



S-53 OVER LITTLE ROCKY CREEK, CHESTER COUNTY



S-108 OVER BROWN CREEK, CHESTERFIELD COUNTY



S-765 OVER HANGING ROCK CREEK, LANCASTER COUNTY



S-294 OVER WILSONS CREEK, ANDERSON COUNTY

REQUEST FOR QUALIFICATIONS  
ANDERSON, CHESTER, CHESTERFIELD, AND LANCASTER COUNTIES

October 19, 2022



# BRIDGE PACKAGE 15

Design Build Project - Contract ID 8862230

Submitted by:



## 3.2 Introduction

### 3.2.1 -Crowder Construction Company

#### Authority to Execute Contract

George Ellis, PE  
Crowder Construction Company  
PO Box 30007  
Charlotte, NC 28230  
704-332-8184(o) / 704-995-4757(c)  
gellis@crowderusa.com

#### Office from which project will be managed

6409 Brookshire Blvd.  
Charlotte, North Carolina, 28216  
Construction managed from field office.

### 3.2.2 -Proposer Points of Contact

#### Chris Boyd, PE, DBIA

Crowder Construction Company  
PO Box 30007  
Charlotte, North Carolina, 28230  
704-348-1304 (o) / 704-942-6580 (c)  
cboyd@crowderusa.com

#### Lorin Lenarz

Johnson, Mirmiran & Thompson, Inc.  
235 Magrath Darby Blvd., Suite 275  
Mt. Pleasant, SC 29464  
843-556-2624 (office)  
Llenarz@jmt.com

### 3.2.3 -Lead Contractor/ Designer

#### Lead Contractor

Crowder Construction Company

#### Lead Designer

Johnson, Mirmiran & Thompson, Inc.

### 3.2.4 -Unique Entity ID

#### Lead Contractor

K7HXCACGATE5

#### Lead Designer

QGC7CHWHPT51

### 3.2.5-Commitment of Key Individuals

All key personnel identified will be committed to the project per requirements of the RFQ and to meeting SCDOT's quality and schedule expectations. Crowder Construction Company and JMT confirms availability of key staff for the duration of the project.

## 3.3 Team Structure and Project Execution

**3.3.1 Organizational Chart, Team Structure, and Team Integration** | The Bridge Package 15 Design-Build project will be led by Crowder Construction Company (Crowder). Crowder is a prequalified prime contractor with the SCDOT. Crowder will be the sole entity to contract with the SCDOT responsible for the overall Design Build (DB) project and will self-perform most of the key elements on the project including major bridge construction, demolition, and ancillary roadway components. Table 1 below indicates the team structure, and the organizational chart (Figure 1) demonstrates the “Chain of Command”, communication lines, and functional relationships that will be implemented on this project.

Table 1: Primary Team Members		
Logo	Role	Responsibility
	Lead Contractor	Overall project, construction of a new bridge and associated roadway approaches, demolition and removal and disposal of the existing bridge, utility Coordination, and erosion and sediment control
	Lead Designer	Overall design management during construction, hydrologic/hydraulic analysis and design, environmental monitoring and compliance, roadway design, bridge design, Utility coordination, and as-built plans
	Geotechnical Engineer	Geotechnical exploration and design

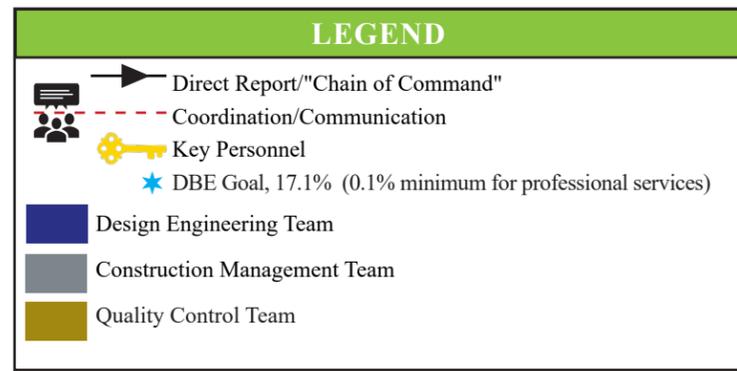
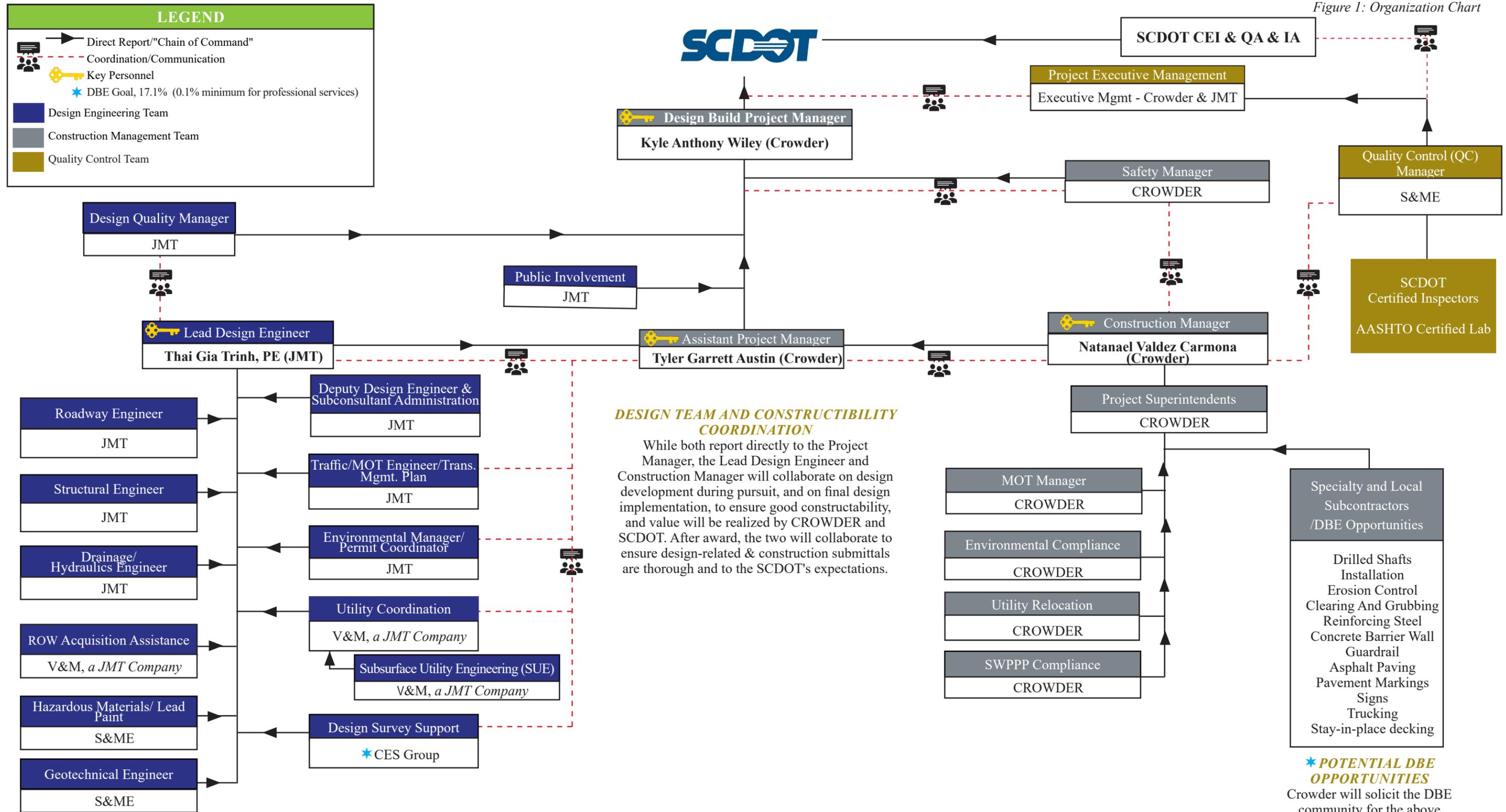


Figure 1: Organization Chart



**DESIGN TEAM AND CONSTRUCTIBILITY COORDINATION**

While both report directly to the Project Manager, the Lead Design Engineer and Construction Manager will collaborate on design development during pursuit, and on final design implementation, to ensure good constructability, and value will be realized by CROWDER and SCDOT. After award, the two will collaborate to ensure design-related & construction submittals are thorough and to the SCDOT's expectations.

★ **POTENTIAL DBE OPPORTUNITIES**  
 Crowder will solicit the DBE community for the above subcontracting opportunity and participate in outreach for this project.

★ All key personnel identified will meet requirements of the RFQ and the SCDOT's quality and schedule expectations. Crowder Construction Company and JMT confirms availability of key staff for the duration of the project.

**Table 2: Qualifications of Key and Support Personnel**

Key Individual	Reporting to	Responsibility	Key Qualifications	Key Individual	Reporting to	Responsibility	Key Qualifications
<b>Project Manager</b> Kyle Anthony Wiley <i>Crowder</i>  	SCDOT / Resident Construction Engineer	<ul style="list-style-type: none"> <li>Project delivery</li> <li>Primary Contact</li> <li>Attend/Lead Meetings</li> <li>Full Authority</li> <li>Safe delivery &amp; quality construction</li> <li>Available to SCDOT</li> </ul>	<ul style="list-style-type: none"> <li>14 years experience</li> <li>Package bridge bundle and design-build projects</li> <li>Excellent communicator</li> </ul>	<b>Lead Design Engineer</b> Thai Trinh, PE <i>JMT</i>  	Project Manager Kyle Anthony Wiley	<ul style="list-style-type: none"> <li>Responsible for design</li> <li>Attend all routine project meetings in-person</li> <li>Available to SCDOT as needed</li> </ul>	<ul style="list-style-type: none"> <li>24 years exp.</li> <li>Structure EOR of 7 SC DB jobs including SC 4 with Crowder</li> <li>SCDOT seismic and geotechnical manual expertise</li> </ul>
<b>Assistant Project Manager</b> Tyler Garrett Austin <i>Crowder</i>  	Project Manager Kyle Anthony Wiley	<ul style="list-style-type: none"> <li>Daily coord. &amp; contact</li> <li>Avail. on-site for all constr. activities</li> <li>Lead weekly design status meetings</li> </ul>	<ul style="list-style-type: none"> <li>9 years experience with bridge and roadway projects</li> <li>Background with complex project admn., and with SCDOT admin. requirements.</li> </ul>	<b>Construction Manager</b> Natanael Valdez Carmona <i>Crowder</i>  	Project Manager Kyle Anthony Wiley	<ul style="list-style-type: none"> <li>All aspects of project construction.</li> <li>Conformance with RFP</li> <li>Subcontractor coord.</li> <li>Constr. Team management</li> </ul>	<ul style="list-style-type: none"> <li>13 years experience</li> <li>Package bridge bundle design-build experience</li> </ul>

**Table 3: Additional Key Support to Ensure Project Success**

Role	Why Valuable?
<b>Hydraulic Engineer</b> Pilar McClelland, PE (JMT) Reports directly to Lead Design Engineer & collaborates with other design staff	<ul style="list-style-type: none"> <li>42 years experience</li> <li>Hydraulic engineer of record on the following SCDOT projects: Design-Build Wagener Rd. (SC4/SC 302) over S. Edisto with Crowder and on Bridge Replacement Package 2016-1A</li> </ul>
<b>Geotechnical Engineer</b> Aaron Goldberg (S&ME) Reports directly to Lead Design Engineer & collaborates with other design staff	<ul style="list-style-type: none"> <li>28 years experience</li> <li>Geotechnical designer on 8 SCDOT design-build bridge projects working on multiple sides of the DB contractual relationships over the past 21 years, including: preparation of documents for SCDOT, contractor’s design team, and geotechnical ground improvement construction subcontractor.</li> </ul>
<b>Environmental Manager</b> John Collum, PWS (JMT) Reports directly to Lead Design Engineer & collaborates with other design staff	<ul style="list-style-type: none"> <li>25 years of experience</li> <li>Environmental and permit management on 33 SCDOT projects including Design-Build Bridge Replacements Package C &amp; D and SC 4 Wagener Road with Crowder</li> </ul>

**Team Structure** | Crowder has enlisted JMT as the lead designer; JMT will subcontract to specialty subconsultants providing support in pursuit of the Bridge Package 15 project. Crowder’s Project Manager, Kyle Wiley, will be the primary person responsible for, and in charge of, delivery of the project in accordance with RFQ/RFP requirements and SCDOT’s primary point of contact. Kyle will attend and lead weekly status meetings during the design and construction phase and has authority in all design and construction matters. He will be supported by George Ellis, PE, on the executive committee as final authority for any contract changes exceeding \$10,000 in value. Kyle has been a leader on design-build projects ranging up to \$85 million and is an excellent communicator and respected leader at Crowder.

Supporting Kyle will be Tyler Austin, Assistant Project Manager. Tyler will provide project administration such as keeping the schedule and

budget controls, generating purchase orders and subcontracts, and coordinating RFI's and submittals. Tyler will be available to be on-site during all the construction activities, attend weekly status meetings, and will be available to SCDOT as requested. Additionally, Nate Carmona, Construction Manager, will be responsible for daily planning and management of construction activities with roadway and structural foremen managing individual job sites. Nate will be the daily site contact for inspectors and SCDOT and he will attend weekly progress meetings. Nate has design build superintendent in training experience on our recently completed Aiken County (Wagner Road) SC-4 over South Edisto River Design-Build project.

Lead Design Engineer, Thai Trinh, PE, will lead and be responsible for the overall design and plan development, coordinating all design disciplines, will attend all routine project meetings in person, and be available as needed by SCDOT. He has successfully led similar small bridge replacement and design-build contracts such as Bridge Replacement Package 2016-1A, Ashley Hall Plantation Bridge Replacement over Bulls Creek, Governor's Cay Bridge over Nowell Creek, S-8-9 Cypress Gardens Road, and was the deputy design manager and structural engineer of record for the Design-Build Bridge Replacement 2020-2 in Aiken County (Wagner Road (SC-4) over South Edisto River).

**Functional Relationships and Integrated Team I** Crowder's Team is structured to share and apply lessons learned on SCDOT design-build jobs to ensure effective teamwork with clear lines of authority and responsibility with open channels of communication. The design and construction teams are structured to ensure efficient cross-communication and integration between design and construction staff throughout the entire project duration.

Our project manager, Kyle Wiley, will be the primary person in charge of the project. Figure 2 demonstrates how we will function as an integrated team and Table 4 (below) shows our integration strategies. Crowder and JMT have previously worked together delivering the Design-Build Bridge Replacement 2020-2 in Aiken County (Wagner Road) SC-4 over South Edisto River and Crowder and JMT are part of, but working separately on, the I-85 Reconstruction and Widening MM 77 to MM 98 DB project in Spartanburg County.

## INTEGRATED PROJECT TEAM (IPT)

The IPT brings designer and contractor together for early & continuous collaboration to maximize value to the owner

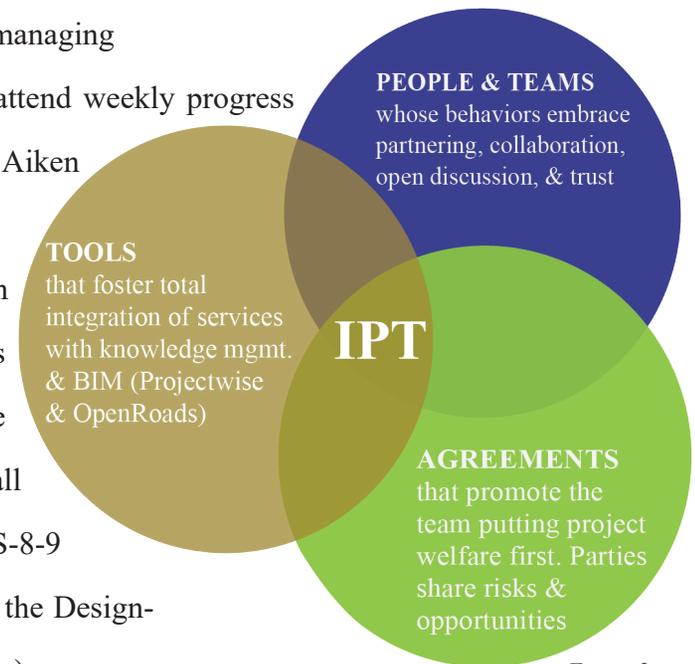


Figure 2

**Table 4: Design Build Integration Strategies**

Project Manager has overall decision-making and contractual ability and will empower the Asst. Project Manager to execute on day-to-day site-specific decisions/communication
Assistant Project Manager responsible for day-to-day management and SCDOT communication; facilitating Pre-construction and Construction communication
Task Force meetings will be held Pre-construction and continue into Construction and will include Major Subcontractors, Stakeholders, and SCDOT as appropriate. Weekly / Monthly Project meetings will also be held to promote collaboration, planning, constructability, scheduling, and design reviews.
Pre-design meetings with Construction and SCDOT upon award and as needed thereafter
Technology Integration – BlueBeam Plan reviews, ProjectWise file management system, and Video Conferencing
Pre-submittal constructability reviews by Construction Team
Dedicated design / construction document control specialists to coordinate with SCDOT on design and construction submittals
JMT will perform independent “third party” quality control plans using PCDM-22 Quality Control Checklists for Design

**Table 5: Working together as a Team and Collaborating on the same project**

	Design Build	CROWDER	JMT/V&M	S&ME
Emergency DB SC4 Bridge Replacement over South Edisto River, Aiken County, SC (2020-Current)   Crowder – Lead Contractor, JMT – Lead Designer   Contact: SCDOT, Bobby Usry, UsryBM@scdot.org, 803-641-7660	✓	✓	✓	
I-85 Reconstruction and Widening MM 77 to MM 98 DB, Spartanburg County, SC (2016-Current)   Crowder – CSX Bridge Subcontractor, JMT – Roadway Engineer   Contact: SCDOT, Brad Reynolds, PE, DBIA, reynoldsbs@scdot.org, 803-737-1440	✓	✓	✓	
Express Design Build Division 13, on NC251 Bridges #8 & #9 over Ivy River, Madison County, NC (2017-2018)   Crowder-Prime Contractor, V&M- Lead Design Engineer   Contact: NCDOT, Joseph Lawrence, RCE, jrlawrence@ncdot.gov, 828-658-9439	✓	✓	✓	
Ashley Hall Plantation Road Bridge Replacement, Charleston, SC (2014-2020)   JMT - Lead Designer, S&ME - Geotech   Contact: Charleston County, Eric Adams, PE, ejadams@charlestoncounty.org 843-202-6149			✓	✓
Emergency DB Package 6, Richland County, SC   Crowder -Prime Contractor, S&ME-Geotech   Contact: SCDOT, Robert Power, Powerrw@scdot.org, 803-769-9540	✓	✓		✓
Duke Energy Cliffside McCraw Road Bridge, Cliffside/Rutherford County, NC (2009-2010)   Crowder - Prime Contractor, V&M- DBB EOR   Contact: Duke Energy Carolinas, LLC, Richard Wiles, Richard.Wiles@duke-energy.com, 704-620-2085		✓	✓	
Two Bridge Replacement on S-22 (Veterans Road) over South Edisto River, Aiken County, SC (2021-Ongoing)   JMT - Lead Designer, S&ME - Hazardous Materials/Lead Paint   Contact: SCDOT, Tony Edwards, PE, EdwardsTC@scdot.org, 855-467-2368			✓	✓
Iredell Co. Emergency Express Design-Build of Bridge #136 on SR 1561 (Liberty Hill Road) (2021-2022)   Crowder-Prime Contractor, V&M- Lead Design Engineer   Contact: NCDOT, Larry Carpenter, PE, lcarpenter@ncdot.gov, (980)-552-4200	✓	✓	✓	
Bridge Replacement over Beresford Creek, Berkeley County, SC (2021-Ongoing)   JMT - Lead Designer, S&ME - Geotech   Contact: City of Charleston, J. Frank Newham, Sr. PM, newhamj@charleston-sc.gov, 843-724-3713			✓	✓
St Thomas/Clement Ferry/Daniel Island Pedestrian Connector, Charleston County, SC (2021-Ongoing)   JMT - Lead Designer, S&ME - Geotech   Contact: City of Charleston, Chase Anderson, Andersonc@charleston-sc.gov, 843-720-3910			✓	✓
High Battery “The Turn”, Charleston, SC (2018-2019)   Crowder - Prime Contractor, JMT – Owner’s Engineer during Construction   Contact: City of Charleston, J. Frank Newham, Sr. PM, newhamj@charleston-sc.gov, 843-724-3713		✓	✓	
Schnabel Dam Design Group - Langley Pond Dam, Aiken, SC (2018-2020)   Crowder - Prime Contractor, JMT - Environmental   Contact: Aiken County, SC, Teresa Crain, TCrain@aikencountysc.gov, 803-642-1535		✓	✓	
Schnabel Dam Design Group- Gibson Pond Dam, Lexington, SC (2018-2021)   Crowder - Prime Contractor, JMT - Environmental   Contact: Town of Lexington, SC, Randy Edwards, redwards@lexsc.com, 803-358-7279		✓	✓	
S-2-182 (Laurens St.) Emergency DB Bridge Replacement, Aiken County, SC   Crowder -Prime Contractor, S&ME-Geotech   Contact: SCDOT, David Rister, risterdg@scdot.org, 864-889-8004	✓	✓		✓

**3.3.2 Project Resources, Strategies, and Execution |**

**Team's Strategy for Implementing Resources to Execute Contract-**

Crowder is a family-owned business that has built bridges in SC, NC, VA, and GA since 1954. Crowder is headquartered in Charlotte, NC, with over 900 employees in multiple divisions, has a strong financial base, and owns a significant inventory of bridge construction equipment. Crowder has the necessary financial, equipment, personnel, and technological resources on-hand and available to meet the needs of this project. Crowder's backlog is currently \$400 million, with a total bonding capacity of \$800 million. Crowder Heavy Civil maintains 10 structures crews and 3 grading/drainage crews and associated equipment. **Crowder plans to commit a minimum of 2 structures crews and 2 grading/drainage crews from our Heavy Civil Division to execute the contract.**

Table 6: Labor Resources			Equipment Resources		
Classification	Avail	Anticip	Type	Avail.	Anticip
Carpenters	40	2	Cranes (50 Ton-300 Ton)	16	2
Carpenter Helpers	10	2	Vibratory Hammers	2	1
Structures Foreman	18	2	Pile Impact Hammers	4	2
Operator Crane	8	2	Manlifts	1	1
Laborers	4	2	Dozers	2	1
Piledriving Foreman	4	2	Excavators	11	2
Equipment Operators	6	2	Loaders	4	2

**Furthermore, Crowder will allocate additional resources as necessary, to ensure any unforeseen schedule impacts are recovered, so the project is completed on time to meet SCDOT and public expectations.** Crowder has a tenured and accomplished staff of construction professionals who take great pride in building quality projects safely, while developing superior partnering relationships with owners, other contractors, and stakeholders on the projects we build. Crowder has successfully completed design-build projects for SCDOT, without claims or liquidated damages, and has developed internal best practices and a greater capacity for alternate delivery contracting. Table 6 is an estimate of both Crowder's available staff and equipment resources along with what we anticipate needing to complete this project.

**Table 7: Team Responsibility** *CROWDER will self-perform all major scopes of construction work (70-85% of total contract), to maintain control of the schedule*

Construction Category	Self-Perform	Construction Category	Sub-Contract	Design Discipline	JMT/V&M	S&ME
Construction Management	•	Drilled Shafts	•	Structural/Bridge Design	•	
Pile Foundations	•	Clearing Grub	•	Roadway Design	•	
Beams Erection	•	Roadway Striping	•	H&H Design	•	
Decks	•	Erosion Control Installation	•	Geotechnical Design		•
Approaches	•	Guardrail	•	Utility Coordination	•	
Demolition	•	Hauling	•	Surveying (Sub to CES)		
Site Utility Coordination	•	Barrier Walls	•	Permitting	•	
E&S Control Maintenance	•	Grooving	•	SUE	•	
Storm Drainage	•	Seeding	•	Right of Way	•	
Rip Rap Slope Protection	•	Paving	•	Public Involvement	•	
Subcontractor Support	•	Lead Paint with QC Testing	•	Construction Support	•	•

To successfully launch and promote seamless execution, Crowder will conduct a story-board planning session for the job at the outset to finalize in-house vs. outsourced activities. Additionally, a final production schedule will be developed for submittal to SCDOT. Preliminarily, Crowder intends to approach the construction by working on 2 bridge

sites at a time and progress to the other 2 sites, however more bridge sites can be engaged simultaneously if needed for schedule purposes. Crowder will most likely capitalize on our proximity to the Anderson and Chesterfield sites by mobilizing there first.

Additionally, JMT's staff of 43 in SC, including those from their recent merger with Vaughn & Melton Consulting Engineers, are supported by a company-wide staff of over 1,900 that can provide additional resources (many already having SC experience from working on past SCDOT Design-Build jobs) to help deliver this project should the need arise. JMT is not currently short-listed as a lead engineer on other SCDOT Design-Build jobs and anticipates full availability to perform their role on Package 15. This JMT, SCDOT Design-Build experienced, staff has completed their design roles on their 4 most recent SCDOT DB projects and are immediately available to apply valuable lessons-learned, and acquired best practices, to serve this project. **JMT' strategy for successful design resource execution is to utilize the same primary design team that executed for Crowder on the successful SC4 job, and who participated in the 2021 CLRB package pursuit with Crowder, of Thai Trinh (Structures), David Russell (Roadway), and Pilar McClelland (Hydraulics) with Jim O'Connor serving in a Principal Design-Build Engineer oversight role.**

This continuity of team, that has worked with Crowder previously, will eliminate any contractor-designer coordination learning curve. It enables immediate start-up at NTP because contracting language between JMT and Crowder has already been established. It allows for productive final design and constructability reviews in an integrated fashion with Crowder to establish supplier/fabricator commitments for product delivery as soon as possible. It also promotes the development of cohesive and accurate design deliverables to SCDOT after a collaborative QC process with Crowder. In addition to JMT's staff, their subconsultants S&ME and V&M, A JMT Company, have SCDOT Design-Build experienced in-state staff immediately available for this project and can provide staff that has worked with Crowder previously. Having important front-end services like utility coordination & SUE, environmental/permitting, traffic/MOT, and ROW services all under the JMT/V&M "one company" umbrella is another key resource implementation strategy that will yield a successful project start-up and delivery. Likewise, JMT's past working relationship with Aaron Goldberg of S&ME, derived over many years of joint projects in challenging soils, allows for seamless interaction of JMT's structural staff with S&ME's geotechnical staff to quickly settle on effective, and GDM compliant, foundation and embankment solutions.

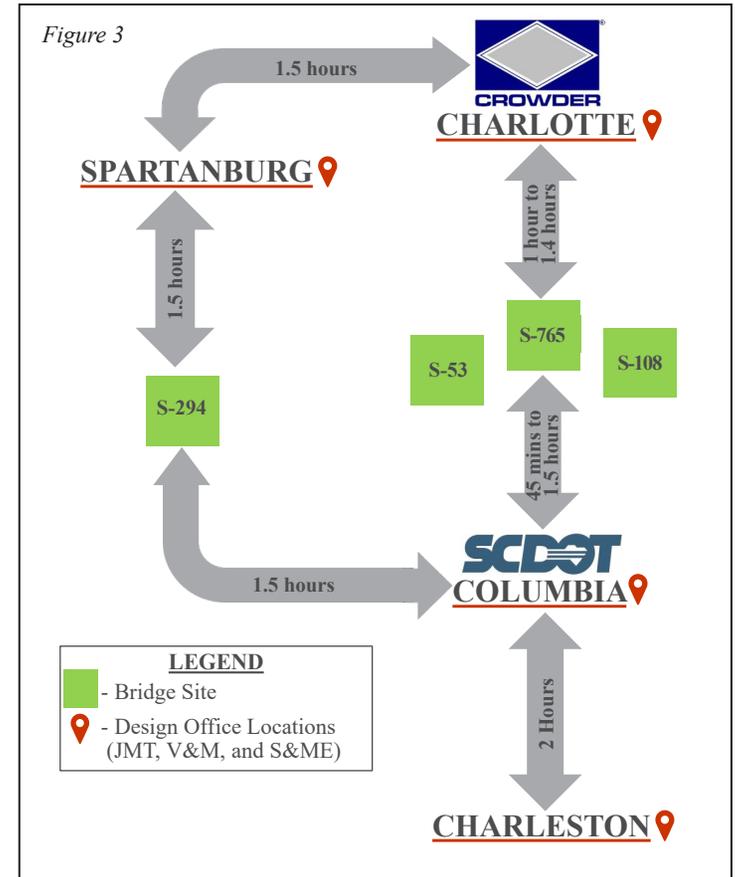
**Geographical Location of the Firms to Enhance Integration, Communication, Issue Resolution, and Project Execution** - Crowder will manage the project from their Charlotte office, located 45 to 90 minutes from three of the four sites, and a mobile office will be set up at each job site for on-site collaboration and coordination with the SCDOT District and inspection staff. Crowder currently has seven bridge and grading crews located

near Columbia, SC, and Charlotte, NC, with two crews ready to mobilize and likely to begin construction on the Anderson and Chesterfield sites. This allows construction challenges to be worked out at the other sites well in advance of mobilization. Some early design and construction issues to be considered at each site are represented in Table 8. If schedule demands arise, additional resources may be used to begin construction simultaneously at additional bridge sites. Crowder's geographical location, and bench depth of resources, promotes flexibility in our project execution and higher responsiveness to unforeseen challenges.

Table 8: Key to Successful Execution	
S-765 over Hanging Rock Creek, Lancaster County	S-53 over Little Rocky Creek, Chester County
<ul style="list-style-type: none"> <li>• <b>Utilities</b> - Potential buried cable adjacent to project site.</li> <li>• <b>Hydraulics</b> - Culvert to the north of the bridge to be replaced. Phased approach - keep the road open all the way to the intersection. Provide longer bridge meeting hydraulic requirements in HBD # 2019-4 and -4.</li> <li>• <b>Geotech.</b> - Boulders underlying alluvium soil could require predrilling holes for pile foundation installation. Loose/compressible alluvium in portion of embankments over the floodplain.</li> <li>• <b>Enviro.</b> - Most challenging of this package. Keep aquatic losses below 0.005 ac. stream and 0.1 ac wetland to avoid mitigation requirements. Stream impacts are currently at 88 LF/0.006 ac. Very good possibility streams 4 &amp; 5 are not jurisdictional. Submit for JD calling those out to reduce impacts below mitigation requirements. Wetland loss currently at 0.072 ac.</li> <li>• <b>Roadway</b> - Driveway at North corner of new bridge will need to be accommodated with appropriate sight distance. Final limits will be determined from final RFP but are expected to stop short of the intersection with S-766.</li> <li>• <b>Bridge</b> - Setting bridge length to meet hydraulic requirements and top of bank setback requirements. Design substructures with scour, potential debris accumulation, and consider risk with encountering boulders.</li> <li>• <b>Construction</b> - Keeping neighbor access to his driveway through out construction</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Utilities</b> - Power lines (Fairfield Electric Coop) will have to be relocated before any demolition can be started due to the fact that they cross over the bridge at an angle. The gas line (Chester County Natural Gas) is located next to the existing east end bent on the north side of the bridge and will also need to be relocated early on in the project schedule to allow for new end bents and piles to be placed.</li> <li>• <b>Hydraulics</b> - Provide longer bridge meeting hydraulic requirements in HBD # 2019-4 and -4. Scour potential.</li> <li>• <b>Geotech.</b> - Significant difference in PWR/rock elevation from one side of creek to the other. Soft/compressible soils in a portion of the embankment over the floodplain.</li> <li>• <b>Enviro.</b> - Keep aquatic losses below 0.005 ac. stream and 0.1 ac wetland to avoid mitigation requirements. Current estimates are 57 LF/0.004 ac. stream and 0.014 ac. wetland.</li> <li>• <b>Roadway</b> - Superelevation transition can likely be kept off the bridge structure. Roadway tie ins will use appropriate superelevation transitions to tie to existing roadway. Clear sight distance will be provided for the approach from the East</li> <li>• <b>Bridge</b> - Bridge may be too long for LVB Criteria. Setting bridge length to meet hydraulic requirements and top of bank setback requirements. Design substructures with scour, potential debris accumulation, and variability of PWR/rock elevation. Avoid superelevation transition on the bridge.</li> </ul>
S-108 over Brown Creek, Chesterfield County	S-294 over Wilsons Creek, Anderson County
<ul style="list-style-type: none"> <li>• <b>Utilities</b> - Power line outside of expected work limits</li> <li>• <b>Hydraulics</b> - Existing irrigation ditch on southwest quadrant on project site. . Provide longer bridge meeting hydraulic requirements in HBD # 2019-4 and -4.</li> <li>• <b>Geotech.</b> - Shallow depth to very hard residuum/PWR could require predrilling holes for pile foundation installation.</li> <li>• <b>Enviro.</b> - Keep jurisdictional ditch 1 loss below 0.005 ac. (72 LF at this site) to avoid mitigation requirements (impacts are currently estimated at 43 LF).</li> <li>• <b>Roadway</b> - Vertical grades will dictate extent of the project limits. Any correction into the approach curve will be developed with appropriate superelevation transition into the fully superelevated portion of the curve.</li> <li>• <b>Bridge</b> - Setting bridge length to meet hydraulic requirements and top of bank setback requirements. Avoid superelevation transitions on the bridge. Design substructures with scour and shallow rock.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Utilities</b> - Utilities along both sides of the bridge</li> <li>• <b>Hydraulics</b> - Significant noted erosion around the bridge embankments</li> <li>• <b>Geotech.</b> - Significant difference in rock elevation from one side of the creek to the other</li> <li>• <b>Enviro.</b> - Ensure stream impacts stay within GP thresholds of 300 LF. Currently around 130 LF. Reserve mitigation bank credits as soon as possible.</li> <li>• <b>Roadway</b> - Superelevation transition on bridge may dictate structure type available for use. Bridge structure may have to be wider to accommodate required minimum shoulders. Appropriate superelevation development will be used to tie into the approach curves at side of the bridge.</li> <li>• <b>Bridge</b> - Setting bridge length to meet hydraulic requirements and top of bank setback requirements. Design substructures with scour, potential debris accumulation, and variability of rock elevation. Avoid superelevation transition on the bridge.</li> </ul>

JMT will manage the design out of their Charleston and Columbia, SC offices, with staff support coming from their combined JMT/V&M locations in Spartanburg and Charlotte to best respond to Crowder's needs, both for office meetings and on-site meetings. As shown in Figure 3 Crowder and the design firms are centrally located between the project sites and SCDOT. Proximity of the Crowder and JMT/V&M offices to each other, and SCDOT headquarters, will allow for **enhanced communication and integration**. This is accomplished by planning and brainstorming through face-to-face and virtual meetings, and in-person project meeting attendance as needed. Communication and integration is key on any project, but especially Design-Build efforts. JMT and Crowder will attend regular meetings, maintain a high level of communication & collaboration and function as an integrated delivery team, both during the pursuit and delivery of this project, as was evident during our execution of the SC4 project. JMT's Jim O'Connor and Thai Trinh attended weekly construction calls between Crowder, SCDOT Dist., and SCDOT HQ staff, long after design was complete, to maintain the integration of design and construction roles. This continued communication, and investment in project success, fostered by Crowder and embraced by JMT, resulted in an on-time delivery and an overall SCDOT Satisfaction score of 6 out of 6 available Likert Scale points on JMT's Jan to June 2022 consultant rating. A specific comment on Cooperation with Team and Owner was "(Excellent) JMT has been extremely involved throughout the design and construction phases of the project. The team has exemplified a great level of dedication to make ensure there were no delays to the schedule." This is reflective of how we endeavor to approach all projects and the commitment our team will bring to Package 15.

When it comes to issue resolution, there is no better avenue to solve problems than face-to-face meetings, that can be enhanced with additional virtual communication. Our geography to each other and SCDOT allows for immediate reaction to any issues and to any meeting needs to expedite resolution. While we don't anticipate having any issues, the sometimes unpredictability and volatility of the infrastructure industry, demands preparedness. Our team has the experience, and expertise, to tackle any solution head-on to maintain project budgets, schedules, and outcomes. A specific example of



our approach is noted in the same evaluation noted above where the responsiveness/cooperative to conflict resolution noted our Crowder-JMT team as “(Excellent) Building off the cooperation with the team and owner, JMT stayed very vocal during design, and it echoed through the construction phase which was great. Jim and Thai were extremely responsive and cooperative throughout the life of the project”. Avoidance of issues is the first order of defense. Solving them when they arise, quickly and without finger-pointing for the benefit of the project, is always our first step and that approach is reflected in the comment above. We commit to a partnering approach to solving any issues that arise and keeping the project moving toward completion as our first and foremost mission.

### **3.4 Experience of Key Individuals**

Please see Appendix A for resumes of our Key Individuals. All team members currently hold or will obtain licenses required for performing work on the project under state and local laws. The Crowder Team commits key staff to fill designated roles, who will be 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.

### **3.5 Past Performance of Team**

Please see appendix B for the Work History and Quality Form-Contractor/Designer.



S-53 OVER LITTLE ROCKY CREEK, CHESTER COUNTY



S-108 OVER BROWN CREEK, CHESTERFIELD COUNTY



S-765 OVER HANGING ROCK CREEK, LANCASTER COUNTY



S-294 OVER WILSONS CREEK, ANDERSON COUNTY

# APPENDIX A

Key Individual Resume Forms



**KEY INDIVIDUAL RESUME FORM**

Brief Resume of Key Individual anticipated for the Project.		
a. Name & Title:	<b>KYLE ANTHONY WILEY</b> Project Manager	
b. Role of Key Individual for this Project:	<b>Design Build Project Manager</b>	
c. Name of Firm with which you are now associated:	<b>CROWDER CONSTRUCTION COMPANY</b>	
d. Years of Experience:	With this Firm 8 Years      With Other Firms <u>6.5</u> Years Firm 1: <b>Crowder Construction</b> – Project Manager (2017-Present); Assistant Project Manager (2014-2017) Firm 2: <b>Lane Construction</b> – Senior Job Engineer/Assistant Superintendent (2013-2014); Job Engineer (2010-2013); Associate Engineer (2008-2010)	
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s) :	East Carolina University/Greenville, NC/Bachelor of Science/Construction Management, 2008	
f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:	N/A	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<p><b><u>VDOT Southampton Hwy 671 over Nottoway River</u></b></p> <p><b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> Firm 1  <b>Project/Assignment Duration:</b> Project 2020-2022, Assigned 2020-2022</p> <p><b>Owner Contact Information:</b> VDOT, Miranda Kidd, 757.996.3342 miranda.kidd@dot.virginia.gov</p> <p><b>Design/Construction Value:</b> \$12 Million</p> <p><b>Project Description:</b> Replacement of two each existing 300’ bridge structures with new 300’ bridge structures. Temporary trestle founded upon steel pipe pile utilized for access by the 300 Ton crane out into the waterway. The new three span bridge structures are founded on 36” spun cast cylinder pipe pile with precast bent caps grouted to the pile. The superstructure is 45” precast bulb-T beams, SIP metal decking and cast-in-place reinforced concrete deck with stainless reinforcing steel, and 32” Kansas Corral bridge barrier. The project includes cofferdams and in water work moratoriums. Responsibilities include project safety, contract compliance, communication with client, budget, materials procurement and subcontracting, schedule and project success. Multi-Bridge Construction and Coordination, Similar project value.</p> 	
	<p><b><u>SCDOT 5485020-SC-9, Lockhart</u></b></p> <p><b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> Firm 1  <b>Project/Assignment Duration:</b> Project 2017-2020, Assigned 2018-2020</p> <p><b>Owner Contact Information:</b> SCDOT, Melanie Mobley MobleyMF@scdot.org, 803-385-4233 O 803-246-0065 C</p> <p><b>Design/Construction Value:</b> \$21.6 Million</p> <p><b>Project Description:</b> Replacing four bridges; the larger of bridges is the 700’ long SC 9/49 bridge over the Broad River. The second is a bridge over the Lockhart Canal, which Lockhart Power uses to make power for small portion of the state, and the last two bridges are over local Town of Lockhart roads. Responsibilities include project safety, contract compliance, communication with client, budget, materials procurement and subcontracting, schedule and project success. Significant to this project are multi-bridge construction and coordination with SCDOT and other SC agencies</p> 	

**NCDOT Contract No. C204038 NC 251 Bridges 8 & 9 over Ivy River Design-Build, Madison County, NC**

**Key Personnel Role:** Project Manager  
**Experience with Current Firm:** Firm 1  
**Project/Assignment Duration:** 2017-2018  
**Owner Contact Information:** NCDOT, Jody Lawrence,  
[jrlawrence@ncdot.gov](mailto:jrlawrence@ncdot.gov), (828) 658-9439



**Design/Construction Value:** \$4 million (construction)

**Project Description:** This design-build project includes replacing two deficient bridges with a 2 lane 3 span structure over the Ivy river. This new structure consists of drilled pier and pile supported foundations. 54'' prestressed girders will span the river. The reconfiguration of three intersections, grading and drainage are also included in the project scope. Role in this project was as Project Manager, responsibilities include project safety, contract compliance, communication with client, budget, materials procurement and subcontracting, schedule and project success. Significant to this project design-build construction and coordination in Project Manager role.

**SCDOT Emergency Design-Build Bridge Replacement Package #3 SC File No. 8803450**

**Key Personnel Role:** Asst. Project Manager  
**Experience with Current Firm:** Firm 1  
**Project/Assignment Duration:** 2015 to 2016  
**Owner Contact Information:** SCDOT, David Rister, [risterdg@scdot.org](mailto:risterdg@scdot.org)  
864-889-8004 – phone 864-980-5491 - cell

**Design/Construction Value:** \$7.4 Million

**Project Description:** This design-build project includes 3 bridges located each in Fairfield, Florence and Newberry Counties SC. Bridges are constructed on steel and concrete pile foundation. Single and double span decks using cored slabs, type II and modified bulb tee beams. Also includes embankment, excavation, and asphalt paving to re-profile bridge tie-ins. Responsibilities include various components of project management, and contract compliance, safety, scheduling, quality, design, and cost control under the direction of the Sr. Project Mgr. Significant to this project: Design-Build construction and coordination in Project Manager role.

**NCDOT Contract No. R-4902 I-485 Design-Build, Mecklenburg County, NC**

**Key Personnel Role:** Senior Job Engineer/Assistant Superintendent  
**Experience with Current Firm:** Firm 2  
**Project/Assignment Duration:** 2013-2014  
**Owner Contact Information:** NCDOT, Andy McManus, [amcmanus@ncdot.gov](mailto:amcmanus@ncdot.gov), (980) 523-0080  
**Design/Construction Value:** \$85 million (construction)

**Project Description:** This design-build project in Mecklenburg County NC consisted of widening 7.5 miles of interstate and the construction of nine bridge structures and multiple sound walls. This fast-paced project included drilled pier and pile foundations, pre-stressed beams up to 135' in length and extensive traffic control measures. Role in this project was as Assistant Superintendent, responsibilities included managing four foremen and 25 craft employees on four bridge structures to ensure the structures were built safely and within budget while providing the owner a quality product. Significant to this project: Design-Build construction, multi-bridge leadership and coordination.

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

Mr. Wiley is currently managing the Briar Creek Project in Charlotte and will be available to transition to this project and be fully dedicated upon award.

**KEY INDIVIDUAL RESUME FORM**

<b>Brief Resume of Key Individual anticipated for the Project.</b>		
a. Name & Title: <b>TYLER GARRETT AUSTIN</b> Assistant Project Manager		
b. Role of Key Individual for this Project: <b>Assistant Project Manager</b>		
c. Name of Firm with which you are now associated: <b>CROWDER CONSTRUCTION COMPANY</b>		
d. Years of Experience: With this Firm <u>4</u> Years      With Other Firms <u>5</u> Years <b>Firm 1:</b> Crowder Construction Company - Asst. Project Manager – 2019 - Present <b>Firm 2:</b> Balfour Beatty Infrastructure Inc. – 2014-2019 <b>Firm 3:</b> multiple – intern in residential and commercial construction 2010-2013		
e. Education: Western Carolina University/ Cullowhee, NC / Bachelor of Science /December 2013 / Construction Management / Minor in Business Administration		
f. Active Registrations:		
g. Document the extent and depth of your experience and qualifications relevant to the Project.		
<b><u>SCDOT File No. 8888860 -Spartanburg County I-85 – CSX RR bridge subcontractor for Blythe/ZachryJV</u></b>		
<b>Key Personnel Role:</b>	Asst. Project Manager	
<b>Experience with Current Firm:</b>	Firm 1	
<b>Project/Assignment Duration:</b>	Project 2016-2022, Assigned 2019-2022	
<b>Owner Contact Information:</b>	SCDOT, Shane Parris, parrisSL@scdot.org , (803) 377-4155	
<b>Design/Construction Value:</b>	\$22.5 Million subcontract \$435 Million entire project	
<b>Project Description:</b> The CSX railroad bridge is the only portion to this project that was not design build. Crowder is responsible for the design and construction of retaining wall 3. The 3-span railroad bridge is founded on drilled shaft interior bents and driven H pile on the end bents with a steel superstructure of two-154” girders and a 96” girder. Complex concrete pours were successfully completed using mass concrete measures. Responsibilities included quantity tracking and monthly submission of pay application for payment, payments to subcontractors and supplier, submitted RFI’s and delegated responses we received, created purchase orders and Subcontracts, managed materials acquisition and tracked cost under the supervision of a project manager to assure project budget and schedule success. Significant to this project drilled shafts, coordination with SCDOT and other SC agencies.		
<b><u>SCDOT File No. 2184170 -Florence County S-76 Bridge over Jeffries Creek</u></b>		
<b>Key Personnel Role:</b>	Asst. Project Manager	
<b>Experience with Current Firm:</b>	Firm 1	
<b>Project/Assignment Duration:</b>	Project 2019-2020, Assigned 2020	
<b>Owner Contact Information:</b>	SCDOT, Chris Coleman,, 843-527-6719, ColemanCT@scdot.org	
<b>Design/Construction Value:</b>	\$2 Million subcontract	
<b>Project Description:</b> Demolish and remove existing 110' long bridge, and replace with a 140' four span, flat slab bridge on 20" precast pile foundation. Roadway included 3500 CY of borrow and associated drainage pipe, boxes and paving. Project is near a school and needed to be complete in a compressed schedule, less than 3 months. Tyler took over all project management responsibilities after mobilization, completed and closed out the project. Significant to this project are driven pile, coordination with SCDOT.		

**SCDOT File No. 1402850 -Clarendon County S-301 over**

**Pudding Swamp**

**Key Personnel Role:** Asst. Project Manager  
**Experience with Current Firm:** Firm 1  
**Project/Assignment Duration:** Project 2019-2020  
Assigned 2020-present  
**Owner Contact Information:** SCDOT, Scott McElveen  
803.435.4431, mcelveends@scdot.org  
**Design/Construction Value:** \$4 Million subcontract



**Project Description:** This project is to replace two existing bridges in series with each other in Clarendon County, SC. The new bridges are to be a four span flat slab bridges supported on galvanized H pile end bents and 20” square prestressed concrete pile interior bents. Tyler took over management of the project after mobilization, completed the project and is in the process of closing out with the resident engineer. Significant to this project are driven pile, coordination with SCDOT and other SC agencies, multi-bridge construction.

**CATS BLE Light Rail Project, Civil Contract 2A, Charlotte**

**Key Personnel Role:** Field Engineer  
**Experience with Current Firm:** Firm 2  
**Project/Assignment Duration:** Project 2014-  
2019, Assigned 2014-2019  
**Owner Contact Information:** Charlotte Area  
Transportation System, James Wally,  
james.wally@cltairport.com, (980) 307-2335  
**Design/Construction Value:** \$110 Million



**Project Description:** The Civil 2A contract consist of 4.5 miles of track bed starting at 7th Street in downtown Charlotte heading towards UNC Charlotte. Construction consisted of 5 Light rail and 1 roadway Bridge ranging in length from 135’ to 735’, foundations of both drilled shafts and driven pile, significant amount of MSE Walls, Pile Panel Walls, Cast-in-Place Walls, Shoring Operations, as well as Box Culverts. As a Field Engineer Tyler coordinated with Subcontractors, as well as project management on site and some owner coordination. Responsibilities included quantity tracking and monthly submission of pay application for payment, payments to subcontractors and supplier, submitted RFI’s and delegated responses we received, created purchase orders and Subcontracts, managed materials acquisition and tracked cost under the supervision of a project manager to assure project budget and schedule success. Significant to this project – multi-bridge construction, both driven pile and drilled shafts.

- 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.

Tyler is wrapping up both the CSX bridge and a project in Charlotte and will be available 100% as required by the RFP.

**KEY INDIVIDUAL RESUME FORM**

<b>Brief Resume of Key Individual anticipated for the Project.</b>															
a. Name & Title: <b>THAI G. TRINH, PE</b> Senior Associate – Structures Section Head															
b. Role of Key Individual for this Project: <b>Lead Design Engineer</b>															
c. Name of Firm with which you are now associated: <b>JOHNSON, MIRMIRAN &amp; THOMPSON, INC.</b>															
															
<p>d. Years of Experience: With this Firm <u>9</u> Years      With Other Firms <u>15</u> Years Please list chronologically (most recent experience first) your employment history, including company name, position, duration of employment, and general responsibilities. This section shall show the required years of progressive experience. Project specific experience shall be included in Section g below:</p> <p><b>Johnson, Mirmiran &amp; Thompson, Inc. (JMT): Senior Associate/Structures Section Head</b> – Responsible for managing the Charleston Structures Section. Provides support for D-B pursuits throughout the state. Manage staff engineers/drafters in the design and detailing of bridges for various public and private clients. Provide review and oversight of bridge design, seismic analysis/modeling, and plan production. Develops project scope, budgets, and schedules and work with clients/owners throughout the life of the projects. <b>August 2013 – Present</b></p> <p><b>Collins Engineers, Inc.: Project Manager/Sr. Structural Engineer</b> – Provide support for the pursuit of bridge design and above/underwater bridge inspection projects. Responsible for managing staff engineers and drafters in the design and detailing of bridges for various public and private clients. Provide review and oversight of bridge design, seismic analysis/modeling, and plan production. Responsible for developing project scope, budgets, and schedules and worked with clients/owners throughout the life of the projects. <b>August. 2004 – August 2013</b></p> <p><b>Virginia Department of Transportation (VDOT) Structure and Bridge Division: Bridge Design Engineer</b> – He was involved in bridge projects from preliminary conception through final submission for construction. Provide structural analysis and design of all bridge elements for numerous bridges throughout the state. Developed construction plans, generated quantities and reinforcing steel schedules. Coordinate and review plan production of CADD staff. Check and back-check the design and detailing of other project engineers. <b>May 1998 - August 2004</b></p>															
<p>e. Education: Name &amp; Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Virginia Military Institute / Lexington, VA / Bachelor of Science / 1998 / Civil Engineering JMT Project Management Training</p>															
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2005 / SC / Registered Professional Engineer (PE) / #24002 Also registered in CT, CO, GA, NC, OH, KY and VA NHI Courses: #130053, 130055, 130087, and 130091 (NBIS)</p>															
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <table border="0"> <tr> <td><b><u>Project Example No. 1</u></b></td> <td><b>Emergency Bridge Replacement 2020-2, Wagener Road (SC 4/SC 302) over South Edisto River Design Build, Aiken County, SC</b></td> </tr> <tr> <td><b>Key Personnel Role:</b></td> <td>Deputy Lead Design Engineer</td> </tr> <tr> <td><b>Experience with Current Firm:</b></td> <td>Johnson, Mirmiran &amp; Thompson, Inc.</td> </tr> <tr> <td><b>Project/Assignment Duration:</b></td> <td>Project 2021- 2022 / Assignment 2021- 2021</td> </tr> <tr> <td><b>Owner Contact Information:</b></td> <td>SCDOT, Mr. Michael Pitts, PE, Assoc. DBIA, pittsme@scdot.org, 803-737-2566</td> </tr> <tr> <td><b>Design/Construction Value:</b></td> <td>\$378,786 (Design) / \$6.3M (Construction)</td> </tr> <tr> <td><b>Project Description:</b></td> <td></td> </tr> </table> <p>The SC-4 (Wagener Road) Bridge over the South Fork Edisto River was recently closed due to significant structural deterioration of the steel beams and timber pile substructures. Traffic was detoured. JMT was the design engineer for Crowder Construction as part of an emergency design-build bridge replacement project for SCDOT. Mr. Trinh was the deputy lead design engineer assisting with coordinating with SCDOT PM, managing all design aspects and subconsultant coordination to ensure the project was delivered on time and under budget. Mr. Trinh provided construction PM and SCDOT PM with project updates and construction support.</p>		<b><u>Project Example No. 1</u></b>	<b>Emergency Bridge Replacement 2020-2, Wagener Road (SC 4/SC 302) over South Edisto River Design Build, Aiken County, SC</b>	<b>Key Personnel Role:</b>	Deputy Lead Design Engineer	<b>Experience with Current Firm:</b>	Johnson, Mirmiran & Thompson, Inc.	<b>Project/Assignment Duration:</b>	Project 2021- 2022 / Assignment 2021- 2021	<b>Owner Contact Information:</b>	SCDOT, Mr. Michael Pitts, PE, Assoc. DBIA, pittsme@scdot.org, 803-737-2566	<b>Design/Construction Value:</b>	\$378,786 (Design) / \$6.3M (Construction)	<b>Project Description:</b>	
<b><u>Project Example No. 1</u></b>	<b>Emergency Bridge Replacement 2020-2, Wagener Road (SC 4/SC 302) over South Edisto River Design Build, Aiken County, SC</b>														
<b>Key Personnel Role:</b>	Deputy Lead Design Engineer														
<b>Experience with Current Firm:</b>	Johnson, Mirmiran & Thompson, Inc.														
<b>Project/Assignment Duration:</b>	Project 2021- 2022 / Assignment 2021- 2021														
<b>Owner Contact Information:</b>	SCDOT, Mr. Michael Pitts, PE, Assoc. DBIA, pittsme@scdot.org, 803-737-2566														
<b>Design/Construction Value:</b>	\$378,786 (Design) / \$6.3M (Construction)														
<b>Project Description:</b>															

**Project Example No. 2****US 1 Bridge over I-20 Interchange Improvement Design Build, Lexington County, SC****Key Personnel Role:**

Lead Structural Engineer

**Experience with Current Firm:**

Johnson, Mirmiran &amp; Thompson, Inc. (JMT)

**Project/Assignment Duration:**

Project 2020-present/Assignment 2020-present

**Owner Contact Information:**

SCDOT, Jae Mattox, III, PE, mattoxjh@scdot.org, (803) 737-1805

**Design/Construction Value:**

\$3.9M (Design)/\$38 M (Construction)

**Project Description:**

Mr. Trinh managed the structural design and plan preparation for the US 1 over I-20 and Cedar Road over US 1 Bridges, US 1 roadway retaining wall, and culvert extension under I-20. The project also included providing evaluation of the existing US 1 beam damage and load ratings for both new bridges. The bridge design included horizontal curved roadway geometry with chorded prestressed concrete beams, integral end bents founded on steel H-piles with MSE walls, multi-column interior bent founded on steel H-piles. Substructures were also skewed. Provided coordination to avoid existing utilities. He provided structural design & seismic detailing, plan review, and overall review of structural design, plans, and RFI and shop drawings reviews.

**Project Example No. 3****I-26/Volvo Interchange Design Build – Approximate Mm 189 - Berkeley County, SC****Key Personnel Role:**

Senior Structural Bridge and Wall Engineer

**Experience with Current Firm:**

Johnson, Mirmiran &amp; Thompson, Inc.

**Project/Assignment Duration:**

Project 2017-2019 / Assignment 2017- 2019

**Owner Contact Information:**

SCDOT, Jae Mattox, III, PE, mattoxjh@scdot.org, (803) 737-1805

**Design/Construction Value:**

\$1.75 Million (Design)/ \$45.8 Million (Construction)

**Project Description:**

The Volvo Interchange is a new three-leg directional interchange along I-26 to provide direct access to the Volvo Manufacturing Facility in Berkeley County. JMT designed the three interstate overpass bridges on curved alignments and was the overall lead designer. Conti was the contractor. The bridges used nearly all concrete construction which greatly reduces future maintenance. The bridges include prestressed concrete girders, integral end bents, multi-column pile supported interior bents, and MSE walls. The project has won multiple DBIA and ASCE awards. Mr. Trinh provided bridge design review, seismic review (multimode spectral with pushover), and plan review QC. He also provided technical support and review of revisions, RFI, and shop drawings.

**Project Example No. 4****Port Access Road Design Build, Charleston, SC****Key Personnel Role:**

Structural Engineer

**Experience with Current Firm:**

Johnson, Mirmiran &amp; Thompson, Inc.

**Project/Assignment Duration:**

Project 2017-2022 / Assignment 2017- 2022

**Owner Contact Information:**

SCDOT, Jae Mattox, III, PE, mattoxjh@scdot.org, (803) 737-1805

**Design/Construction Value:**

\$ 16.5 (Design) / \$220M (Construction)

**Project Description:**

Mr. Trinh managed the structural design and plan preparation for six complex interstate overpass ramps on curved alignments at the main I-26 interchange. Structures involved curved structural steel girders as well as chorded/flared prestressed concrete beams. Substructure included multi-column and hammerhead piers founded on drilled shafts and end bents on steel pipe pile. Railroad crash walls and roadway barriers were provided at substructures requiring protection. Provided coordination to meet railroad clearances and avoid existing utilities. He provided structural design & multimodal and pushover seismic analysis oversight, plan review, and overall review of design, plans, RFI, and shop drawings.

**Project Example No. 5****Emergency Bridge Replacement Design Build Package 2016-1A, Dillon, Florence, Horry and Marion Counties, SC****Key Personnel Role:**

Lead Structural Engineer

**Experience with Current Firm:**

Johnson, Mirmiran &amp; Thompson, Inc.

**Project/Assignment Duration:**

Project 2017 / Assignment 2017

**Owner Contact Information:**

SCDOT, Thomas Bostic, BosticTA@scdot.org, (843) 317-4001

**Design/Construction Value:**

\$630 Thousand (Design)/ \$9.1 Million (Construction)

**Project Description:**

SCDOT replaced four bridges damaged due to flooding. Bridges to be replaced are S-21-461 over Tributary to Lynches River, S-21-13 over Long Branch, S-26-19 over Bug Branch, and SC 41 over Maidendown Swamp. New bridges were constructed, and associated roadway and drainage approaches improved. Mr. Trinh provided bridge design and plan review QC. He also provided technical support and review of revisions, RFI's, and shop drawings.

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. **This role is not required to be on-site full time during the duration of construction.**

**KEY INDIVIDUAL RESUME FORM**

<b>Brief Resume of Key Individual anticipated for the Project.</b>		
a. Name & Title: <b>NATANAEL VALDEZ CARMONA</b> Project Superintendent		
b. Role of Key Individual for this Project: <b>Construction Manager</b>		
c. Name of Firm with which you are now associated: <b>CROWDER CONSTRUCTION COMPANY</b>		
d. Years of Experience: With this Firm <u>10</u> Years      With Other Firms <u>    </u> Years		
Firm 1: Project Superintendent–2019- Current, Foreman–2014-2019, Leadman–2012-2014, and Carpenter – 2009- 2012 2 years previous construction experience in residential and commercial.		
e. Education: Completed High School		
f. Active Registrations: N/A		
g. Document the extent and depth of your experience and qualifications relevant to the Project.		
<b><u>Aiken Emergency Design Build Bridge, Wagener Road (SC4/SC302) over South Fork Edisto River</u></b>		
<b>Key Personnel Role:</b>	Superintendent	
<b>Experience with Current Firm:</b>	Firm 1	
<b>Project/Assignment Duration:</b>	Project 2021-2022, Assigned 2021-2022	
<b>Owner Contact Information:</b>	SCDOT, Bobby Usry, UsryBM@scdot.org, (803) 641-7660	
<b>Design/Construction Value:</b>	\$6.3 Million	
<b>Project Description:</b> This project is design and construction of an emergency bridge replacement. The bridge is 610 feet long and is a combination of flat slabs and Type III girder cast-in-place deck all founded on precast concrete composite piles. Responsibilities included superintendent training for design build construction, leading multiple crews to assure safety, budget, schedule, contract compliance, quality, and coordination with construction management under the direction of the construction manager.		
<b><u>SCDOT 5485020-SC-9, Lockhart</u></b>		
<b>Key Personnel Role:</b>	Foreman/Superintendent	
<b>Experience with Current Firm:</b>	Firm 1	
<b>Project/Assignment Duration:</b>	Project 2017-2020, Assigned 2018-2020	
<b>Owner Contact Information:</b>	SCDOT, Melanie Mobley MobleyMF@scdot.org, 803-385-4233 O 803-246-0065 C	
<b>Design/Construction Value:</b>	\$21.6 Million	
<b>Project Description:</b> Replacing four bridges; the larger of bridges is the 700' long SC 9/49 bridge over the Broad River. The second is a bridge over the Lockhart Canal, which Lockhart Power uses to make power for small portion of the state, and the last two bridges are over local Town of Lockhart roads. Responsibilities included leading multiple crews assuring safety, quality construction and schedule compliance under the direction of the project superintendent. Significant to this project are multi-bridge construction and coordination.		

**SCDOT File 3283411 Rainbow & Leaphart Drive Bridges over I-26 (West Columbia, SC)**

**Key Personnel Role:** Foreman  
**Experience with Current Firm:** Firm 1  
**Project/Assignment Duration:** Assigned 2016-2019  
**Owner Contact Information:** SCDOT, Jeremy Yuhas,  
yujasjd@scdot.org, 803.360.7235



**Design/Construction Value:** \$17.4 Million  
**Project Description:** Leaphart bridge over I-26 was originally planned to be an offline replacement; however, a significant, tractor-trailer truck strike required emergency demolition of portions of this bridge over I-26; the Rainbow bridge, also spans I-26 and the demo was systematic with minimal impact to traffic. The entire project was completed with final interstate paving and marking in Spring 2019. Significant work on this project included Maintenance of Traffic, construction over and around a busy interstate highway, demolition over a temporarily detoured interstate at a time and in a duration least likely to interrupt traffic flow. Nate led a crew assuring safety, quality construction and schedule compliance under the direction of a project superintendent. Significant to this project are multi-bridge construction and coordination.

**SCDOT File No. 3283411 – Emergency Design Build Package 6, Richland County**

**Key Personnel Role:** Foreman  
**Experience with Current Firm:** Firm 1  
**Project/Assignment Duration:** Project 2016,  
Assigned 2016  
**Owner Contact Information:** SCDOT, Robert Power,  
PowerRW@scdot.org, (803) 769-9540



**Design/Construction Value:** \$5.8 Million  
**Project Description:** The project is the emergency design build replacement of 3 bridges on Bluff Road in Richland County, SC. The bridges were damaged during a high-water event and were shut down. The bridges are 100, 120 and 160 LF two of which were Flat Slab structures founded on driven pile and the third a modified bulb tee with cast-in-place deck. Responsibilities included leading a crew assuring safety, quality construction and schedule under the direction of a project superintendent. Significant to this project are SCDOT design-build, multi-bridge construction and coordination.

**SCDOT 10.037903AR1-Charleston County – US 78 and SC7 Bridge replacements**

**Key Personnel Role:** Carpenter/Leadman/Foreman  
**Experience with Current Firm:** Firm 1  
**Project/Assignment Duration:** Project 2013-2016, Assigned 2013-2016  
**Owner Contact Information:** SCDOT, F. Keith Green,  
843-746-7902, [greenfk@scdot.org](mailto:greenfk@scdot.org)

**Design/Construction Value:** \$35 Million  
**Project Description:** A+B multi bridge replacement – Charleston, SC – US 78 and SC7 bridge replacements in N. Charleston – Nate trained in multiple areas during this project, learned valuable leadership skills and was a force for work ethic and construction quality. Significant to this project: multiple simultaneous work areas, bridge construction with SCDOT.

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

Nate is currently working on the Emergency I-77 bridge repairs project in Chester & Fairfield Counties with another project superintendent who will finish the project. Nate will be 100% available for design and construction as required by the RFP.



S-53 OVER LITTLE ROCKY CREEK, CHESTER COUNTY



S-108 OVER BROWN CREEK, CHESTERFIELD COUNTY



S-765 OVER HANGING ROCK CREEK, LANCASTER COUNTY



S-294 OVER WILSONS CREEK, ANDERSON COUNTY

# APPENDIX B

Work History and Quality Form - Contractor/Designer (3.5.1)



**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
[CROWDER CONSTRUCTION COMPANY]**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design	c. Contact information of the Client & their Project Manager who can verify A’s or B’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name: Emergency Bridge Replacement 2020-2 Location: Wagener Rd. over South Fork Edisto River, Aiken County,	Name: Johnson, Mirmiran & Thompson, Inc. (JMT)	Name of Owner: SCDOT Project Manager: Bobby Usry, PE Phone: 803-641-7660 Email: UsryBM@scdot.org	08/2022 Design 02/2022 Construction	\$ 6,298	\$6,305

g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.

The Crowder/JMT Design-Build Team replaced an approximately 600’ long bridge in Aiken County, SC along SC-4 over the South Edisto River. The new bridge was constructed in the same alignment therefore a complete detour was utilized. Although the main channel is only 90’ wide, the 250’ wide low-lying flats on each side of the channel created a wetland that posed an access challenge. Once utilities were relocated, we used a series of concrete and wooden mats for crane access out into the marshy areas. The foundation of the new bridge is composed of precast concrete composite piles with 30’+ long HP stingers that are then topped with cast-in-place caps. There are two types of superstructures associated with this bridge; on the 250’+ approach spans we utilized a 40’ long span flat slabs system, and for over the main 90’ channel, we used a more traditional approach with type III precast girders and an 8” cast in place deck. Due to our limited superstructure depth, the Roadway existing grade only needed to be raised less than a foot, which allowed us to do minimal approach work, approx. 75’ each to each end of the bridge structure. To mitigate liquefaction in the approach fills due to this project being located in a seismic zone, we elected to do a reinforced fill comprised of layered uniaxial grid for maximum stabilization. The approaches were then paved and marked, and the associated guardrail was installed. Crowder additionally resurfaced +/- 300 LF of roadway on each end to deliver a high quality project for SCDOT. We maintain that the greatest challenge of this project was the time constraint and the manpower resources required. This 610’ long bridge and the associated roadway was completed in less than 9 months and needed an average of 15 craft personnel for the duration of the project.

**Key Personnel:**  
Natanael Valdez Carmona – Asst. Construction Mgr.

**Relevance**

- SCDOT Design Build
- Same Design Build Team
- Design & Construction
- Location Proximity



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

Crowder managed through the emergency design-build time constraint and completed the project three weeks in advance of substantial completion. The team separated out an early works design package to obtain approval for pile driving before the complete design submittal. We self-performed a section of tree and limb removal to allow quicker movement of a utility line 15-20 feet away as it was too close to the bridge construction area. Activities in the access area require strict discipline with equipment usage because the relocated utility line runs parallel to the bridge. Essential spotters were required for all crane activities affecting pile driving, girder erection and movement of heavy materials. The project is substantially complete with no claims, disputes or indication of litigation or arbitration.

i. Quality Initiatives. Discuss A’s or B’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

Access was an additional challenge for which Crowder used wood and concrete mats in the marshy area as well as utilized space on the newly constructed deck for access for future pours (as in top-down construction). By designing the bridge combining flat slab, utilizing Crowder-owned forms, and cast-in-place concrete, we did not have to coordinate and wait on cored slabs making the tight schedule a proactively predictable project while mitigating cost and schedule concerns. The Crowder-Design Build Team successfully partnered with SCDOT allowing proactive recognition, discussion and resolution of issues throughout the project earning an above average performance rating. Minor concrete repairs were engineered and repaired in place to the satisfaction of SCDOT on an otherwise high quality project.

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

All answers to the questions in Section 3.5.3. are “No” for this project.

**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
[CROWDER CONSTRUCTION COMPANY]**

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 A’s or B’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name: SCDOT File 4007610 - Emergency Design Build Pkg 6 Location: Richland County	Name:  KCI Technologies	Name of Owner: SCDOT Project Manager: Robert Power Phone: 803-796-9540 Email: PowerRW@scdot.org	Design - 08/2016 Construction - 01/2017	\$5,885	\$5,885

g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.

Design and Construction of **The Back Swamp Bridge** included the demolition of the existing 120’ bridge, 1120 LF driven H-Pile, construction of two end bents of 30 CY, cast-in-place concrete. It also required installation of 6000 LF of earthquake drains. The superstructure included 800 LF of 54” modified bulb tee girders, with an SIP metal deck base for the 200 CY concrete bridge deck. The project also included current standard approaches, barriers, guardrails, paving and striping and 6000 CY of fill material. The **Bridge over Cedar Creek** included demo of the existing 150' bridge, 1120 LF of driven H Pile, and 1440 LF of driven 24" Precast Concrete Pile. There are six each, cast-in-place, 30 CY bents. The bridge deck was constructed utilizing Flat Slab forms and 500 CY cast in place concrete and is 170' long. Approach slabs were cast-in-place concrete and the project also included 1500 CY of fil material, standard barrier rails, guardrail, paving and striping. Last but not least, the **Dry Branch bridge** included demolition of the existing 100' bridge, and was founded on 1120 LF of driven H-Pile and 720 LF of driven 24" Precast Concrete Pile. We installed another 6000 Lf of Earthquake drains, cast-in- place four, 30 CY bents. The bridge deck was constructed utilizing Flat Slab forms and 300 CY of cast-in-place concrete and is now 170' long standard bridge. Also included were cast-in-place approach slabs, barrier rails, guardrail, paving and striping as well as 1500 CY of fill material. Total bridge length of the three was similar to total for proposed project.



**Key team members:**  
Natanael Valdez Carmona – Foreman

**Relevance:**  
SCDOT Design Build  
Structure Design & Construction  
Location Proximity

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

Project was a model of performance and quality construction for Crowder and KCI. There were no quality issues, project was completed within schedule, and there were zero change orders. Crowder and KCI managed through the tight design and construction needs of the community and SCDOT to design and construct three bridges in six months’ time. Safety on the project was excellent with no OSHA recordable or lost time accidents. Communication with all stakeholders is paramount on these emergency projects. Everyone must know what is happening on the project and what challenges are being encountered so that the team can partner to solve issues before they impact the project.

i. Quality Initiatives. Discuss A’s or B’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

The bridges were built simultaneously and sites were afforded the added value of sharing resources. Weekly Progress meetings were held with SCDOT and all interested stakeholders to ensure design schedules and construction schedules were met. These meetings give the opportunity for all to participate in the success of the project. Crowder and KCI truly partnered with SCDOT to assure avoidance of claims, client satisfaction and overall project success.

The project was completed on time with no liquidated damages and no cost overruns.

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

All answers to the questions in Section 3.5.3. are “No” for this project.

**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**  
**[Johnson, Mirmiran & Thompson, Inc.]**

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 JMT’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 JMT (in thousands)
Name: Emergency Bridge Replacement 2020-2  Location: Wagener Rd. over South Fork Edisto River, Aiken County, SC	Name: Crowder Construction Company	Name of Owner: South Carolina Department of Transportation Project Manager: Mr. Michael Pitts, PE, Assoc. DBIA Phone: 803-737-2566 Email: pittsme@scdot.org	Design - 8/2021 Construction – 2/2022	\$6,298	\$426

g. Narrative describing the work performed by JMT. Mt. Pleasant, SC is our office where the design work was performed and JMT serves as the lead designer.



SC4 was closed due to significant structural deficiencies. SCDOT procured the Crowder/JMT Team to replace the bridge under an emergency design-build contract. The project included replacing the existing bridge and associated roadway work. JMT was the lead engineer providing design project management, bridge, roadway, drainage, bridge hydraulic, traffic engineering design services and environmental compliance services. JMT managed ESP as a subconsultant for geotechnical engineering and utility coordination. Due to the emergency status, the design and construction schedule was accelerated, allowing 300 days from NTP to opening the new



bridge to traffic. The 610’ replacement bridge consists of four continuous units of flat slabs supported by concrete pile bents. The main span over the South Fork Edisto River consists of a simple span AASHTO Type III beams with a composite concrete deck and supported by pile bents. Hydraulic analysis was performed to determine the required hydraulic opening and anticipated scour depths used in the bridge design. The bridge substructure plans were broken out separately to expedite review and allow Crowder to start driving piles while the superstructure plans were completed. The project was substantially completed in February 2022 and opened to traffic within the project schedule. The project serves as a model of Owner-Contractor-Designer partnering and collaboration to meet schedule and save cost. JMT and SCDOT collaborated to improve roadway slope tie-ins and reduce roadway work limits to save SCDOT ROW acquisition effort and cost. Utility relocations were handled expeditiously.

<b>Relevance:</b> Design-Build Accelerated Construction Structure over water Flat slab bridge Prestressed Piles	<b>Key Team Members:</b> Thai Trinh, PE  <b>Other Package 15 Proposed staff:</b> John Collum, PWS (Env) Pilar Mcclelland, PE (H&H)
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h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT’s with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

Project was completed on time and with no change orders. There were also no claims between Design-Builder and SCDOT, nor between Contractor and Designer in part due to JMT’s Jim O’Connor and the JMT-ESP design team holding regular collaboration meetings with the contractor and SCDOT. More importantly, the Contractor included the designers in meetings with SCDOT (especially during construction) to proactively discuss and address issues.

i. Quality Initiatives. Discuss JMT’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.

JMT and our geotechnical engineer (ESP) executed due diligence during pursuit and bidding to anticipate and plan for hard pile driving conditions. When realized at the site, the contractor was prepared to pre-drill and keep the project on schedule with no claims/change orders. Conservative pile lengths were designed, resulting in excellent cost control and schedule adherence for the contractor. JMTs road design also saved SCDOT ROW Acquisition effort and costs.

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

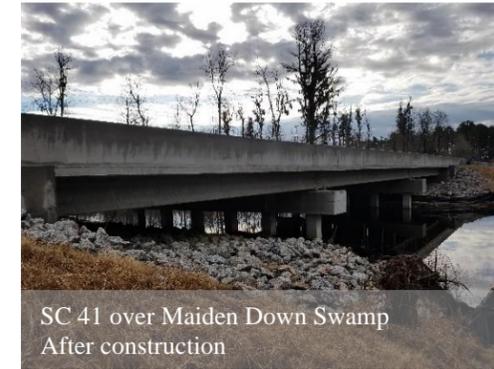
JMT responds “no” to each of these questions

**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**  
**[Johnson, Mirmiran & Thompson, Inc.]**

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 JMT’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 JMT (in thousands)
Name: Emergency Bridge Replacement Package 2016-1A, Four bridge replacements over various waterways  Location: Florence, Horry and Marion Counties, SC	Name: Carolina Bridge Inc.	Name of Owner: South Carolina Department of Transportation Project Manager: Mr. Brad Reynolds Phone: 803-737-1440 Email: reynoldsbs@scdot.org	Design (Constr. Support) - 11/2017 Construction – 11/2017	\$9,199	\$352

g. Narrative describing the work performed by JMT. Mt. Pleasant, SC is our office where the design work was performed and JMT served as the lead designer.

Through emergency Design-Build Procurement procedures, SCDOT has replaced four bridges damaged due to flooding caused by Hurricane Matthew. Bridges to be replaced are S-21-461 over Tributary to Lynches River, S-21-13 over Long Branch, S-26-19 over Bug Branch, and SC 41 over Maidendown Swamp. New bridges were constructed as well as updating the associated roadway and drainage work necessary to tie the new approaches to the existing roadways. The design and construction schedule were accelerated because of the emergency replacement. The superstructure design included a three-span 22" concrete flat slab, two three-span 21" prestressed concrete cored slabs, and a three-span AASHTO type I modified beam. All superstructures included end bents on HP piles and interior bents on prestressed concrete piles. Hydraulic analyses were performed to determine the required hydraulic opening and anticipated scour depths used in the bridge design. A multi modal response spectral analysis and nonlinear static (pushover) analysis was performed to determine the seismic demand and verify the seismic performance meets SCDOT Seismic Design Specifications. JMT provided roadway design, bridge design, road and bridge hydraulic analysis, and environmental services in support of Carolina Bridge, Inc.



- |  |   |
|--|---|
| <p><b>Relevance:</b></p> <ul style="list-style-type: none"> <li>▪ Design-Build</li> <li>▪ Accelerated Construction</li> <li>▪ Structure over water</li> <li>▪ Flat slab bridge</li> <li>▪ Prestressed Piles</li> </ul> | <p><b>Key Team Members:</b><br/>Thai Trinh, PE</p> <p><b>Other Package 15 Proposed Staff:</b><br/>John Collum, PWS (Env)<br/>Pilar McClelland, PE (H&amp;H)</p> |
|--|---|

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

The project design efforts were successfully completed on time and on budget. Due to the aggressive completion schedule, collaboration between multiple office locations was required and was completed successfully. All plans were delivered to the Design-Build contractor on schedule. JMT’s Jim O’Connor and design team collaborated with the contractor’s regularly to provide responsive and quality service to the Contractor and SCDOT.

i. Quality Initiatives. Discuss JMT’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.

With the nature of all emergency bridge replacement projects, schedule was critical. JMT work closely with Carolina Bridge to identify early on the key areas were critical path for construction of the project and focused on those areas first while working concurrently on the other portions of the project. With multiple bridge designs going concurrently, JMT had early team coordination to ensure consistency among each project site.

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

JMT responds “no” to each of these questions



S-53 OVER LITTLE ROCKY CREEK, CHESTER COUNTY



S-108 OVER BROWN CREEK, CHESTERFIELD COUNTY



S-765 OVER HANGING ROCK CREEK, LANCASTER COUNTY



S-294 OVER WILSONS CREEK, ANDERSON COUNTY

# APPENDIX C

Work History and Quality Form - Contractor/Designer (3.5.2)

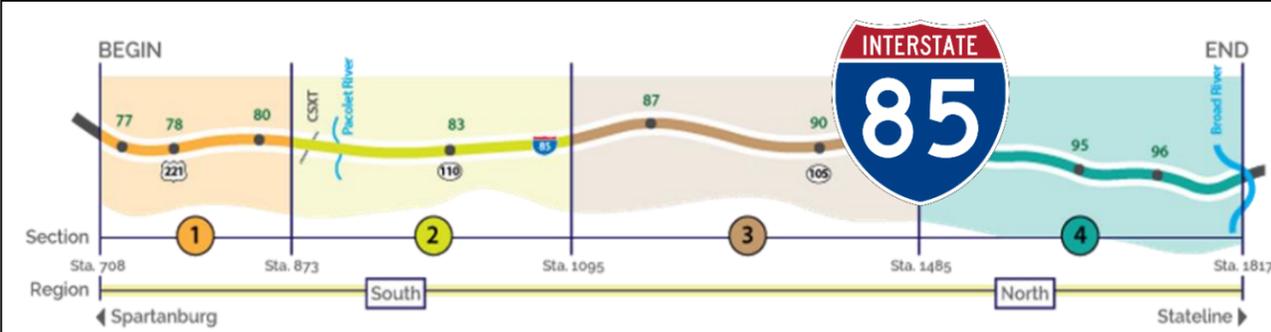


**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**

**Johnson, Mirmiran & Thompson, Inc**

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 JMT’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 JMT (in thousands)
Name: I-85 Reconstruction and Widening from Approximate MM 77 to MM 98 Location: Spartanburg and Cherokee Counties, SC	Name: Blythe Construction Inc. – Zachry Construction Company (Joint Venture)	Name of Owner: South Carolina Department of Transportation Project Manager: Bradley S. Reynolds, P.E., DBIA Phone: 803-737-1440 Email: reynoldsbs@scdot.org	Construction Date: Ongoing Professional Services Completion Date: 12/2018	\$435,577	\$4,942

g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, West Columbia, SC, Hunt Valley, MD, Raleigh, NC



**Project Description:** Includes improvements to 21-miles of I-85 designed to rehabilitate asphalt, increase capacity, and upgrade **interchanges** and overpass bridges to meet state and federal design requirements. **As a subconsultant, JMT provided Lead Traffic/MOT Engineer, Lead Hydraulic Engineer and Lead Environmental Manager and performed road and bridge design within our segments. **Structural Design:** JMT designed the dual bridge rehab over Pacolet River, new **interchange** bridge at Exit 83 (Battleground Road) and culvert extensions in Sections 1 & 2. **Roadway Design:** JMT provided roadway design services for Sections 1 and 2 on the project including **interchange ramp improvements to 3 interchanges** in JMT’s Section. I-85 mainline design retained the existing median barrier, significantly reducing the costs, and included widening to the median to provide a new**

lane in each direction with barrier separated travel lanes. Project also included a CSX rail crossing by third party over the interstate. **Traffic Engineering & Maintenance of Traffic:** JMT was Lead Traffic/MOT Engineer. The widening section included the reconstruction of 4 **interchanges** with major changes to the grades of the crossroad bridges while keeping the interchange ramps open. Construction sequencing was developed to balance traffic operations and safety. A transportation management plan was developed for the entire project. JMT conducted the design of signing, pavement markings, signals and ITS. Traffic signal plans included both the MOT and final conditions. ITS plans included CCTV and DMS. Traffic analysis was performed using SIDRA, VISSIM and Synchro Hydraulic **Design:** JMT was Lead Hydraulic Engineer and provided in-house design of open drainage ditch systems, closed storm drain systems, outfall protection, erosion and sediment control and stormwater management best management practices along the mainline of I-85 for Sections 1 and 2, and for the Exit 83 **interchange**. JMT coordinated CCTV of existing storm drain systems including video review, repair recommendations and designed remediation work. As Lead Hydraulic Engineer JMT was responsible for responses to Bluebeam SCDOT comments, SCDHEC permit applications and permit acquisition including NPDES, NOI and Major Modifications of permits. **Environmental:** The Contractor is responsible for permits and mitigation for the project and this project required an Individual USACE permit. Due to the shortage of mitigation bank credit availability. As Environmental Lead, JMT recommended the contractor secure permittee-responsible mitigation (PRM) to compensate for unavoidable impacts to streams and wetlands. JMT identified PRM options for the contractor and was selected by the mitigation provider to deliver consulting services for the PRM. JMT secured the USACE Individual Permit, produced Conceptual and Final mitigation plans, and conducted pre-application and interagency meetings for the project and mitigation.

**Key Individuals on I-85 proposed:** Thai Trinh, P.E., Structural Engineer, 2017-2022 | David Russell, P.E., Road Design Engineer (not Lead), 2017-2022 |

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

i. Quality Initiatives. Discuss JMT’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.

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

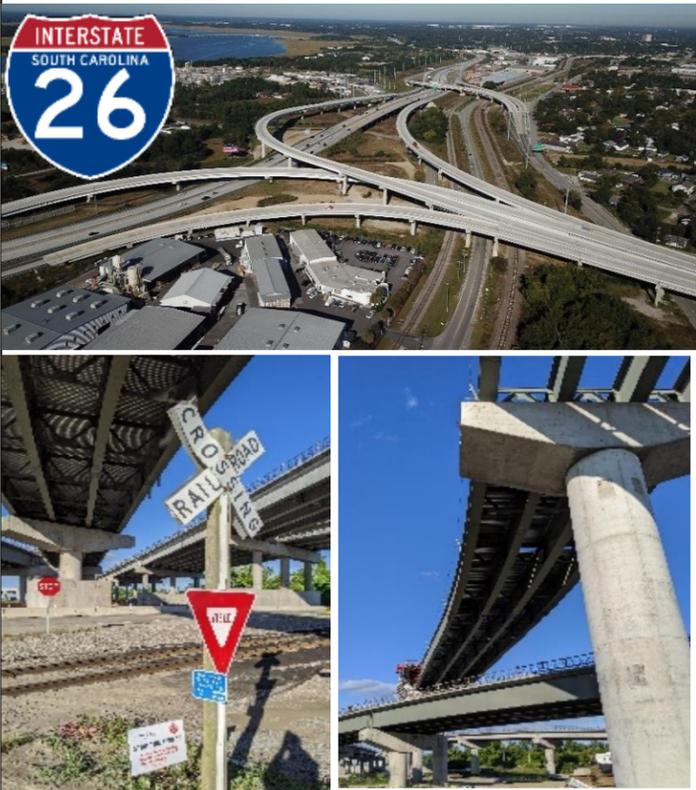
Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? Yes.

The design build contractor has submitted a claim in connection with the construction of this project. A pre-award phase preliminary design was prepared and used by the contractor to estimate construction and material quantities. Contractor’s claims are based upon pricing and quantities developed using preliminary plans and increases to those quantities alleged to be due to the post-award final design development process. JMT performed services as a subconsultant design firm. The design by JMT is not alleged to be erroneous and no issues have been raised with the final RFC plans. JMT disputes all allegations and liability for the contractor’s quantity changes. The claim has been reported to JMT’s professional liability insurance carrier and is in the early dispute resolution stages.

**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**  
**[Johnson, Mirmiran & Thompson, Inc]**

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 JMT’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 JMT (in thousands)
Name: Port Access Road from I-26 - Exit 218 to New Port Terminal  Location: North Charleston, South Carolina	Name: Fluor-Lane South Carolina, LLC	Name of Client: South Carolina Department of Transportation Project Manager: Jae H. Mattox, III, PE Phone: 803-737-1805 Email: mattoxjh@scdot.org	Original Est. Construction completion 12/2019 Phase 1 construction: 2021 Phase 2 construction: 2022 Design services substantial completion 12/2018	Construction cost \$220,700	\$5,844

g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, Hunt Valley, MD,



**Project Description:** JMT was Lead Designer for the Port Access Road Design-Build Project in Charleston County, SC. Project provides direct access between the Hugh Leatherman Terminal and I-26 and maintains local road access for commuter and commercial traffic. Project safely integrated container terminal traffic with existing traffic; supported local & regional planning policies & strategies; and minimized adverse impacts on communities and the environment. **Structures:** JMT designed the 6 new complex and curved bridges over I-26, CSX & NS RR’s, and local roadways as part of the fully directional interchange and associated ramp tie-ins. Superstructures were curved steel girders, chorded & flared prestressed concrete beams, and flat slabs. Substructures were drilled shafts, pipe pile footings, and pile bents. A multi modal response spectral analysis and nonlinear static (pushover) analysis was performed to determine seismic demand and meet SCDOT Specifications due to complex geometry in a high seismic zone. **Roadway:** JMT designed all project interchange geometry including about 1,000 ft. along I-26. The new alignment crosses N. Meeting Street, King Street Ext., Spruill Ave. & RRs, as well as Shipyard Creek, to reach the Port. A local access road connects Bainbridge Ave. to the main alignment and parallels Shipyard Creek. **Right of Way:** Some right of way was acquired by SCDOT and some was the D-B team’s responsibility. Geometric optimization and retaining walls were implemented to stay within the right-of-way and reduce takes. 3D modeling in OpenRoads helped define cuts, fills, and vertical clearances. **Environmental:** Project utilized an elevated viaduct to reduce impacts to tidal creeks and hazardous material sites. Commitments from the environmental process were provided on the project webpage for transparency of the NEPA process. **Utilities:** Design avoided utility conflicts when feasible.



**Key Individuals on Port Access proposed:** David Russell, P.E., Road Design Engineer (not Lead), 2017-2019 | Thai Trinh, P.E., Structural Engineer of Record, 2017-2019 | Jim O’Connor, P.E., Deputy Design Engineer (not Lead), 2017-2019 |

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

i. Quality Initiatives. Discuss JMT’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.

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

Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? Yes.

The design build contractor JV has submitted a claim for arbitration against the design team for costs associated with the construction of the project. A pre-award phase preliminary design was prepared and used by the contractor to estimate construction and material quantities.

Contractor’s pricing was based on preliminary plans, and certain components increased in the post-award design development process. JMT disputes all allegations and liability. The claim has been reported to JMT’s professional liability insurance carrier and is in the early dispute resolution stages and arbitration has been initiated.



S-53 OVER LITTLE ROCKY CREEK, CHESTER COUNTY



S-108 OVER BROWN CREEK, CHESTERFIELD COUNTY



S-765 OVER HANGING ROCK CREEK, LANCASTER COUNTY



S-294 OVER WILSONS CREEK, ANDERSON COUNTY

# APPENDIX D

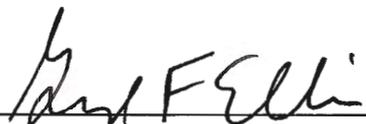
Legal and Financial





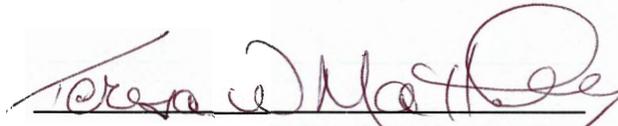
### PROPOSER'S AFFIDAVIT OF FINANCIAL CAPACITY

Crowder Construction Company has the financial capacity and resources necessary to complete the BRIDGE PACKAGE 15, Design-Build Project Contract ID 8862230, ANDERSON, CHESTER, CHESTERFIELD, AND LANCASTER COUNTIES as proposed herein. A letter from our bonding company attesting to our good standing and bonding capacity is attached.

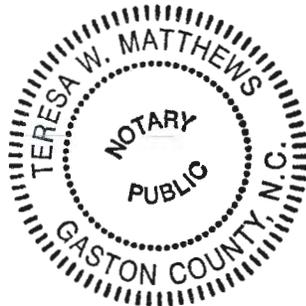
  
\_\_\_\_\_  
George F. Ellis, Executive Vice President

October 19, 2022  
\_\_\_\_\_

Subscribed and witnessed before me this 19<sup>th</sup> day of October, 2022.

  
\_\_\_\_\_  
Teresa W. Matthews, Notary Public

My Commission Expires August 1, 2025





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

October 13, 2022

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

RE: Our Client: Crowder Construction Company  
Project: SCDOT Bridge Package 15 Design-Build Contract ID 8862230

Dear Ms. Wright:

Liberty Mutual Insurance Company has met the bonding needs of Crowder Construction Company since 1996. Crowder has a single bonding capacity of \$300,000,000 and their aggregate bonding capacity is \$800,000,000. They have an unutilized bonding capacity of \$300,000,000.

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

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

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

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

Sincerely,

Liberty Mutual Insurance Company

  
Jennifer C. Hoehn  
Attorney-In-Fact





This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company  
The Ohio Casualty Insurance Company  
West American Insurance Company

Certificate No: 8202325-969489

### POWER OF ATTORNEY

**KNOWN ALL PERSONS BY THESE PRESENTS:** That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Donna K. Ashley; Jacqueline Hampton; Jennifer C. Hoehn; John D. Leak, III; J. David Pollack, Jr.; William J. Quinn; Angela D. Ramsey; G. Timothy Wilkerson all of the city of Charlotte, state of NC each individually if there be more than one named, its true and lawful attorney-in-fact, with full power and authority hereby conferred to sign, execute and acknowledge the above-referenced surety bond.

**IN WITNESS WHEREOF**, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 10<sup>th</sup> day of October, 2019.

Liberty Mutual Insurance Company  
The Ohio Casualty Insurance Company  
West American Insurance Company



By:

David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA ss  
COUNTY OF MONTGOMERY

On this 10<sup>th</sup> day of October, 2019, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

**IN WITNESS WHEREOF**, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.



COMMONWEALTH OF PENNSYLVANIA  
Notarial Seal  
Teresa Pastella, Notary Public  
Upper Merion Twp., Montgomery County  
My Commission Expires March 28, 2021  
Member, Pennsylvania Association of Notaries

By:

Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

**ARTICLE IV – OFFICERS:** Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

**ARTICLE XIII - Execution of Contracts:** Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

**Certificate of Designation** – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

**Authorization** – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company do hereby certify that this power of attorney executed by said Companies is in full force and effect and has not been revoked.

**IN TESTIMONY WHEREOF**, I have hereunto set my hand and affixed the seals of said Companies this 13<sup>th</sup> day of October 2022



By:

Renee C. Llewellyn, Assistant Secretary

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

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00am and 4:30pm EST on any business day.



S-53 OVER LITTLE ROCKY CREEK, CHESTER COUNTY



S-108 OVER BROWN CREEK, CHESTERFIELD COUNTY



S-765 OVER HANGING ROCK CREEK, LANCASTER COUNTY



S-294 OVER WILSONS CREEK, ANDERSON COUNTY

# APPENDIX E

Organizational Conflict of Interest



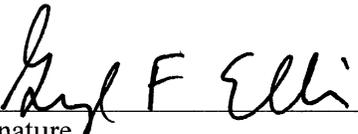
# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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):

  
\_\_\_\_\_  
Signature

October 19, 2022  
Date

George F. Ellis, Executive Vice President  
Print Name

Crowder Construction Company  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company



S-53 OVER LITTLE ROCKY CREEK, CHESTER COUNTY



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# APPENDIX F

Confidential and Proprietary Information Summary List



## Appendix F

Information contained within our Statement of Qualifications is not confidential or proprietary.





S-53 OVER LITTLE ROCKY CREEK, CHESTER COUNTY



S-108 OVER BROWN CREEK, CHESTERFIELD COUNTY



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# APPENDIX G

Addendum Receipt Form



## Appendix G

No addendums have been issued for Bridge Package 15 Design Build Project, Contact ID 8862230 in Anderson, Chester, Chesterfield, and Lancaster Counties.





S-53 OVER LITTLE ROCKY CREEK, CHESTER COUNTY



S-108 OVER BROWN CREEK, CHESTERFIELD COUNTY



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S-294 OVER WILSONS CREEK, ANDERSON COUNTY

# APPENDIX H

Key Individual and Contractor/Designer Reference Forms



Email	First Name	Last Name	Company Name	Project Name	Team
UsryBM@scdot.org	Bobby	Usry	SCDOT	Emergency Bridge Replacement 2020-2, Wagener Road over South Ford Edisto River, Aiken County, SC	Crowder
PowerRW@scdot.org	Robert	Power	SCDOT	SCDOT File 4007610 - Emergency Design Build Pkg 6	Crowder
reynoldsbs@scdot.org	Bradley	Reynolds	SCDOT	Emergency Bridge Replacement Package 2016-1A, over various waterway	JMT
pittsme@scdot.org	Michael	Pitts	SCDOT	Emergency Design-Build Wagener Road (SC 4/SC 302) over the South Edisto River	JMT
newhamj@charleston-sc.gov	Frank	Newham	City of Charleston	High Battery "The Turn", Charleston, SC	JMT/ Crowder
reynoldsbs@scdot.org	Bradley	Reynolds	SCDOT	I-85 Reconstruction and Widening MM 77 to MM 98 DB, Spartanburg County, SC	JMT/ Crowder
TCrain@aikencountysc.gov	Teresa	Crain	Town of Lexington, SC	Schnabel Dam Design Group- Langley Pond Dam, Aiken County, SC	JMT/ Crowder
richard.wiles@duke-energy.com	Richard	Wiles	Duke Energy Carolinas	Duke Energy Cliffside McCraw Road Bridge, Cliffside/Rutherford County, NC	Crowder/V&M, A JMT Company
redwards@lexsc.com	Randy	Edwards	Town of Lexington, SC	Schnabel Dam Design Group - Langley Pond Dam, Aiken, SC	JMT/ Crowder
jrlawrence@ncdot.gov	Joseph	Lawrence	NCDOT	Express Design Build Division 13, Madison County, on NC251 Bridges #8 & #9 over Ivy River	Crowder/V&M, A JMT Company
lcarpenter@ncdot.gov	Larry	Carpenter	NCDOT	Iredell Co. Emergency Express Design-Build of Bridge #136 on SR 1561 (Liberty Hill Road)	Crowder/V&M, A JMT Company
ejadams@charlestoncounty.org	Eric	Adams	Charleston County	Ashley Hall Plantation Road Bridge Replacement, Charleston, SC	JMT/S&ME
Andersonc@charleston-sc.gov	Chase	Anderson	City of Charleston	St Thomas/Clement Ferry/Daniel Island Pedestrian Connector, Charleston County, SC	JMT/S&ME
EdwardsTC@scdot.org	Tony	Edwards	SCDOT	Two Bridge Replacement on S-22 (Veterans Road) over South Edisto River, Aiken County, SC	JMT/S&ME
newhamj@charleston-sc.gov	Frank	Newham	City of Charleston	Bridge Replacement over Beresford Creek, Berkeley County, SC	JMT/S&ME
Powerrw@scdot.org	Robert	Power	SCDOT	Emergency DB Package 6, Richland County, SC	Crowder/S&ME
risterdg@scdot.org	David	Rister	SCDOT	S-2-182 (Laurens St.) Emergency DB Bridge Replacement, Aiken County, SC	Crowder/S&ME



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
miranda.kidd@dot.virginia.gov	Miranda	Kidd	Kyle Wiley	VDOT Southampton-Hwy 671 over Nottoway River	Project Manager	Crowder
mobleymf@scdot.org	Melanie	Mobley	Kyle Wiley	SCDOT 5485020-SC9 - Lockhart	Project Manager	Crowder
jrlawrence@ncdot.gov	Jody	Lawrence	Kyle Wiley	NCDOT C204038-Design Build-Madison County-NC251 over Ivy River	Project Manager	Crowder/Vaughn & Melton
risterdg@scdot.org	David	Rister	Kyle Wiley	SCDOT 8803450-Emergency DB Pkg 3	Asst. Project Mgr.	Crowder/Parrish & Partners
amcmanus@ncdot.gov	Andy	McManus	Kyle Wiley	NCDOT R-4902 - I-485 Design Build, Mecklenburg County	Senior Job Engineer/Asst. Superintendent	Lane Construction
parrisSL@scdot.org	Shane	Parris	Tyler Austin	SCDOT File 8888860 - Spartanburg County - I-85 - CSX Bridge	Asst. Project Mgr.	Crowder subcontractor for Blythe/ZachryJV
colemantc@scdot.org	Chris	Coleman	Tyler Austin	SCDOT 2184170 - Florence County - S-76 over Jeffries Creek	Asst. Project Mgr.	Crowder
mcelveends@scdot.org	Scott	McElveen	Tyler Austin	SCDOT 1402850 - Clarendon County - S301 over Pudding Swamp	Asst. Project Mgr.	Crowder
james.wally@cltairport.com	James	Wally	Tyler Austin	CATS BLE Light Rail project - Civil Contract 2A, Charlotte, NC	Asst. Project Mgr.	Balfour Beatty
usryBM@scdot.org	Bobby	Usry	Nate Carmona	Aiken Em DB Wagener Road (SC4/SC302) over South Fork Edisto River	Superintendent	Crowder
mobleymf@scdot.org	Melanie	Mobley	Nate Carmona	SCDOT 5485020-SC9 - Lockhart	Foreman/Superintendent	Crowder
yuhasjd@scdot.org	Jeremy	Yuhas	Nate Carmona	SCDOT 3283411 Rainbow & Leaphart Drive bridges over I-26	Foreman	Crowder
powerRW@scdot.org	Robert	Power	Nate Carmona	SCDOT 3283411 Em DB Package 6, Richland County	Foreman	Crowder
greenfk@scdot.org	F. Keith	Green	Nate Carmona	SCDOT 10.037903AR1 US 78 & SC7 bridges Charleston County	Carpenter/Leadman/ Foreman	Crowder
mattoxjh@scdot.org	Jae	Mattox	Thai Trinh, PE	US 1 Bridge over I-20 Interchange Improvement Design Build, Lexington County, SC	Lead Structural Engineer	JMT
mattoxjh@scdot.org	Jae	Mattox	Thai Trinh, PE	I-26/Volvo Interchange Design Build – Approximate Mm 189 - Berkeley County, SC	Senior Structural Bridge and Wall Engineer	JMT
mattoxjh@scdot.org	Jae	Mattox	Thai Trinh, PE	Port Access Road Design Build, Charleston, SC	Structural Engineer	JMT
pittsme@scdot.org	Michael	Pitts	Thai Trinh, PE	Emergency Bridge Replacement 2020-2, Wagener Road (SC 4/SC 302) over South Edisto River Design Build, Aiken County, SC	Deputy Lead Design Engineer	JMT
BosticTA@scdot.org	Thomas	Bostic	Thai Trinh, PE	Emergency Bridge Replacement Design Build Package 2016-1A, Dillion, Florence, Horry and Marion Counties, SC	Lead Structural Engineer	JMT





S-53 OVER LITTLE ROCKY CREEK, CHESTER COUNTY



S-108 OVER BROWN CREEK, CHESTERFIELD COUNTY



S-765 OVER HANGING ROCK CREEK, LANCASTER COUNTY



S-294 OVER WILSONS CREEK, ANDERSON COUNTY

# APPENDIX I

Unique Entity ID Documentation



# Appendix I

Please see Section 3.2.4 for Unique Entity ID.

