE MINIMUM CLEARANCES SHALL NOT BE LESSER THAN THE EXISTING VERTICAL CLEARANCE AND HORIZONTAL CLEARANCES OF THE EXISTING BRIDGE.

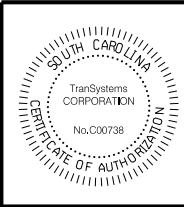
- PRIOR TO CUTTING CONCRETE/STEEL SECTIONS FREE OF STRUCTURE, THE SECTION BEING LIFTED SHALL BE SECURELY ATTACHED TO CRANE(S) BY THE APPROPRIATE METHOD.
- ANY LOOSE MATERIALS MUST BE COMPLETELY REMOVED FROM THE SUPERSTRUCTURE PRIOR TO THE PASSAGE OF TRAINS DURING THE COURSE OF THE DAY'S WORK AND AT THE COMPLETION OF EACH WORKDAY.
- THE RAILROAD'S REPRESENTATIVE MUST BE PRESENT AT THE SITE DURING THE ENTIRE DEMOLITION PROCEDURE.
- THE CONTRACTOR SHALL ENSURE THE EXISTING DRAINAGE IS MAINTAINED OPERATIONAL AND FREE OF DEBRIS DURING THE ENTIRE DEMOLITION PROCESS.
- DISPOSAL AREA SHOWN FOR VISUAL REFERENCE ONLY. CONTRACTOR MAY ADJUST LOCATION OF DISPOSAL AREA AS LONG AS IT DOES NOT ENCROACH UPON THE EXISTIG HORIZONTAL CLEARANCE.
- CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS DURING LIFTING PROCEDURES TO ENSURE THAT SECTION BEING PICKED DOES NOT SIP OR ROTATE IN SLINGS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINIG IF CRANE MATS ARE NECESSARY.
- DEMOLITION OF SPANS 1-3 BY CONTRACTOR.

150% CRANE CAPACITY REQUIREMENT

ALL LIFTING EQUIPMENT AND CONNECTION DEVICES SHALL HAVE CAPACITY FOR 150% OF THE ACTUAL LIFTING LOAD. THE FACTOR OF SAFETY PROVIDED BY THE MANUFACTURER IN THE LIFTING CAPACITY DATA SHALL NOT BE CONSIDERED IN THE 150% REQUIREMENT. A LICENSED PROFESSIONAL ENGINEER, FAMILIAR WITH LIFTING AND RIGGING, IN THE STATE WHERE THE CONSTRUCTION WORK IS PROPOSED MUST SIGN AND SEAL ALL PLANS AND CALCULATIONS RELATED TO CRITICAL LIFTING ON THE PROJECT.

\$DATE\$
\$TIME\$

CONCEPTUAL PLANS
NOT FOR CONSTRUCTION



REV.			
REV.			
REV.			
REVIEWED	K. WAGNER		
QUAN.			
DR.	VAU	MWR	12-23
DES.	VAU	MWR	12-23
BY	CHK.	DATE	

CROWDER CONSTRUCTION COMPANY

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

TRANSYSTEMS

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE
DEMOLITION PLAN
MISC. DETAILS 2

COUNTY BEAUFORT / HAMPTON

ROUTE US 17A / US 21



Appendix B



TRANSYSTEMS

12. EQUAL EMPLOYMENT OPPORTUNITY CERTIFICATION

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

Select the Certification that applies to the PROPOSER:

Certification (1) ☒ or Certification (2) ☐

Select the appropriate responses in the applicable Certification:

Certification (1): Pursuant to 41 C.F.R. §60-1.7(b)(1), Previous Equal Employment Opportunity Performance Certification, as the Prospective Prime Contractor, I HEREBY CERTIFY THAT I:

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

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

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

OR

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

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

Executed on 12/18, 2023 .

Signed: 

(Officer/PROPOSER)

Title: George F. Ellis, Executive Vice President

Company: Crowder Construction Company

Address: PO Box 30007, Charlotte, NC 28230

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

Currently, Standard Form 100 (EEO-1) is the only report required by Executive Orders or their implementing regulations.

Proposers, Primary Members, or proposed Contractors and Consultants who have participated in a previous contract subject to the Executive Orders and have not filed the required reports shall note that 41 CFR 60-1.7(b)(1) prevents the award of contracts and subcontracts unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.

11. NON-COLLUSION CERTIFICATION

NON-COLLUSION CERTIFICATION

Project ID: P042942

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

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

Executed on December 18, 2023
(Date)

Signed: 
(Officer/Proposer)

George F Ellis, Executive Vice President
(Title)

Crowder Construction Company
(Address)

PO Box 30007, Charlotte, NC 28230

NOTICE TO PROPOSERS
US 17A/21 over CSX Emergency Bridge Replacement
Design-Build Project – Project ID P042942
Beaufort and Hampton Counties

Addendum 1

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

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

Confirmation Statement:

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



PROPOSER's Signature

December 18, 2023

Date

George F Ellis, Executive Vice President

Printed Name

For: Crowder/TranSystems
Design-Build Team Name



NOTICE TO PROPOSERS
US 17A/21 over CSX Emergency Bridge Replacement
Design-Build Project – Project ID P042942
Beaufort and Hampton Counties

Addendum 2

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

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

Confirmation Statement:

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



PROPOSER's Signature

December 18, 2023

Date

George F Ellis, Executive Vice President
Printed Name

For: Crowder/TranSystems
Design-Build Team Name



NOTICE TO PROPOSERS
US 17A/21 over CSX Emergency Bridge Replacement
Design-Build Project – Project ID P042942
Beaufort and Hampton Counties

Addendum 3

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

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

Confirmation Statement:

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


PROPOSER's Signature

December 18, 2023
Date

George F Ellis, Executive Vice President
Printed Name

For: Crowder/TranSystems
Design-Build Team Name



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

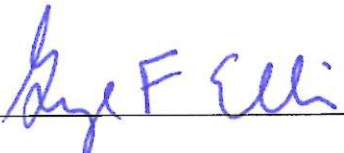
 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

December 18, 2023
Date

George F. Ellis

Print Name

Crowder Construction Company

Company

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

Name

Phone

Company

Confidential & Proprietary Information Page List

The Crowder/TranSystems team does not have any confidential or proprietary information within this proposal.