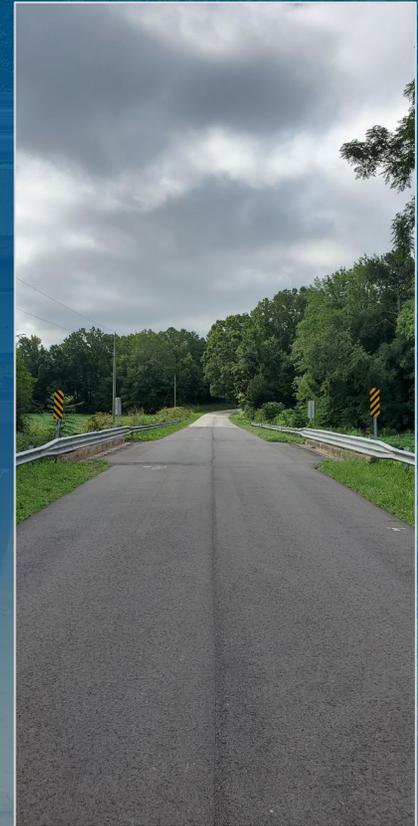


BRIDGE PACKAGE 15

Anderson, Chester, Chesterfield, and Lancaster Counties, SC

Statement of Qualifications | Design-Build Project ID 8862230 | October 19, 2022



SCDOT

HOLT

This document includes several links for ease of reference. Referenced text is noted as **TEXT** with links to various items in the proposal document.

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Bookmarks are also set on the left side of the PDF document for your convenience.

3.2 INTRODUCTION

Contracting Entity | E.S. Wagner Company, LLC (ESW) will be the lead Contracting Entity responsible for the successful delivery of this Design-Build (DB) Bridge Bundle 15. ESW’s construction capabilities encompass a wide range of services. They have multiple structure and roadway crews with the capability to complete numerous bridge and roadway jobs, simultaneously. The company has expertise and experience including, but not limited to, bridge and roadway construction, erosion control, deep foundation systems (piles, shafts), steel erection, concrete paving, retaining walls and environmental remediation. They have extensive familiarity working with state Departments of Transportation and are prequalified in 11-states. ESW has enlisted the design proficiency, knowledge, and resources of Holt Consulting Company, LLC. (Holt). As Lead Designer, Holt will serve as the prime consulting firm responsible for the overall design. Holt will be supported by trusted local subconsultants that specialize in various disciplines including geotechnical design and hydraulic design, utility coordination, SUE, right-of-way, and environmental permitting.

Contracting Entity:	E.S. Wagner Company, LLC		 
Contract / Managing Office: and Lead Contractor	Samuel Thomas “Tom” Watson, PE 1515 Shopton Road, Suite 103 Charlotte, NC 28217	864.884.0400 mobile twatson@eswagner.com	
Lead Designer:	Daniel Mitchell Atkinson, PE 2801 Devine Street, Suite 201 Columbia, SC 29205	803.908.9605 mobile 803.771.HOLT (4658) office datkinson@holtconsultingco.com	

3.2.5 COMMITMENT OF KEY INDIVIDUALS | ESW and Holt commit Tom Watson, Talley Smith, John Cummins, and Daniel Atkinson (key individuals) to the project to the extent necessary to meet SCDOT’s expectations. Our key individuals are fully committed to this project, driven to meet and exceed SCDOT’s quality and schedule expectations, and are available for the duration of the project. Our Team is also committed to providing all resources and personnel required to successfully deliver this important project for SCDOT.

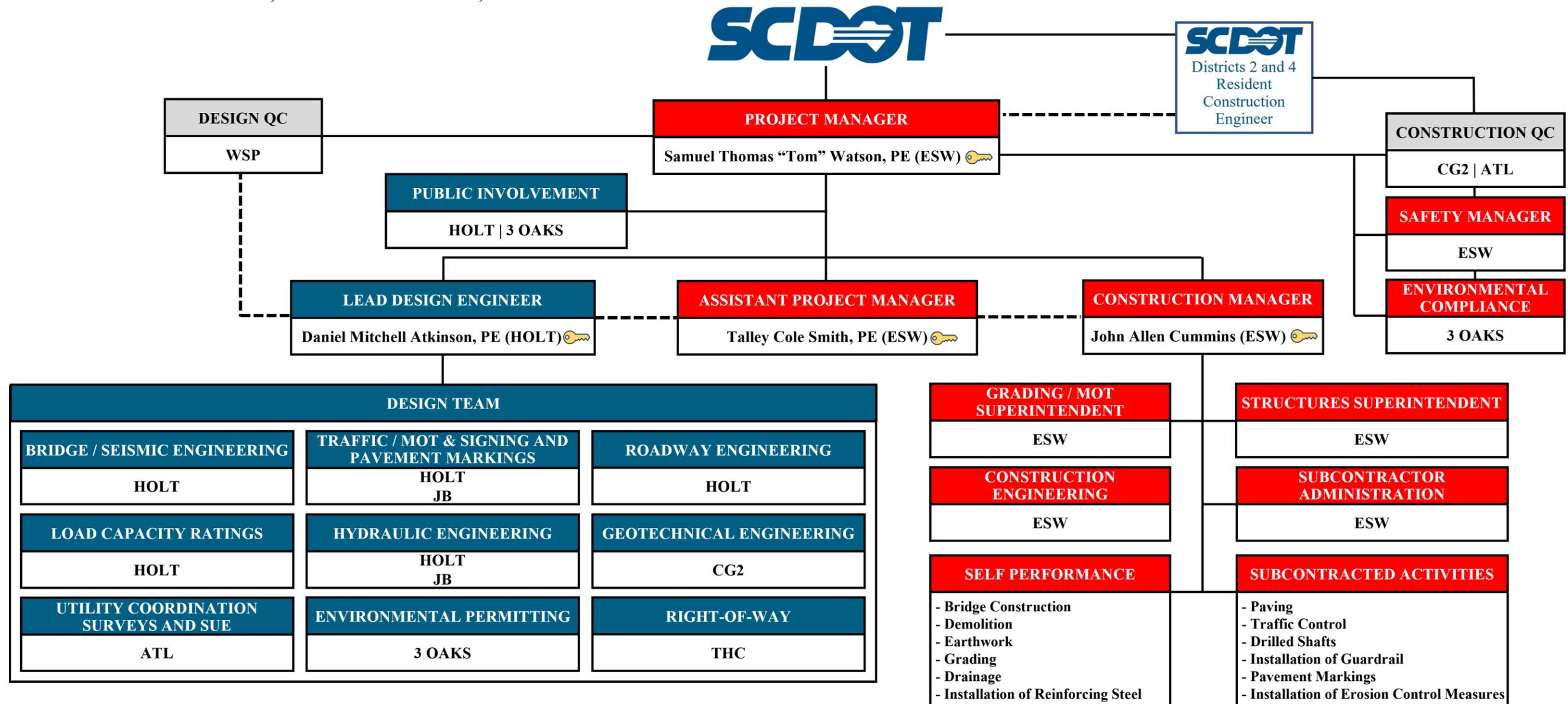
3.3 TEAM STRUCTURE AND PROJECT EXECUTION

Tom Watson and Daniel Atkinson both have the authority to make decisions on behalf of their respective companies for this project. This arrangement allows design and construction decisions to be made immediately and with full support of both companies. Tom will lead the overall project and will contract with SCDOT while Talley Smith will be the day-to-day contact after award. Daniel will lead the design and permitting, and construction engineering services. John Cummins will lead the construction effort.

LEGEND					
Team Member		Unique Entity ID	Team Member		Unique Entity ID
ESW	E.S. Wagner Company, LLC	XL5LZ9NR4PU5	JB	J. Bragg Consulting, Inc.	ZQZHWJ1TQCN6
HOLT	Holt Consulting Company, LLC	UKMCJFQWB7J3	THC	THC, Inc.	QX99U8MJN151
ATL	Atlas Technical Consultants, LLC	FB8SXSEEVAP1	3OAKS	Three Oaks Engineering, Inc.	X44JEN612J6
CG2	Carolinas Geotechnical Group, LLC	ETFMGBZ389R5	WSP	WSP, Inc.	LLWLXEU6T563

Key Personnel Team	Design Engineering	Construction Management Team
Direct Report	Line of Communication	Quality Control Team

3.3.1 ORGANIZATION CHART, TEAM STRUCTURE, AND TEAM INTEGRATION



Team Structure | ESW's Project Manager (PM), [Tom Watson, PE](#) will be the primary person responsible for, and in charge of, delivery of the project in accordance with RFQ/RFP requirements. He will also be SCDOT's primary contact for contractual communications. He will attend and lead weekly status meetings during the design and construction phases to engage all parties. He has authority in all design and construction matters and he will be available at the request of SCDOT. Tom is an executive level manager at ESW and has the authority to make immediate decisions for the Team.

Supporting Tom is [Talley Smith, PE](#) who will act as the Assistant Project Manager (APM). He will be dedicated solely to assisting in management of the project. Talley will have no other assigned project responsibilities and will be available to be on-site during all construction activities. He will also attend weekly status meetings during the design and construction phases and will be available at the request of SCDOT. After award, Talley will be the daily contact for communications with SCDOT; however, the primary project contact will remain the responsibility of the PM. Construction Manager (CM) [John Cummins](#) will manage construction activities and be the primary contact with the SCDOT District 2 and 4 Resident Construction Engineers. He will be responsible for daily planning and management of construction activities with project superintendents, managing individual job sites and will attend weekly progress meetings. John will ensure a construction superintendent is onsite during all construction activities for each bridge site. He has managed multiple bridge sites, including DB, such as the SC 85 bridges in Greenville and Shelby Bypass.

The Lead Design Engineer [Daniel Atkinson, PE](#) will report directly to Tom and will be the primary point of contact for design, plan development, and permitting. In addition to daily coordination with Tom, he will coordinate with SCDOT for design reviews, project documentation; he will attend all routine meetings in person, and he will be available as needed by SCDOT. Daniel has completed multiple DB Low Volume (LV) projects such as Emergency Bridge Packages 2018-2A and [2020-1](#) and is Lead Designer for three (3) LV Bid Build bridges in final construction plan development for SCDOT. He understands SCDOT's commitment to the Design Build Institute of America's (DBIA) best practices and is in the process of obtaining his Associate DBIA Certification with the goal of obtaining his full DBIA certification upon completion of all requirements.

Team Integration and Relationships | The development of a cohesive group is critical for the success of our project Team. Our PM, Tom Watson, PE, will lead us to function as one fully integrated, collaborative unit from announcement of the shortlisted firms to substantial project completion. We will leverage the expertise of individual Team members to improve the value provided to SCDOT. **Figure 1** (right) shows our Team’s responsibilities and effective communication methods including the responsibilities of key individuals within the Team Leadership, and the methods utilized to coordinate activities and responsibilities of the Team. **Table 1** (below) highlights our Team’s integrated delivery process, organizational coordination, or a combination of the design and construction disciplines in support of achieving project goals.

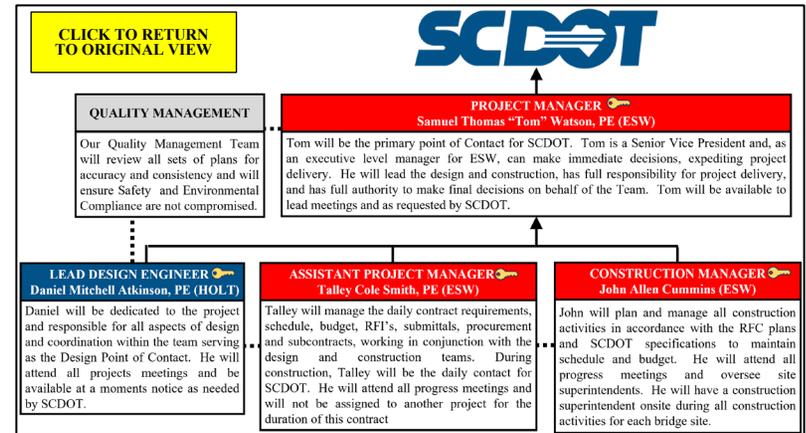


Figure 1. Functional Relationships
[Click HERE to zoom](#)

TABLE 1: Cohesive Team Strategies
PM will have overall decision-making and contractual control. This will free up the APM to perform day to day activities and lead the daily coordination efforts.
Decisions will be made early, to ensure incorporation into project timeline. Specific attention will be given to risk factors and specialty items of concern.
The DB Team will hold project status meetings from design through construction to include subcontractors, stakeholders and SCDOT (as necessary). These weekly/monthly meetings will help promote collaboration and synergy, planning, constructability, and scheduling to effectively design and construct the project.
Once a successful low bid has been determined, our Team will meet with SCDOT to discuss any potential areas of concern regarding the submitted RFP plans.
A pre-construction meeting will be held with SCDOT upon notification of award and signing of the contract. We commit to submitting one (1) set of preliminary construction plans ten (10) days after Notice of Award.
Once a set of plans is under review by SCDOT, the design team will begin developing the next set of plans to submit to SCDOT for review and comment. This concurrent design and construction approach will expedite reviews and allow the simpler bridge sites with less risks to be constructed in the front end.
Technology – Holt has utilized Bluebeam on various DB projects. We will also use Microsoft SharePoint to create a project file and Microsoft Teams to hold DB Team meetings.
WSP will perform independent (third party) reviews on each plan submittal following PCDM-22 and update QA/QC checklists provided under SCDOT’s “Design Quality” page.

ESW and Holt have not worked together previously; however, cohesive teams complete projects by having the same goals and by implementing timely and effective communication methods which creates team chemistry. In this regard both ESW and Holt have completed multiple DB and Design Bid Build (DBB) projects and bridge replacements for NCDOT and SCDOT which is a testament to their knowledge in constructing bridges in this

region of the state. Both ESW and Holt have **never** been late on a project deadline or plan submittal. All projects have been completed on time and within budget. While completing the [P029127 Mount Lebanon Bridge Replacements](#) ESW experienced significant scope increases including the addition of an emergency project. They still delivered the project on budget and before the project deadline. Holt has had successful experience working with 3 of our teaming partners on several prior projects as shown in the **Table 2** below (all project types shown).

TABLE 2. Previous Teaming Relationships					
Project Name and Description	Holt	3 Oaks	J. Bragg	THC	Contact
2018-2A Emergency Bridge Replacement Project 2018 – 2019 Holt – Lead Roadway Engineer, 3Oaks – Environmental Permitting (Env. Perm.)	X	X			Jae Mattox, SCDOT PM MattoxJH@scdot.org 803.737.1805
2020 Emergency Bridge Replacement Project 2020 – 2021 Holt – Lead Roadway Engineer, 3Oaks – Env. Perm.	X	X			Michael Pitts, SCDOT PM PittsME@scdot.org 803.737.2566
Richland County Public Works and Penny On-Call Multiple Projects 2015 - Current Holt – Lead Designer, 3Oaks – Env. Perm., JB – Hydro, THC - ROW	X	X	X	X	Stephen Staley, Richland County PM Staley.Stephen@richlandcountysc.gov 803.766.5610
SC 72 Bridge Replacement Project 2019 – Current Holt – Lead Designer, 3Oaks – NEPA & Env. Perm., JB – ROW sub, THC - ROW	X	X	X	X	Tyke Redfearn, SCDOT PM RedfearnWT@scdot.org 803.737.1430

Since our Contractor and Lead Design Engineer have not worked together on a common project, **Table 3** below showcases projects of similar nature which demonstrate our Team’s ability to manage, design, and construct these bridges.

TABLE 3 – Experience of Proposer’s Team			Delivery Method	No. of Bridges	Low Volume Bridge Criteria	Bridge over Water	Cored Slab or Box Beam	On Schedule	On Budget	Multiple Crews	Demolition	Detour Routes	Project. Mgmt.	Design Mgmt.	Roadway	Structures	Geotechnical	Drainage and Sediment /EC	Traffic Control	Right-of-Way	Utility Coordination	Environ. Permits	Public Involvement	District 2 or 4 Geographics	
PROJECT	FEATURES																								
E.S. WAGNER	S-278/S-75 over Middle Tyger River & Tributary, Spartanburg & Greenville Co.	Bridge Replacements DBB	DBB	2		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	S-92 Emergency Bridge Replacement over Beaverdam Creek, Greenville Co.	Emergency Bridge Replacements EDB	EDB	1		X	X	X	X		X	X	X		X	X	X				X	X	X	X	
	Landfill Expansion Bridge Horry Co.	Top-Down New Bridge DBB	DBB	1		X	X	X	X	X			X			X	X					X	X		
	NCDOT Express Design Build Div. 6 Year 2-7, Robeson/Columbus Co.	5 DB Bridge Replacement Pkg. DB	DB	33	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		

HOLT	US29 SB Bridge Replacement, Spartanburg Co.	Bridge Replacement DBB	DBB	1	X		X	X	X	X		X		X	X	X	X	X	X	X	X	X
	2018-2A Emergency Bridge Replacements, Marlboro & Dillon Cos.	LV Emergency Bridge Replacements EDB	EDB	3	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	
	2020-1 Emergency Bridge Replacements, Anderson, and York Cos.	LV Emergency Bridge Replacements EDB	EDB	2	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X
	S-195 over Camp Creek Lancaster Co.	LV Bridge Replacement DBB	DBB	1	X	X	X	*	X	X		X	*	X	X	X	X	X	X	X	X	X
	S-258 over Thorntree Creek Fairfield Co.	LV Bridge Replacements DBB	DBB	1	X	X	X	*	X	X		X	*	X	X	X	X	X	X	X	X	X
	S-47 over Baskins Creek Lancaster Co	LV Bridge Replacements DBB	DBB	1	X	X	X	*	X	X		X	*		X	X	X	X	X	X	X	X
	S-83 over Buffalo Creek Cherokee Co.	Bridge Replacement DBB	DBB	1	X		X	X	X	X			X		X	X	X	X	X	X	X	

* Final Construction Plan Development Ongoing or Completed

3.3.2 PROJECT RESOURCES, STRATEGIES, AND EXECUTION | ESW is a family-owned business that was founded in 1947 and

has built bridges in SC & NC since 2002. Their staff is highly capable, well-trained, and motivated with over 150 full-time employees and approximately 200 seasonal employees. Over 40% of the company’s key staff have over fifteen (15) years of tenure with ESW, and senior managers average thirty-five (35) years of industry experience, which is a testament to ESW’s success and their business model. ESW has successfully completed a wide range of DB and DBB projects for government entities such as SCDOT, NCDOT, and other municipalities.

Project Resources | ESW is committed to SCDOT and to show that commitment, has committed to using the

TABLE 4: Staff Resources in the Carolina		
Classification	On Staff	Required
Carpenters	15	2-4
Laborer	8	2
Bridge Supt/Foreman	8	2
Crane Operators	6	1-2
Operators (General)	56	2-4
Drivers	5	1
Mechanics	7	1

Equipment Resources in the Carolinas		
Classification	Owned	Required
Cranes (35-200 TN)	13	1-2
Excavators	25	1-2
Dozers	26	1
Vibratory/Impact Hammers	6	2
Loaders	28	1
Off-Road Haul Units	56	1
On-Road Haul Units	25	1

same Team members from the Bridge Bundle 14 submittal. ESW has the financial, equipment, personnel, and technological resources on-hand and available to meet the needs of this project. As illustrated in **Table 4** above, our Team has extensive resources and equipment to be used for this project.

ESW’s backlog is currently \$142 million with a total bonding capacity of \$500 million. ESW maintains 6 structures crews and 12 grading/drainage

crews and associated equipment in the Carolinas, and a minimum of 2 structures crews and 1 grading crew will be committed to this project., ESW will allocate additional resources from other office locations as necessary to ensure any unforeseen schedule impacts are recovered, so the project is completed on time to meet SCDOT and public expectations.

Holt has 20 staff members in SC, supported by 10 additional staff in Georgia available to assist at a moment's notice. The Holt Team combines small and local firms (Holt, J. Bragg, CG2, 3Oaks, THC), national firm Atlas, and worldwide powerhouse resources of WSP to provide SCDOT with a trusted and fully capable partner. Members of our staff have completed their design roles on two (2) prior SCDOT DB projects utilizing LV bridge replacement standards, and are immediately available to apply valuable lessons-learned to this project. Additionally, Daniel Atkinson and Jacob Sherman (WSP) will bring their experience and knowledge gained from the MoDOT Safe and Sound Bridge Improvement Project which saw the replacement of 554 structurally deficient bridges across the state of Missouri. The bridges were replaced using accelerated construction techniques and most of the structures consisted of standardized precast superstructure and substructure components. The average construction duration for each bridge was 45-days.

Implementation of Resources to Execute the Contract | The timing of this bridge package provides a prime opportunity to seamlessly transition ESW's construction resources from their current SC 85 bridge construction project in Spartanburg. Their bridge crews are scheduled to be complete in the 1st quarter of 2023 which lines up perfectly with the construction of this package, enabling ESW to easily shift their resources to this project. This provides SCDOT with a highly skilled team with no learning curve, currently mobilized in the geographic vicinity of all bridge sites. A schedule of design submittals, prioritizing and streamlining the process to optimize the project schedule will be reviewed with the Department at the design kickoff meeting. Finally, ESW will self-perform most of the construction as shown in **Table 5** on the following page, to further improve resource efficiency.

TABLE 5: Team Assignments

Construction	Self-Perform	Construction	Sub-Contract	Design Services	Holt	Atlas	Carolina Geotech	J. Bragg	THC	3 Oaks
Construction Management	✓	Drilled Shafts	✓	Structural/Bridge	✓					
Pile Foundations	✓	Paving	✓	Roadway	✓			✓		
Beam Erection	✓	Traffic Control	✓	Hydrology/Hydraulic	✓			✓		
Bridge Decks	✓	Guardrail Installation	✓	Geotechnical			✓			
Site Grading	✓	Pavement Markings	✓	Utility Coordination/SUE		✓				
Demolition	✓	Erosion Control Installation	✓	Surveying		✓				
Clearing and Grubbing	✓	Seeding	✓	Environmental Permitting						✓
Storm Drainage	✓	Disposal of Hazardous Materials	✓	Right-of-Way					✓	
Rip Rap Protection	✓			Public Involvement	✓			✓		✓
Subcontractor Assistance	✓			Construction Support	✓	✓	✓	✓		

A sample design and construction approach is shown below, highlighting how each bridge site will be preliminarily handled by our team.

SITE 1 – S-108 Chesterfield County | (Brown Creek)

- No significant NEPA impacts.
- No significant grade changes due to hydraulic requirements.
- New ROW required.
- Minor utility relocations required.
- Span stream, no wetland impacts.

SITE 2 – S-765 Lancaster County | (Hanging Rock Creek)

- No significant NEPA impacts.
- Significant grade changes due to hydraulic requirements.
- Span stream and minimize wetland impacts.
- New ROW required.
- Minor utility relocations required.

SITE 3 – S-294 Anderson County | (Wilsons Creek)

- No significant NEPA impacts.
- Significant grade changes due to hydraulic requirements.
- Significant new ROW required and building relocation.
- Attached utility relocations required.
- Span stream, no wetland impacts.
- Driveway access revisions.
- New storm drainage installation.

Bridge Crew 1 Responsibility

Bridge Crew 2 Responsibility

SITE 4 – S-53 Chester County | (Little Rocky Creek)

- No significant NEPA impacts.
- Low Volume Bridge criteria NOT applicable.
- Significant grade changes due to hydraulic requirements.
- Significant new ROW required.
- Major utility relocations required (gas line through end bents).
- Span stream and minimize wetland impacts.
- Determine how to remove old bridge column in stream to prevent scour.

Ideal Geographic Location of the Firms | As a local contractor, ESW has maintained a long-term presence in the Midlands and Upstate. ESW will manage the project from their Charlotte office while also utilizing their other office locations in Piedmont, SC and Hallsboro, NC as necessary. This will place all bridge sites less than 60 miles from an ESW office. ESW currently has 5 bridge and grading crews located near Districts 2 and 4 with at

least 2 crews ready to mobilize and begin construction upon NTP. Holt will manage the design from their Columbia and Greenville offices as to provide immediate access and response to SCDOT. As illustrated in the map to the right, these bridge sites are located between all office locations allowing us to allocate resources at moment's notice. Our Team's office proximity will allow us to integrate seamlessly, communicate, and resolve challenges as a team and with SCDOT through in-person or virtual meetings at any of our SC offices, SCDOT headquarters, District offices, or at any bridge site with same-day notice, if necessary.

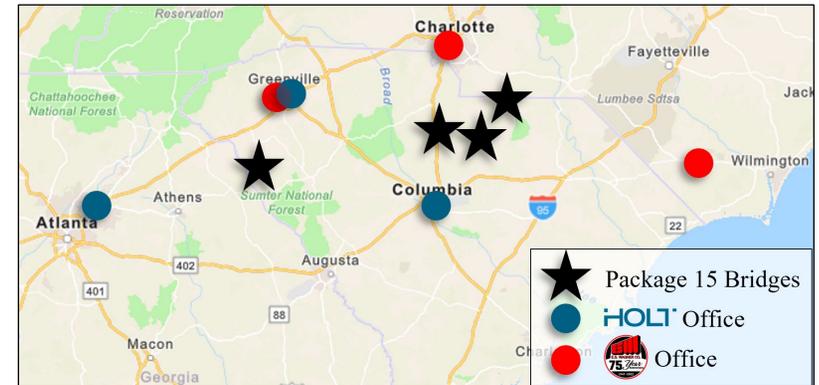


Figure 2. Location of Resources in Relation to Bridge Sites

3.4 EXPERIENCE OF KEY INDIVIDUALS | Please see [Appendix A – Key Individual Resumes](#) for resumes of our Key Individuals.

All team members hold the current licenses required for performing work on the project under state and local laws and will perform singular roles. All design reports, plans, and design calculations shall be signed and sealed by an unrestricted Professional Engineer registered in the

TABLE 6. Experience of Key Individuals				
Title	Name	Required	Provided	Design Build
PM	Tom Watson	7	20	X
APM	Talley Smith	5	11	X
LD	Daniel Atkinson	7	15	X
CM	John Cummins	5	35	X

State of South Carolina. The ESW Team commits key staff who are available for the duration of the project and will satisfy the minimum requirements for the following key staff roles: Project Manager, Assistant Project Manager, Lead Design Engineer, and Construction Manager.

POSITION/NAME/FIRM	KEY QUALIFICATIONS
 Project Manager Tom Watson, PE ESW	<ul style="list-style-type: none"> 20-year progressive career with ESW as Engineer, manager, estimator, and current role of Senior Vice President & General Manager. Extensive experience in all aspects of project management and construction from pursuit to closeout. Managed the DB team on the successful replacement of 34 structurally deficient, low volume bridges in Division 6, NCDOT.
 Assistant Project Manager Talley Smith, PE ESW	<ul style="list-style-type: none"> 11-year progressive career with ESW as Engineer, manager, estimator and current role of Project Manager/Estimator. Served as assistant project manager on the DB team which replaced 34 structurally deficient, low volume bridges in Division 6, NCDOT. Experience in all aspects of bridge and roadway construction with emphasis on structures, ranging from cored slab to structural steel bridges.
 Lead Design Engineer Daniel Atkinson, PE Holt	<ul style="list-style-type: none"> 15 years of experience working on various DOT projects. Abundance of recent SCDOT experience on LV Bridge Replacements utilizing Bid-Build and Design-Build contracting methods. Extensive experience in various LV bridge alternative structure types as well as MOT, roadway, and traffic detours.

 <p>John Cummins Construction Manager ESW</p>	<ul style="list-style-type: none"> 39-year progressive career as an operator, foreman, superintendent, and current role as Structure Operations Manager. Extensive experience in all aspects of bridge construction including deep/shallow foundations, steel/concrete girders, cored slab structures, sub/superstructure concrete over waterways, roads and railroads. Manages a team of 6 capable & equipped structure crews throughout the Carolinas successfully completing bridges on EWS projects.
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Additional Staff Necessary for Project Completion

POSITION/NAME/FIRM	KEY QUALIFICATIONS
 <p>Structural Engineer Christopher Bolding, PE Holt</p>	<ul style="list-style-type: none"> 14 years of experience working on detailed bridge and roadway structure projects for SCDOT. Experience with multiple routine superstructure and substructure alternatives applicable to this LV DB project. In-depth, personal understanding of the SCDOT Project Development Process due to previous work experience at SCDOT.
 <p>Hydraulic Engineer Scott Hildebrand, PE J. Bragg</p>	<ul style="list-style-type: none"> 23 years of experience managing, designing, and permitting bridge projects riverine and tidal estuarine water courses. Former Interim SCDOT Resident Maintenance Engineer/Assistant Resident Maintenance Engineer for York County, District 4. Veteran water resources expert in erosion control, bridge survey reports, stormwater management, backwater, and scour analyses.
 <p>Environmental Gordon Murphy Three Oaks</p>	<ul style="list-style-type: none"> 34 years of experience in the environmental field and 15 years of experience working with Daniel Atkinson. Very familiar with South Carolina resource and regulatory agency personnel and the regulations applicable to these agencies. Areas of expertise include wetland studies, endangered/threatened species studies, and 4(f) permitting.
 <p>Utility Coordination Randy Sanborn, PE Atlas</p>	<ul style="list-style-type: none"> 26 years of experience working on utility relocations for bridge and roadway projects Experience with multiple utility owners including identification, conflicts resolutions, relocation plans, agreements, and permits. In-depth, personal understanding of the SCDOT Project Development Process and Utility Accommodation Guide.

3.5 PAST PERFORMANCE OF TEAM | As previously mentioned, ESW and Holt have not worked together in the past; however, ESW has assembled an experienced project team to specifically meet SCDOT’s design and construction expectations. Neither ESW, nor any ESW Team members, have been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity; nor are any such actions pending against the company (Team) within the past five years. See [Appendix B](#) and [Appendix C](#) for further details.

Quality of Past Performance Questions	YES	NO
Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?		X
Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?		X
Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?		X
Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?		X
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?		X
Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?		X
Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?		X

APPENDICES

APPENDIX A: KEY INDIVIDUAL RESUME FORMS

APPENDIX B: WORK HISTORY AND QUALITY FORM - 3.5.1

APPENDIX C: WORK HISTORY AND QUALITY FORM - 3.5.2

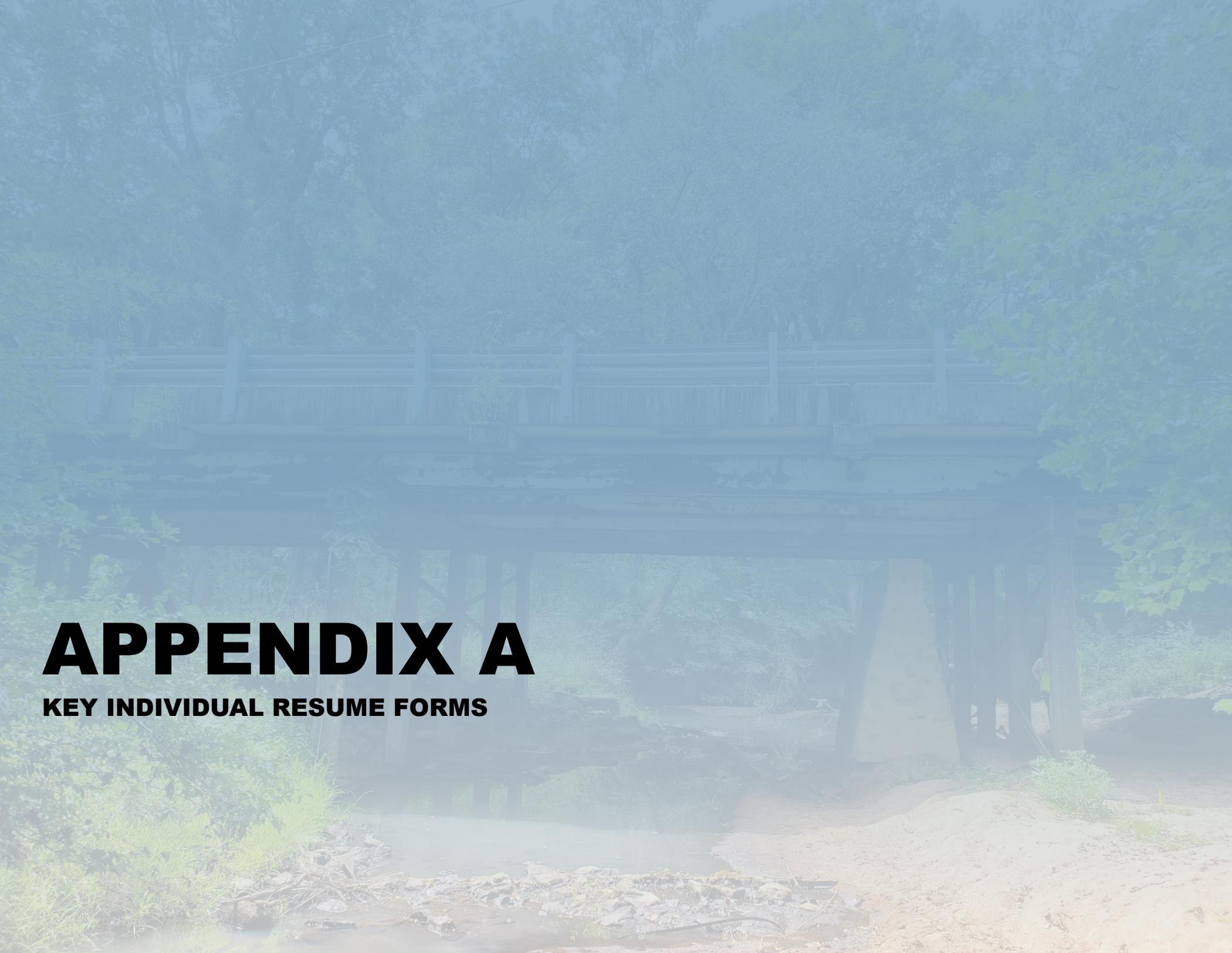
APPENDIX D: LEGAL AND FINANCIAL

APPENDIX E: ORGANIZATIONAL CONFLICT OF INTEREST

APPENDIX F: CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST

APPENDIX G: ADDENDUM RECEIPT FORMS

APPENDIX H: KEY INDIVIDUAL AND CONTRACTOR / DESIGNER REFERENCE FORMS

A blue-tinted photograph of a bridge over a stream in a wooded area. The bridge has a metal railing and is supported by several wooden posts. The stream flows under the bridge, and there are trees and bushes on both sides. The overall scene is serene and natural.

APPENDIX A

KEY INDIVIDUAL RESUME FORMS

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	Samuel Thomas “Tom” Watson, P.E. Senior Vice President & General Manager
b. Role of Key Individual for this Project:	Project Manager
c. Name of Firm with which you are now associated:	ES Wagner Company, LLC 
d. Years of Experience: With this Firm 20 Years With Other Firms Years	<p>Position 3: Sr. Vice President & General Manager – responsibilities include all aspects of management for the company (duration; 2018-Present)</p> <p>Position 2: General Manager – responsibilities include all aspects of management for the company (duration; 2011-2018)</p> <p>Position 1: Project Manager – responsibilities include all aspects of project management on projects ranging in size from \$1 to \$60 million – (duration; 2004-2011)</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):	<p>University of South Carolina/Columbia, South Carolina/Bachelors of Science/1999/Civil Engineering</p> <p>Clemson University/Clemson, South Carolina/Masters Science/2001/Civil Engineering</p>
f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:	2006 / SC / PE / 25148
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<p><u>NCDOT Express Design Build Year 6 Bridge Replacements C203950</u> (Hyperlink to Work History Form)</p> <p>Key Personnel Role: General Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2017 - 2020, Assigned 2017- 2020</p> <p>Owner Contact Information: NCDOT, Michael Parker, PLS, jmparkerjr@ncdot.gov , 910-618-5689</p> <p>Design/Construction Value: \$4,393,783</p> <p>Project Description: This project consisted of 6 bridge replacements throughout Robeson County, North Carolina. The contract was executed in NCDOT’s Express Design Build format and was the third of six contracts including a total of 34 bridge replacements that ESW has completed of this type. The bridges consisted of cored slabs and box beams with H-pile foundations. Top down construction methods were used where necessary. Tom’s specific responsibilities included estimating, coordination with engineering design and constructibility, project management, scheduling and cost control. Tom was responsible for the management and delivery of this project in accordance with the contract requirements.</p> <p><u>Mount Lebanon Church Road Bridge Replacement</u> (Hyperlink to Work History Form)</p> <p>Key Personnel Role: General Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2019-2020, Assigned 2019-2020</p> <p>Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720</p> <p>Design/Construction Value: \$5,376,023</p> <p>Project Description: This project consisted of the relocation of existing Mount Lebanon Church Road in Greenville and Spartanburg County, SC and construction and demolition of two bridges. The bridges consisted of a 4 span cored slab bridge on prestressed concrete piling and a 2 span type III girder bridge on prestressed concrete piling. These bridges were constructed over Middle Tyger River and its tributary through environmentally sensitive areas. Access to the site was restricted by wetlands and load rated bridges. Alternate means of access through these areas was required for bridge and roadway construction. Tom participated in weekly project meetings with project management personnel, reviewed schedules, and</p>

analyzed cost reports. Tom was responsible for the management and delivery of this project in accordance with the contract requirements.

Shelby Bypass III – C203905

Key Personnel Role: General Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2017-2023, Assigned 2017-2019
Owner Contact Information: NCDOT, Ms. Anne Schley, P.E., aschley@ncdot.gov , 704-678-3041
Design/Construction Value: \$87,451,550

Project Description:

This project includes 4.7 miles of new roadway construction with **11 new bridges** and 2,730,000 CY of unclassified excavation in Shelby, N.C. Tom’s specific responsibilities include weekly meetings with project management personnel, schedule review and analysis, and review of cost reporting. Tom is responsible for the delivery of the project in accordance with the contract requirements.

SCDOT US 29 Bridge Replacement, Spartanburg Co.

Key Personnel Role: General Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2020-2021, Assigned 2020-2021
Owner Contact Information: SCDOT, William Yarborough, yarborouwd@scdot.org , 864-587-4721
Design/Construction Value: \$2,795,227

Project Description:

This project consisted of the replacement of a **3 span type III girder structure on h-pile and drilled shaft foundations** over the North Tyger River. Traffic was placed on adjacent structure during the full replacement and demolition of the bridge. Tom participated in weekly project meetings with project management personnel, reviews schedules, and analyzes cost reports. Tom was responsible for the delivery of this project in accordance with the contract requirements.

NCDOT Monroe Bypass Design-Build

Key Personnel Role: General Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2015-2018, Assigned 2015-2018
Owner Contact Information: NCDOT, Darrin Waller, PE, dwaller@ncdot.gov (980) 521-2176
Design/Construction Value: \$22,556,766 (ES Wagner portion)

Project Description:

ES Wagner performed the grading and drainage on the eastern portion of the Monroe Bypass. The **Design Build project** consisted of 8 miles of new controlled access roadway and 1.3 million CY of excavation. The project included heavy MOT demands and significant public involvement. Tom was responsible for the delivery of this project in accordance with the contract requirements.

- 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.

Tom is currently involved in the pursuit and management of various projects in the region. Tom is not assigned to any specific project and is fully available to fulfill the requirements of Project Manager.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
 Talley Cole Smith, P.E.
 Project Manager

b. Role of Key Individual for this Project:
 Assistant Project Manager

c. Name of Firm with which you are now associated:
 ES Wagner Company, LLC



d. Years of Experience: With this Firm 11 Years With Other Firms 0 Years

E.S. Wagner Co.: Project Manager/Estimator – Responsible for overseeing projects from bid preparation through final acceptance by client with an emphasis on structures, 2017 – Present
 E.S. Wagner Co.: Project Engineer – Responsible for developing all deliverables for projects along with the associated engineering, 2011 - 2017

e. Education:
 Clemson University / Clemson, South Carolina / 2010 / Bachelor of Science in Civil Engineering

f. Active Registrations:
 2016 / NC / Professional Engineer – Civil / 043885
 2021 / SC / Professional Engineer – Civil / 39559

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

SCDOT Mount Lebanon Church Road Bridge Replacements

[\(Hyperlink to Work History Form\)](#)

Key Personnel Role: Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2019-2020, Assigned 2019-2020
Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720
Design/Construction Value: \$5,376,023

Project Description:
 This project consisted of the relocation of existing Mount Lebanon Church Road in **Greenville and Spartanburg County, SC** and construction and demolition of two bridges. The bridges consisted of a **4 span cored slab bridge** on prestressed concrete piling and a **2 span type III girder bridge** on prestressed concrete piling. These bridges were constructed over Middle Tyger River and its tributary through environmentally sensitive areas. Access to the site was restricted by wetlands and load rated bridges. Alternate means of access through these areas was required for bridge and roadway construction. Talley’s responsibilities included estimating, coordination with SCDOT, project management, and cost control for this project.

NCDOT Express Design Build Year 6 Bridge Replacements C203950

[\(Hyperlink to Work History Form\)](#)

Key Personnel Role: Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2017- 2020, Assigned 2017- 2020
Owner Contact Information: NCDOT, Michael Parker, PLS, jmparkerjr@ncdot.gov , 910-618-5689
Design/Construction Value: \$4,393,783

Project Description:
 This project consisted of **6 bridge replacements** throughout Robeson County, North Carolina. The contract was executed in NCDOT’s Express **Design Build format** and was the third of six contracts including a total of 34 bridge replacements that ESW has completed of this type. The **bridges consisted of cored slabs and box beams** with H-pile foundations. Top down construction methods were used where necessary. Talley’s specific responsibilities included coordination with engineering design and constructability, project management, scheduling and cost control.

SCDOT Emergency Bridge Replacement – S-92 (Groce Meadows Road) over Beaverdam Creek

Key Personnel Role: Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2020-2021, Assigned 2020-2021
Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720
Design/Construction Value: \$679,632

Project Description:

This project consisted of the replacement a bridge over Beaverdam Creek and the demolition of the previous structure. The project was released as an emergency project and required close coordination with the DOT resolve utility conflicts, define scopes and resolve constructability concerns on an accelerated schedule. The new structure consisted of a single **70' span cored slab structure**. After a contractor performed geotechnical investigation, **ESW proposed a cost saving change from drilled pile to driven pile**. Talley's responsibilities included estimating, coordination with SCDOT, scheduling, project management, and cost control for this project.

Horry County Solid Waste Authority Landfill Expansion Bridge

Key Personnel Role: Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2020-2021, Assigned 2020-2021
Owner Contact Information: HCSWA, Danny Knight, dknight@solidwasteauthority.org, 843/347-1651
Design/Construction Value: \$2,806,683

Project Description:

This project consisted a new bridge across environmentally sensitive areas to provide a major expansion to the Horry County Landfill. The bridge consisted of a **13 span cored slab structure** and steel pipe pile built utilizing top-down construction methods. Talley's responsibilities included estimating, coordination with owner, scheduling, project management, and cost control for this project.

SCDOT P027413/P030402 SC-85 Bridge Replacements over S-995, S-2 & Lawson Creek

Key Personnel Role: Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2021-2023, Assigned 2021-2023
Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720
Design/Construction Value: \$22,857,222

Project Description:

This project consists of **3 bridge replacements** on SC-85 **in Spartanburg, SC** while SC-85 traffic was detoured. These bridges were a full replacement of bridges over Buffington Rd./Norfolk Southern Railroad, Howard Street and Lawson Fork Creek. The bridges consisted of bulb-tee and type III girders with drilled shaft and h-pile foundation. MSE walls surrounded areas around 2 of the structures requiring access structures and staged construction. Talley's responsibilities included estimating, coordination with SCDOT, scheduling, project management, and cost control for this project.

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

Talley Smith is currently the project manager for one SCDOT project in Spartanburg County that is scheduled to complete in June 2023. As the assistant project manager, Talley will not be required to be on-site full-time; however, this project will be his primary responsibility and will be available to fulfill all duties of the assistant project manager.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	John Allen Cummins Structures Operations Manager
b. Role of Key Individual for this Project:	Construction Manager
c. Name of Firm with which you are now associated:	ES Wagner Company, LLC 
d. Years of Experience: With this Firm 4 Years With Other Firms 35 Years	
	Firm 1: ES Wagner - Structures Operations Manager – Responsible for all bridge projects within region, 2018 - current Firm 2: Lee/English - General Superintendent – Responsible for overseeing all bridge projects, 2004 –2018 Firm 3: National Engineering – Operator/Foreman/Superintendent, 1983 - 2004
e. Education:	
f. Active Registrations:	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<p><u>Mount Lebanon Church Road Bridge Replacement</u> (Hyperlink to Work History Form)</p> <p>Key Personnel Role: Structures Operations Manager Experience with Current Firm: Yes Project/Assignment Duration: Project 2019-2020, Assigned 2019-2020 Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjrm@scdot.org , 864/587-4720 Design/Construction Value: \$5,376,023 Project Description: This project consisted of the relocation of existing Mount Lebanon Church Road in Greenville and Spartanburg County, SC and construction and demolition of two bridges. The bridges consisted of a 4 span cored slab bridge on prestressed concrete piling and a 2 span type III girder bridge on prestressed concrete piling. These bridges were constructed over Middle Tyger River and its tributary through environmentally sensitive areas. Access to the site was restricted by wetlands and load rated bridges. Alternate means of access through these areas was required for bridge and roadway construction. John was responsible for all aspects of the bridge construction for the project and provided daily direction to field personnel for project execution.</p> <p><u>US 521 Design Build Bridge Replacements over Pocotaligo River – Clarendon Co., SC</u></p> <p>Key Personnel Role: General Structure Superintendent Experience with Current Firm: No Project/Assignment Duration: Project 2005- 2006, Assigned 2005- 2006 Owner Contact Information: SCDOT, Douglas McClure, PE, McClureDE@scdot.org Design/Construction Value: \$6,241,496 (Lee Construction portion) Project Description: This project consisted of the replacement of 7 bridges on US 521 in Clarendon Co., SC. The project was delivered utilizing design build methodologies while at his former employer, Lee Construction, as the bridge subcontractor and Wilbur-Smith as the lead designer. Bridges included concrete and structural steel girders over roads, waterways and railroads. A special aspect of this project was precast (not prestressed) beams that were cast onsite by Lee Construction. John was responsible for all aspects of bridge construction for this project including daily coordination with on-site superintendents, scheduling crews and equipment selection.</p> <p><u>Shelby Bypass III – C203905</u></p> <p>Key Personnel Role: Structures Operations Manager Experience with Current Firm: Yes Project/Assignment Duration: Project 2017- 2023, Assigned 2018- 2023 Owner Contact Information: NCDOT, Ms. Anne Schley, P.E., aschley@ncdot.gov , 704-678-3041 Design/Construction Value: \$87,451,550</p>

Project Description:

This project includes 4.7 miles of new roadway **construction with 11 new bridges** and 2,730,000 CY of unclassified excavation in Shelby, N.C. Bridges include concrete and structural steel girders over roads, railroads and waterways. John is responsible for all aspects of bridge construction for this project and coordinates with on-site superintendents daily regarding project execution.

NCDOT Express Design Build Bridge Replacements – Division 8

Key Personnel Role: General Structure Superintendent

Experience with Current Firm: No

Project/Assignment Duration: Project 2013-2015, Assigned 2013-2015

Owner Contact Information: NCDOT, John Partin, PE, jpartin@ncdot.gov , 336/847-1226

Design/Construction Value: \$13,600,000

Project Description:

This **design build project consisted of 11 bridge replacements** throughout NCDOT Division 8 including Randolph and Moore Counties. The bridge replacements included a variety of structure types including steel pile, concrete pile and drilled shaft foundations along with cored slab, box beam and poured deck superstructures. Several locations included challenging access through jurisdictional areas and temporary structures. John's involvement spanned from bid to closeout, including coordination during the design phase to assess constructability of design options. John was responsible for all aspects of bridge construction for this project including daily coordination with on-site superintendents, scheduling crews and equipment selection.

SCDOT P027413/P030402 SC-85 Bridge Replacements over S-995, S-2 & Lawson Creek

Key Personnel Role: Structures Operations Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2021-2023, Assigned 2021-2023

Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjrm@scdot.org , 864/587-4720

Design/Construction Value: \$22,857,222

Project Description:

This project consists of **3 bridge replacements** on SC-85 **in Spartanburg, SC** while SC-85 traffic was detoured. These bridges were a full replacement of bridges over Buffington Rd./Norfolk Southern Railroad, Howard Street and Lawson Fork Creek. The bridges consisted of bulb-tee and type III girders with drilled shaft and h-pile foundation. MSE walls surrounded areas around 2 of the structures requiring access structures and staged construction. John is responsible for all aspects of the bridge construction for the project and provides daily direction to field personnel for project execution.

- 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.

John Cummins is currently managing the structure operations of five crews throughout North and South Carolina. These crews will be utilized to construct the bridge replacements referenced in this SOQ. As the Construction Manager for this project, John will be solely dedicated to the continued management of these crews and construction until completion.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

- a. Name & Title:
Daniel Atkinson, P.E.
Operations Manager
- b. Role of Key Individual for this Project:
Lead Design Engineer
- c. Name of Firm with which you are now associated:
Holt Consulting Company, LLC 
- d. Years of Experience: With this Firm 6.5 Years With Other Firms 8.5 Years
Holt Consulting Company, LLC (2016 – Current): Operations Manager – Responsible for managing the South Carolina Surface Group and leading design on various DB and Bid-Build projects in South Carolina. Daniel is instrumental in every stage of Holt’s S.C. design projects, from proposal development to final construction plans.
Michael Baker International (2013 – 2016): Project Manager and Roadway Engineer – Responsible for all aspects of roadway design which include horizontal, vertical, superelevation, site-distance, clear-zone, complex traffic control, and pavement marking and signing. Also responsible for management and coordination of projects.
The LPA Group (2007 – 2013): Design Engineer – Responsible for roadway design which included horizontal, vertical, superelevation, site-distance, clear-zone, traffic control, and pavement marking and signing. Also responsible for plan development.
- e. Education:
The Citadel / Charleston, S.C. / Bachelor of Science in Civil Engineering / 2007 / Civil Engineering
- f. Active Registrations:
2012 / SC / Civil / 29957 2020 / NC / Civil / 51164
2016 / NCEES / Civil / 67854 2020 / FL / Civil / 90247
2016 / GA / Civil / 41064
- g. Document the extent and depth of your experience and qualifications relevant to the Project.

Emergency Bridge Package 2020-1 DB

Key Personnel Role: Lead Roadway Engineer [\(Hyperlink to Work History Form\)](#)
Experience with Current Firm: Yes, Holt Consulting Company, LLC
Project/Assignment Duration: Project 2020, Assigned 2020
Owner Contact Information: SCDOT, Michael Pitts, pittsme@scdot.org, (803) 737-2566
Design/Construction Value: \$3,173,140 Construction

Project Description: This Design-Build Project included **two (2) emergency bridge replacement projects** in York and Anderson Counties. Both projects maintained the existing alignment and were constructed using a close and detour approach. The bridges utilized single span and muti-span cored slab structures. Project requirements included completion in 215 days which was achieved.

Experience Relevance

- Design-Build Delivery
- Bridge Replacements
- Cored Slab
- Low Volume Bridge Design

Daniel’s specific responsibilities included all aspects of roadway design, coordination between various disciplines and subconsultants, and coordination with SCDOT to assist with comment response resolution.

Emergency Bridge Package 2018-2A DB

Key Personnel Role: Lead Roadway Engineer
Experience with Current Firm: Yes, Holt Consulting Company, LLC
Project/Assignment Duration: Project 12/2018 – 1/2020, Assigned 12/2018 – 1/2020
Owner Contact Information: SCDOT, Jae Mattox, MattoxJH@scdot.org, (803) 737-1805
Design/Construction Value: \$5,127,593 Construction

Project Descript: This Design-Build Project included **three (3) emergency bridge replacement projects** and associated approach roadway reconstruction in Dillon and Marlboro Counties. All projects were constructed using a close and detour approach. The bridges utilized single span and muti-span cored slab structures. Daniel’s specific responsibilities included quality assurance (QA), roadway design lead, and MOT design. Project requirements included completion in 200 days which was achieved.

Experience Relevance

- Design-Build Delivery
- Bridge Replacements
- Cored Slab
- Low Volume Bridge Design

Daniel’s specific responsibilities included all aspects of roadway design, coordination between subconsultants and various disciplines, and coordination with SCDOT to assist with comment response resolution.

S-195 Bridge Replacement over Camp Creek

Key Personnel Role: Lead Design Engineer (PM and Roadway Lead)
Experience with Current Firm: Yes, Holt Consulting Company, LLC
Project/Assignment Duration: Project 2020 – 2024 (Est.), Assigned 2020 – 2024 (Est.)
Owner Contact Information: SCDOT, Tameika Bostic, BosticTL@scdot.org, (803) 737-737-0457
Design/Construction Value: \$1,779,000 (Est.) Construction

Project Description:

This Bid-Build project involves the replacement of the existing S-195 (New Cut Church Road) bridge over Camp Creek in Lancaster County. The proposed design includes a 3-span (60'-70'-30'), 160 ft. long, 30 ft. wide, cored slab bridge and approximately 1150 ft. of roadway improvements. Design for the project follows the Low Volume Bridge Design Criteria. The project is being constructed utilizing a close and detour approach to minimize property stream and wetland impacts and includes stream modeling, erosion control design, permitting, ROW services, and utility relocation and coordination. The project has been submitted to SCDOT for construction plan approval

Experience Relevance

- Bridge Replacements
- Cored Slab
- Low Volume Design
- Multi-Span on Drilled Shafts

Daniel's responsibility included all aspects of management, coordination, and oversight of the project. He also coordinated with SCDOT and served as primary point of contact for roadway design related activities

S-258 Bridge Replacement over Thorntree Creek

Key Personnel Role: Lead Design Engineer (PM and Roadway Lead)
Experience with Current Firm: Yes, Holt Consulting Company, LLC
Project/Assignment Duration: Project 2021 – 2024 (Est.), Assigned 2021 – 2024 (Est.)
Owner Contact Information: SCDOT, Tameika Bostic, BosticTL@scdot.org, (803) 737-737-0457
Design/Construction Value: \$2,050,000 (Est.) Construction

Project Description:

This Bid-Build project involves the replacement of the existing S-258 (Blink Bonnie Road) bridge over Thorntree Creek in Fairfield County. The proposed design includes approximately 560 ft. of roadway improvements as well as a proposed 3-span (40'-70'-50'), 160 ft. long, 30 ft. wide, cored slab bridge. The project is being constructed utilizing a close and detour approach to minimize property stream impacts and includes structures and bridge design, stream modeling, erosion control design, permitting, ROW services, and utility relocation and coordination. The project has been expedited and due to recent closure and will be signed by end of 2022.

Experience Relevance

- Bridge Replacement
- Cored Slab
- Low Volume Design
- Multi-Span on Drilled Shafts

Daniel's responsibility included all aspects of management, coordination, and oversight of the project. He also coordinated with SCDOT and served as primary point of contact for roadway design related activities.

S-1632 Bridge Replacement over Simons Creek

Key Personnel Role: Lead Design Engineer (PM and Roadway Lead)
Experience with Current Firm: Yes, Holt Consulting Company, LLC
Project/Assignment Duration: Project 2021 – 2025 (Est.), Assigned 2021 – 2025 (Est.)
Owner Contact Information: SCDOT, Derrick Goodman, GoodmanDA@scdot.org, (803) 737-1575
Design/Construction Value: \$1,828,800 (Est.) Construction

Project Description:

This Bid-Build project involves the replacement of the existing S-1632 (Old Pond Road) bridge over Simons Creek in Charleston County. The proposed design includes approximately 770ft. of roadway improvements as well as a proposed 3-span (40'-40'-40'), 120ft. long, 36 ft. 3 in. wide, flat slab bridge. This project is tidally influenced making hydraulic design and modeling critical for the project since a 2-D model is required to accurately design the hydraulic opening. The project is being constructed utilizing a close and detour approach while maintaining the existing centerline alignment to minimize property impacts.

Experience Relevance

- Bridge Replacement
- Structure Design
- Utility Relocation
- Close and Detour

Daniel's responsibility included all aspects of management, coordination, and oversight of the project. He also coordinated with SCDOT and served as primary point of contact for roadway design related activities

- 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.

The Lead Design Engineer is not required to be on-site during construction.



APPENDIX B

**WORK HISTORY AND QUALITY FORM - CONTRACTOR/DESIGNER
(SECTION 3.5.1)**



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Prime Contractor – ES Wagner

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify ES Wagner’s responsibilities	d. Actual Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by ES Wagner (in thousands)
Name: NCDOT Express Design Build Year 6 District 6 Bridge Replacement Location: Robeson County, North Carolina	Design: Summit Engineering Prime Contractor: ES Wagner	Name of Owner: NCDOT Resident Engineer: William R Marsh, Sr, PE Alternate Contact: Jason Salisbury, PE, Division Construction Engineer Phone: 910-364-0600 Email: jsalisbury@ncdot.gov	11/2020	\$4,394	\$4,394

g. Narrative describing the work performed ES Wagner

This project was the third of six similar contracts executed in NCDOT’s Express Design Build format with ES Wagner and Summit Design and Engineering since 2013. This project consisted of six bridge replacement throughout Robeson County, NC. In total since 2013, ES Wagner has completed 34 bridge replacements in this format. The bridges consisted of cored slabs and box beam bridges ranging from 1 to 3 spans and span lengths from 25’ to 85’ with h-pile foundations. Span lengths varied to provide the most cost efficient configurations while accounting for all of the project requirements including environmental impacts. Methods of construction used for these structures varied from top-down to conventional. All bridges were over waterways. ESW self-performed all of the structures work and all of the grading work for the approaches. Additionally, ESW was also responsible for multiple wet utility relocations via supplemental agreement throughout the life of the contract.

Key Individuals on Project:
Tom Watson, PE - Project Manager
Talley Smith, PE – Assistant Project Manager



h. Self-Assessment. The information provided in this section should be a self-assessment of ES Wagner’s performance on the project to identify ES Wagner with firms or personnel that have successfully completed projects on time and on or under budget, and to identify contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

ESW successfully delivered each project on time and under budget. ESW has never filed a claim against an Owner. As previously mentioned, wet utilities were relocated by supplemental agreement after the contract was awarded and based on the impacts of the final design. ESW and Summit worked with NCDOT to limit these impacts to the greatest extent possible. Based on early pre-project planning, analysis of overall schedule impacts, and communication with the Owner, none of these utility conflicts impacted the completion or overall budget for this project. When choosing the closure dates ES Wagner works to minimize the disruption the public. Roads are closed only when work is ready to begin and continue until completion.

i. Quality Initiatives. Discuss ES Wagner’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.

ESW is committed to delivering a quality project on time and on budget. Early and focused coordination between ESW, the engineering team and the NCDOT to communicate schedules, identify utility impacts and steer the project toward the most cost efficient concept while maintaining our commitment to safety proved to be an exceptional approach to deliver the project in accordance with the contract requirements. Additionally, the utilization of CPM scheduling (while not required by NCDOT) was a key tool in organizing, planning, and forecasting ESW’s field operations and overall project schedule. Each workday will begin with a daily JHA meeting conducted by the senior ESW supervisor onsite. Each meeting includes planning and coordination of the day’s work activities, equipment that will be used, anticipated hazards as well as approved means of abating those hazards.

j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, ES Wagner shall provide a detailed explanation below.

N/A



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

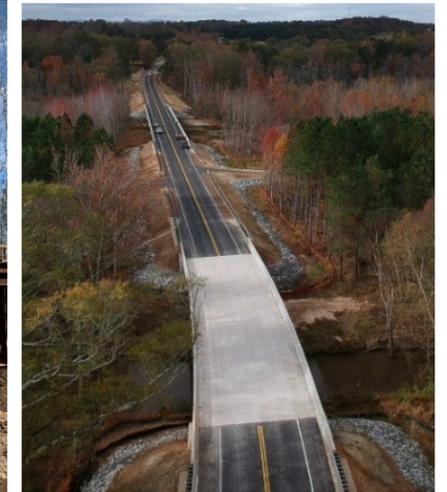
Prime Contractor – ES Wagner

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify ES Wagner’s responsibilities	d. Actual Construction Date:	e. Actual Construction Cost (in thousands)	f. Dollar Value of Work Performed by ES Wagner(in thousands)
Project ID P029127 Mount Lebanon Church Rd Bridge Replacement Location: Greenville/Spartanburg Counties, South Carolina	Design: SCDOT Prime Contractor: ES Wagner	Name of Owner: SCDOT Project Manager: Joseph Fowler, PE Phone: 864/587-4720 Email: fowlerjm@scdot.org	09/2019 11/2020	\$ 4,944	\$ 4,944

g. Narrative describing the work performed by ES Wagner

S-75 (Mount Lebanon Church Road) Bridge Replacements over Middle Tyger River & Tributary of Middle Tyger River was an SCDOT bid-build project performed by E.S. Wagner Co., LLC (ESW) during the construction timeframe referenced above. This project consisted of the formation of approximately 36,000 CY of geogrid reinforced embankment, construction of two structures, and a 180 day road closure that required the relocation of the roadway and completion of the two structures.

The tributary bridge constructed for this project consisted of a four span prestressed concrete cored slab structure spanning approximately 280 LF. The structure was supported by prestressed concrete pile and was finished with an asphalt concrete wearing surface. The majority of this structure was constructed through an environmentally sensitive area (wetland). Access to the site was restricted by wetlands and load rated bridges. Temporary access structures were required to complete the project and minimize impacts to the wetland. The structure over the Middle Tyger River consisted of two spans totaling 150 LF and constructed of Type III prestressed concrete beams that were supported by concrete pile. The reinforced concrete deck required approximately 225 CY of structural concrete and 50,000 LB of reinforcing steel.



Key Individuals on Project:

Tom Watson, PE – SVP & General Manager
Talley Smith, PE – Project Manager
John Cummins – Str. Operations Manager

h. Self-Assessment. The information provided in this section should be a self-assessment of ES Wagner’s performance on the project to identify ES Wagner with firms or personnel that have successfully completed projects on time and on or under budget, and to identify contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

In 75 years of business, ESW has never filed a claim against an Owner. ESW successfully completed the project within the required intermediate contract time of 180 days and approximately four months ahead of the contract completion date. The partnering relationship between ESW project personnel and SCDOT was a key to this projects success. While this contract was underway emergency repairs on local culvert were needed. ES Wagner was able to integrate the repair into their work, keep the project ahead of schedule and finish approximately \$200,000 under the initial contract amount.

i. Quality Initiatives. Discuss ES Wagner’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.

ESW is committed to delivering a quality project on time and on budget. One key challenge that presented itself on this project was a potential overrun of concrete piling due to subsurface conditions and no test piling information. ESW worked with SCDOT to mitigate this impact to the project by lengthening the pile tips and having pile freeze periods, so that pile buildups, additional pile length and test piling would not be necessary. Completing the project ahead of schedule was attributable to SCDOT’s approach to CPM scheduling. This approach is one that ESW supports and adheres to even outside of public sector projects. By using CPM scheduling, ESW could clearly identify the fact that completion of the project during the winter months could have a negative impact on the project delivery and accelerated our schedule and the road closure in an effort to avoid this impact. Each workday will begin with a daily JHA meeting conducted by the senior ESW supervisor onsite. Each meeting includes planning and coordination of the day’s work activities, equipment that will be used, anticipated hazards as well as approved means of abating those hazards

j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, ES Wagner shall provide a detailed explanation below.

N/A

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Holt Consulting Company, LLC (Holt)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Holt’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 Holt (in thousands)
Name: 2020-1 Emergency Bridge Package Location: York and Anderson Counties, SC	Name: Palmetto Infrastructure, Inc	Name of Owner: SCDOT Project Manager: Michael Pitts Phone: 803-737-2566 Email: PittsME@scdot.org	Design Complete: 7/2020 Construction Complete: 12/2020	\$ 3,173	\$ 127.3

g. Narrative describing the work performed by Holt Consulting as a subconsultant

This **Design-Build Project** included the design, permitting, demolition and replacement of 2 secondary bridges over water under emergency conditions utilizing DB procurement methods. Holt, working as a subconsultant, performed the roadway design and bridge QC for the two (2) bridge sites out of their Columbia, SC office location which were damaged as a result of February flooding. A secondary flood, post award, damaged the S-174 additionally which changed site conditions, resulting in the entire bridge collapsing and washing away along with the associated roadway embankment. As a result of the flood and the associated permit documentation, everything had to be constructed pre-flood conditions. All work was completed safely, and on-time and with no disputes.

S-816 over Mud Creek: Low Volume Bridge criteria dictated minimum bridge length, maximum span length, minimum low chord elevations, and minimum geotechnical and hydraulic criteria. The proposed structure consisted of a 3-span (45’-70’-45’) 160’ cored slab bridge constructed on the roadway tangent with a 15-degree skew. The end spans were designed to support crane loads for setting the 70’ center span and consisted of steel pile foundations while the interior bents used concrete composite piles with stingers. After award, the span arrangement was discussed and agreed to be revised with SCDOT in order to push the interior bents away from the channel bank. Final RFP drawings for this site were completed 3 weeks from NTP.

S-174 over Six and Twenty Creek: Low Volume Bridge criteria was utilized for development of the replacement structure. A single span cored slab bridge consisting of a 70’ structure was utilized. The bridge was constructed with a constant superelevated x-slope due to the proximity on the ends of horizontal curves. The roadway embankment was also re-constructed to pre-storm conditions per the Nationwide Permit which helped minimize bridge length and roadway slope impacts. Coordination with the property owner was critical and the design was configured so as not to impact his existing wooden flume which provided water to his business.



Key Project Relevance		Key Team Members Involved	Subconsultants
• LVB Design	• Close and Detour / Traffic / MOT	Daniel Atkinson	Three Oaks Engineering
• Bridge Replacements	• Environmental Permitting		
• Cored Slab Bridge	• Utility Coordination		
• Bridges over water	• Demolition		
• Design Build Delivery	• Geotechnical Design		
Districts 2 and 4 geographic experience			

h. Self-Assessment. The information provided in this section should be a self-assessment of Holt’s performance on the project to identify Holt personnel that have successfully completed projects on time and on or under budget, and to identify Holt’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

The DB team delivered the project design on time and on budget. Comments received on this project include: S-816 plans were submitted on schedule, S-174 plans were delayed slightly due to second flood, but overall project maintained the original schedule. The existing wooden flume was to be impacted significantly based on design as well the owners existing driveway due to the addition of new guardrail. However, after a field review and review of standard drawings, it was determined compressed shoulder pre-mash guardrail could be utilized which resulted in no impacts to the existing flume and required no additional permissions for construction of the property owner’s driveway.

i. Quality Initiatives. Discuss Holt’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.

S-816 plans were submitted on schedule, S-174 plans were delayed slightly due to second flood, but overall project maintained the original schedule. The team worked hand in hand with SCDOT to resolve the issues created due to the second flood.

j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Holt shall provide a detailed explanation below.

Not Applicable – All questions are answered with a “NO”.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Holt Consulting Company, LLC (Holt)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Holt’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 Holt (in thousands)
Name: 2016 Bridge Batch # 2 - Contract 8 Location: Brantley, Atkinson, Clinch, & Charlton Counties, GA	Name: Holt Consulting Company, LLC	Name of Owner: Georgia Department of Transportation Project Manager: Derrick Cameron Phone: 404-444-1776 Email: dcameron@dot.ga.gov	Design Complete: 2020 Construction Complete: 2022	\$ 11,822	\$ 4,915

g. Narrative describing the work performed by Holt Consulting Company, LLC.

The Georgia Department of Transportation programmed the bridge replacements as part of a batch in South Georgia. Holt Consulting was selected based on qualified based criteria to provide design services for this **Bid-Build** bridge batch.

PI 0013713, located on SR 520/US 82 over Big Creek in Brantley County. Only the westbound bridge was replaced on this four-lane divided highway with a depressed grass median. The proposed bridge was constructed at its existing location utilizing an on-site detour. A lane drop in the eastbound and westbound direction was required at the beginning and ending of the project, respectively. The westbound traffic was then detoured across the depressed grass median on temporary pavement to the existing eastbound bridge while the westbound bridge was demolished and reconstructed at its existing location.

PI 0013818, located on SR 64 over the Satilla River in Atkinson County was constructed on an offset alignment to the west of the existing bridge. The bridge typical section consisted of 11-foot lanes with 6-foot rural shoulders. Mount Zion Church Road was relocated to correct intersection sight distance while minimizing impacts to an adjacent Department of Natural Resources (DNR) boat ramp.

PI 0013822, located on a tangent on SR 122/SR 168 over Camp Creek in Clinch County utilized an off-site detour to facilitate the replacement of the proposed bridge at its existing location. The project avoided impacts to a nearby historic church and existing T-intersections to the east and west of the bridge location. The bridge and roadway approaches provided bikeable shoulders as this section of SR 122/SR 168 is on the State On-Street Bicycle Route Network which is known as Route 10 or the Southern Crossing, an east-west route from Jekyll Island to Lake Seminole. A Public Detour Open House (PDOH) was required as part of the environmental process.

PI 570943, located on CR 60/Paxton Road over Hatchers Branch in Charlton County utilized an off-site detour in order to replace the bridge at its existing location. The proposed bridge was 75-feet-long with 11-foot lanes and 4-foot rural shoulders. The project avoided impacts to an existing sewer lift station located near the southeast side of the proposed bridge. A PDOH was required as part of the environmental process.

Holt Consulting’s responsibilities included project management, concept development, preliminary plans, public involvement, right-of-way plans, and final plans as part of their scope. The projects also required environmental documents, development of maintenance of traffic plans and/or off-site detour maps including detour signing, pavement marking and signing, hydraulic and erosion control, geotechnical analysis, and utility relocation plans.



Key Project Relevance		Key Team Members Involved
• Traffic/MOT/Off-site Detour Plans	• Environmental Support/Compliance	Daniel Atkinson
• Geotechnical Design	• Bridge Replacement	
• Utility Coordination	• Design Management	
• Public Involvement	• Concept Development through Final Construction Plan Development	
• Concurrent design on multiple bridge sites		

h. Self-Assessment. The information provided in this section should be a self-assessment of Holt’s performance on the project to identify Holt personnel that have successfully completed projects on time and on or under budget, and to identify Holt’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

Holt was able to work with GDOT to maintain the schedule and budget while developing and completing design for all bridge sites. A CPM schedule was developed and implemented by the project manager which resulted EXCELLENT scores and reviews from GDOT staff as shown below:

PI 0013713 - Final Field Plan: Presentation- *Excellent*, Judgement-*Excellent*, Environmental- *Excellent*, Right-of-Way-*Excellent*, Utility-*Excellent*, Constructability-*Good*, and Schedule-*Good*

PI 0013818 - Final Field Plan: Presentation- *Excellent*, Judgement-*Excellent*, Environmental- *Marginal*, Right-of-Way-*Excellent*, Utility-*Good*, Constructability-*Excellent*, and Schedule-*Good*

PI 0013822 - Final Field Plan: Presentation- *Excellent*, Judgement-*Excellent*, Environmental- *Excellent*, Right-of-Way-*Excellent*, Utility- *Excellent*, Constructability-*Excellent*, and Schedule- *Excellent*

PI 570943 - Final Field Plan: Presentation- *Adequate*, Judgement-*Good*, Environmental- *Adequate*, Right-of-Way- *Adequate*, Utility- *Good*, Constructability- *Excellent*, and Schedule- *Adequate*

i. Quality Initiatives. Discuss 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.

Holt and all other firms on this design team delivered the project design on time and on budget with excellent quality. The Team did not incur delays or claims, dispute proceedings, litigations, or arbitration. The Team received above average evaluation scores from GDOT.

j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, firm shall provide a detailed explanation below.

Not Applicable – All questions are answered with a “NO”.



APPENDIX C

**WORK HISTORY AND QUALITY FORM - CONTRACTOR/DESIGNER
(SECTION 3.5.2)**



1515 SHOPTON RD. • CHARLOTTE, NC 28217 • (704) 676-9992 • FAX (704) 676-9923 • WWW.ESWAGNER.COM

October 13, 2022

RE: Quality of Past Performance

Bridge Package 15 – Design Build Project

Contract ID: 8862230

County: Anderson, Chester, Chesterfield and Lancaster

To whom it may concern,

E.S. Wagner Company, LLC answers “No” to all question in 3.5.2 of the above referenced Request for Qualifications for all projects, including projects submitted on the included Work History and Quality Form.

Sincerely,

Tom Watson
(864) 884-0400
twatson@eswagner.com
Senior Vice President & General Manager
E.S. Wagner Co., LLC



APPENDIX D

LEGAL AND FINANCIAL



1515 SHOPTON ROAD, SUITE 103 • CHARLOTTE, NC 28217 • P: (704) 676-9992 • F: (704) 676-9923 • WWW.ESWAGNER.COM

E.S. Wagner Company LLC has the financial capacity and the resources necessary to complete the Project as proposed in the RFQ.

A handwritten signature in blue ink, appearing to read 'John C. Wagner', is written over a light blue horizontal line.

John C. Wagner
Executive Vice President

State of Ohio
County of Lucas

Sworn to or affirmed and subscribed before me by John C. Wagner on this 13 day of October, 2022.



ROBYN MACK
Notary Public
State of Ohio
My Comm. Expires
April 13, 2026

A handwritten signature in black ink, appearing to read 'Robyn Mack', is written over a horizontal line.

Signature of Notary Public



Hartford Fire Insurance Company
Detroit Regional Office Bond Dept.
5445 Corporate Drive Suite 300
Troy, MI 48098

October 13, 2022

RE: E.S. Wagner Company
Request for Qualifications
Bridge Package 15 Design-Build
Contract ID 8862230 Cherokee County

To whom it may concern:

Hartford Fire Insurance Company (Hartford) has issued surety bonds to E.S. Wagner Company (Wagner) since 2007, during which time we have favorably considered single projects up to \$200 million and aggregate bond programs in excess of \$500 million. Our experience with Wagner has been excellent and we highly recommend them to you.

As surety for E.S. Wagner Company, Hartford will favorably consider providing a 100% Performance Bond and 100% Payment Bond for the captioned project, provided a contract is awarded to and executed by Wagner.

Hartford Fire Insurance Company is licensed in South Carolina and is listed on the U.S. Treasury Department's Listing of Approved Sureties (2022 Department Circular 570), with an underwriting limitation of \$1,174,335,000 and is rated A+ XV by A.M. Best Company.

Please understand that any arrangement for any bonds is a matter between E.S. Wagner Company and Hartford, and we assume no liability to third parties or to you if, for any reason, we do not issue the requested bonds. Hartford expressly reserves the right to review the terms and conditions of the contract, contract amount and bond form, evaluate pertinent underwriting data, and verify the adequacy of project financing prior to the issuance of bonds for the referenced project.

Sincerely,

Mark J. Mulville, CPCU
Contract Bond Manager
Hartford Fire Insurance Company

POWER OF ATTORNEY

Direct Inquiries/Claims to:

THE HARTFORD

BOND, T-12

One Hartford Plaza

Hartford, Connecticut 06155

Bond.Claims@thehartford.com

call: 888-266-3488 or fax: 860-757-5835

Agency Code: n/a (Detroit Bond Dept)

KNOW ALL PERSONS BY THESE PRESENTS THAT:

- Hartford Fire Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
- Hartford Casualty Insurance Company**, a corporation duly organized under the laws of the State of Indiana
- Hartford Accident and Indemnity Company**, a corporation duly organized under the laws of the State of Connecticut
- Hartford Underwriters Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
- Twin City Fire Insurance Company**, a corporation duly organized under the laws of the State of Indiana
- Hartford Insurance Company of Illinois**, a corporation duly organized under the laws of the State of Illinois
- Hartford Insurance Company of the Midwest**, a corporation duly organized under the laws of the State of Indiana
- Hartford Insurance Company of the Southeast**, a corporation duly organized under the laws of the State of Florida

having their home office in Hartford, Connecticut, (hereinafter collectively referred to as the "Companies") do hereby make, constitute and appoint, **up to the amount of unlimited:**

*Douglas F. Burgher, Jr., Mark J. Mulville, Seira Bonney, Michael Watts, Nora Rodriguez,
Jamie K Garofalo, Kylee A Macik, Christina A Scantland, Carrie Robinson*
of
Troy, MI

their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign its name as surety(ies) only as delineated above by , and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

In Witness Whereof, and as authorized by a Resolution of the Board of Directors of the Companies on May 23, 2016 the Companies have caused these presents to be signed by its Assistant Vice President and its corporate seals to be hereto affixed, duly attested by its Assistant Secretary. Further, pursuant to Resolution of the Board of Directors of the Companies, the Companies hereby unambiguously affirm that they are and will be bound by any mechanically applied signatures applied to this Power of Attorney.



Shelby Wiggins

Shelby Wiggins, Assistant Secretary

Joelle L. LaPierre

Joelle L. LaPierre, Assistant Vice President

STATE OF FLORIDA

COUNTY OF SEMINOLE



ss. Lake Mary

On this 20th day of May, 2021, before me personally came Joelle LaPierre, to me known, who being by me duly sworn, did depose and say: that (s)he resides in Seminole County, State of Florida; that (s)he is the Assistant Vice President of the Companies, the corporations described in and which executed the above instrument; that (s)he knows the seals of the said corporations; that the seals affixed to the said instrument are such corporate seals; that they were so affixed by authority of the Boards of Directors of said corporations and that (s)he signed his/her name thereto by like authority.



Jessica Ciccone

Jessica Ciccone
My Commission HH 122280
Expires June 20, 2025

I, the undersigned, Assistant Vice President of the Companies, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is still in full force effective as of October 13, 2022.

Signed and sealed in Lake Mary, Florida.



Keith D. Dozois

Keith D. Dozois, Assistant Vice President



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.

E.S. WAGNER COMPANY LLC

Vendor ID: 1TH039

Issued : June 16, 2022

Expires: July 31, 2023

Approved By: *Maria A. Davis*
Prequalification Coordinator

A blue-tinted photograph of a bridge over a stream in a wooded area. The bridge has a metal railing and is supported by several wooden posts. The stream flows under the bridge, and there are trees and bushes on both sides. The overall scene is serene and natural.

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:

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):

Tom Watson
Signature

10-13-2022
Date

Tom Watson
Print Name

E.S. Wagner Company, LLC
Company

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

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

October 17, 2022
Date

Paul Albert Holt, PE
Print Name

Holt Consulting Company, LLC
Company

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

Name

Phone

Company

A blue-tinted photograph of a bridge over a stream in a wooded area. The bridge has a metal railing and is supported by several concrete pillars. The stream flows under the bridge, and there are trees and bushes on both sides. The overall scene is serene and natural.

APPENDIX F

**CONFIDENTIAL OR PROPRIETARY INFORMATION
SUMMARY LIST**



1515 SHOPTON RD. • CHARLOTTE, NC 28217 • (704) 676-9992 • FAX (704) 676-9923 • WWW.ESWAGNER.COM

October 13, 2022

RE: Confidential or Proprietary Information
Bridge Package 15 – Design Build Project
Contract ID: 8862230
County: Anderson, Chester, Chesterfield and Lancaster

To whom it may concern,

There are no items in ES Wagner's Statement of Qualifications for the above referenced project that require confidentiality.

Sincerely,

A handwritten signature in blue ink that reads 'Tom Watson'.

Tom Watson
(864) 884-0400
twatson@eswagner.com
Senior Vice President & General Manager
E.S. Wagner Co., LLC

A blue-tinted photograph of a bridge over a stream in a wooded area. The bridge has a metal railing and is supported by several wooden posts. The stream flows under the bridge, and there are trees and bushes on both sides. The overall scene is serene and natural.

APPENDIX G

ADDENDUM RECEIPT FORMS

NO ADDENDUMS ISSUED

A blue-tinted photograph of a bridge over a stream in a wooded area. The bridge has a metal railing and is supported by several wooden posts. The stream flows under the bridge, and there are trees and bushes on both sides. The overall scene is serene and natural.

APPENDIX H

**KEY INDIVIDUAL AND CONTRACTOR / DESIGNER
REFERENCE FORMS**

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
References from Key Individual Resume Forms						
aschley@ncdot.gov	Anne	Schley	Tom Watson	Shelby Bypass III-C203905	General Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Tom Watson	Mount Lebanon Church Road Bridge Replacement	General Manager	E.S. Wagner
jmparkerjr@ncdot.gov	Michael	Parker	Tom Watson	NCDOT Express Design Build Year 6 Bridge Replacements-C203950	General Manager	E.S. Wagner
yarborouwd@scdot.org	William	Yarborough	Tom Watson	US 29 Bridge Replacement	General Manager	E.S. Wagner
dwaller@ncdot.gov	Darrin	Waller	Tom Watson	NCDOT Monroe Bypass Design-Build	General Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Talley Smith	Mount Lebanon Church Road Bridge Replacement	Project Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Talley Smith	SCDOT Emergency Bridge Replacement - S-92 (Groce Meadows Road) over Beaverdam Creek	Project Manager	E.S. Wagner
dknight@solidwasteauthority.org	Danny	Knight	Talley Smith	Horry County Solid Waste Authority Landfill Expansion Bridge	Project Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Talley Smith	SC 85 Bridge Replacements over S-995, S-2, and Lawson Creek	Project Manager	E.S. Wagner
jmparkerjr@ncdot.gov	Michael	Parker	Talley Smith	NCDOT Express Design Build Year 6 Bridge Replacements-C203950	Project Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	John Cummins	Mount Lebanon Church Road Bridge Replacement	Structures Operations Manager	E.S. Wagner
mcclurede@scdot.org	Douglas	McClure	John Cummins	US 521 Design Build Bridge Replacements over Pocatigo River	General Structure Superintendent	E.S. Wagner
aschley@ncdot.gov	Anne	Schley	John Cummins	Shelby Bypass III-C203905	Structures Operations Manager	E.S. Wagner
jpartin@ncdot.gov	John	Partin	John Cummins	NCDOT Express Design Build Replacements - Division 8	General Structure Superintendent	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	John Cummins	SC 85 Bridge Replacements over S-995, S-2, and Lawson Creek	Structures Operations Manager	E.S. Wagner
pittsme@scdot.org	Michael	Pitts	Daniel Atkinson	Emergency Bridge Package 2020-1 DB	Lead Roadway Engineer	Holt
mattoxjh@scdot.org	Jae	Mattox	Daniel Atkinson	Emergency Bridge Package 2018-2A	Lead Roadway Engineer	Holt
bostictl@scdot.org	Tameika	Bostic	Daniel Atkinson	S-195 Bridge Replacement over Camp Creek	Lead Design Engineer (PM and Roadway Lead)	Holt
bostictl@scdot.org	Tameika	Bostic	Daniel Atkinson	S-258 Bridge Replacement over Thorntree Creek	Lead Design Engineer (PM and Roadway Lead)	Holt
goodmanda@scdot.org	Derrick	Goodman	Daniel Atkinson	S-1632 Bridge Replacement over Simons Creek	Lead Design Engineer (PM and Roadway Lead)	Holt



Email	First Name	Last Name	Company Name	Project Name	Team
References from 3.3.1 - Not Shown on Work History					
mattoxjh@scdot.org	Jae	Mattox	Holt	Emergency Bridge Package 2018-2A	Holt, 3 Oaks
pittsme@scdot.org	Michael	Pitts	Holt	Emergency Bridge Package 2020-1 DB	Holt, 3 Oaks
staley.stephen@richlandcountysc.gov	Stephen	Staley	Holt	Richland County Penny On-Call	Holt, 3 Oaks, J. Bragg, THC Inc.
redfearnwt@scdot.org	Tyke	Redfearn	Holt	SC 72 Bridge Replacement Project	Holt, 3 Oaks, J. Bragg, THC Inc.
fowlerjm@scdot.org	Joseph	Fowler	E.S. Wagner	S-278/S-75 over Middle Tyger River & Tributary Greenville County	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	E.S. Wagner	S-92 Emergency Bridge Replacement over Beaverdam	E.S. Wagner
dknight@solidwasteauthority.org	Danny	Knight	E.S. Wagner	Horry County Solid Waste Authority Landfill Expansion Bridge	E.S. Wagner
yarborouwd@scdot.org	William	Yarborough	E.S. Wagner	US 29 SB Bridge Replacement	E.S. Wagner
toleref@scdot.org	Emily	Toler	Holt (for Daniel Atkinson at former employer LPA Group/Michael Baker Int.)	S-83 over Buffalo Creek Bridge Replacement Cherokee County	Holt (for Daniel Atkinson at former employer LPA Group/Michael Baker Int.)
bostictl@scdot.org	Tameika	Bostic	Holt	S-195 over Camp Creek Bridge Replacement Lancaster County	Holt
bostictl@scdot.org	Tameika	Bostic	Holt	S-258 over Thorntree Creek Bridge Replacement Fairfield County	Holt, 3 Oaks
bostictl@scdot.org	Tameika	Bostic	Holt	S-47 over Baskins Creek Replacement Lancaster County	Holt
References from Work History Forms 3.5.1					
jsalisbury@ncdot.org	Jason	Salisbury	E.S. Wagner	NCDOT Express Design Build Year 6 District 6 Bridge Replacement	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	E.S. Wagner	Mount Lebanon Church Road Bridge Replacement	E.S. Wagner
pittsme@scdot.org	Michael	Pitts	Holt	Emergency Bridge Package 2020-1 DB	Holt
dcameron@dot.ga.gov	Derrick	Cameron	Holt	2016 Bridge Batch # 2 - Contract 8 Location: Brantley, Atkinson, Clinch, & Charlton Counties, GA	Holt



A blue-tinted photograph of a bridge over a stream in a wooded area. The bridge has a metal railing and is supported by concrete pillars. The stream flows under the bridge, and there are trees and bushes on both sides. The overall scene is serene and natural.

APPENDIX I

UNIQUE ENTITY ID DOCUMENTATION

PROVIDED ON ORGANIZATIONAL
CHART