

Bridge Package 14

in Cherokee County, SC

Statement of Qualifications
Design-Build Project ID 1162220
July 21, 2022



submitted by:


HOLT



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3.2 INTRODUCTION

Contracting Entity | **E.S. Wagner Company, LLC (ESW)** will be the lead Contracting Entity responsible for the successful delivery of this Design-Build (DB) Bridge Bundle 14. ESW’s construction capabilities encompass a wide range of services. They have multiple structure and roadway crews, with the capability to complete numerous bridge and roadway jobs simultaneously. The company has expertise and experience including, but not limited to, bridge and roadway construction, erosion control, deep foundation systems (piles, shafts), steel erection, concrete paving, retaining walls and environmental remediation. They have extensive experience working with state Departments of Transportation and are prequalified in 11-states. ESW has enlisted the design expertise, experience, and resources of Holt Consulting Company. (Holt). As Lead Designer, Holt will serve as the prime consulting firm responsible for the overall design and will also be supported by trusted local subconsultants that specialize in various disciplines, including geotechnical and hydraulic design, utility coordination, SUE, right-of-way, and environmental permitting.

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



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

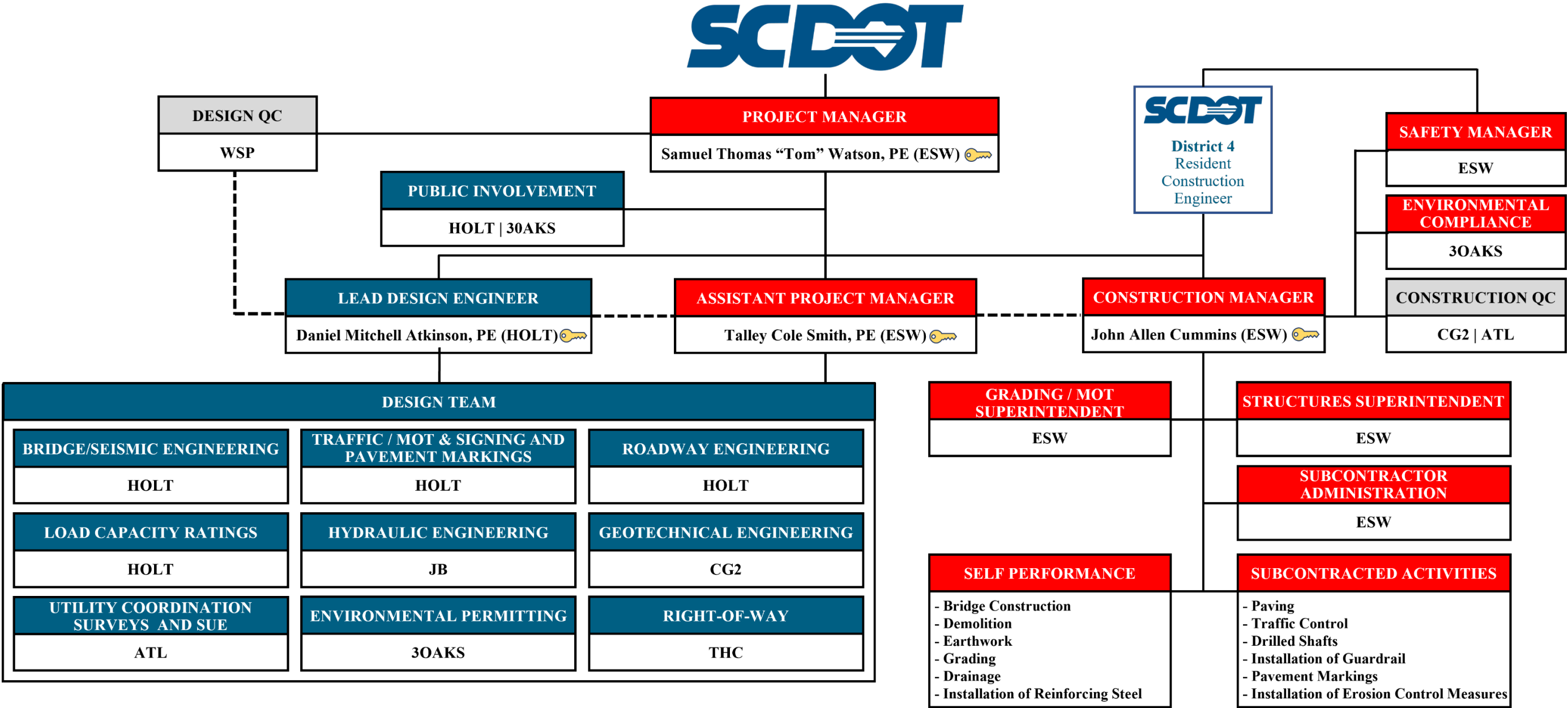
3.3

TEAM STRUCTURE AND PROJECT EXECUTION

Tom and Daniel both have the authority to make decisions on behalf of their respective companies for this project. This arrangement will allow design and construction decisions to made immediately and with full support of both companies. Tom will lead the overall project and will contract with SCDOT. Daniel will lead the design, permitting, and construction engineering services. John will lead the construction.

3.3.1 ORGANIZATION CHART, TEAM STRUCTURE, AND TEAM INTEGRATION

LEGEND					
Team Member		Unique Entity ID	Team Member		Unique Entity ID
ESW	E.S. Wagner Company, LLC	XL5LZ9NR4PU5	JB	J. Bragg Consulting, Inc.	ZQZHWJ1TQC6
HOLT	Holt Consulting Company, LLC	UKMCJFQWB7J3	THC	THC, Inc.	<i>In Process</i>
ATL	Atlas Technical Consultants, LLC	FB8SXSEEVAP1	3OAKS	Three Oaks Engineering, Inc.	X44JEN612J6
CG2	Carolinas Geotechnical Group, LLC	ETFMGBZ389R5	WSP	WSP, Inc.	LLWLXEU6T563
Key Personnel Team		Design Engineering	Construction Management Team		Quality Control Team
Direct Report		Line of Communication			



Team Structure: ESW's Project Manager (PM), [Tom Watson, PE](#) will be the primary person responsible for, and in charge of, delivery of the project in accordance with RFQ/RFP requirements and SCDOT's primary point for communications. He will attend and lead weekly status meetings during the design and construction phases to engage all parties, has authority in all design and construction matters, and will be available at the request of SCDOT. Tom is an *executive level manager* at ESW and can make decisions for the Team immediately. Tom will be supported by [Talley Smith, PE](#) who will act as the Assistant Project Manager (APM). He will be responsible for daily coordination of the Project under the direction of Tom, as well as being dedicated solely to assisting in managing the project. Talley will have no other assigned Project responsibilities and be available to be on-site during all construction activities, attend weekly status meetings during the design and construction phases, and be available at the request of SCDOT. After award, he will be the daily contact for communications with SCDOT, with primary Project contact remaining the responsibility of the PM.

Construction Manager (CM) [John Cummins](#) will manage construction activities and be the primary contact with the SCDOT District 4 Resident Construction Engineer. He will be responsible for daily planning and management of construction activities with project superintendents, managing individual job sites and will attend weekly progress meetings. John will ensure a construction superintendent is onsite during all construction activities for each bridge site. He has managed multiple location projects with multiple job superintendents, like the SC 85 bridges and Shelby-Bypass projects.

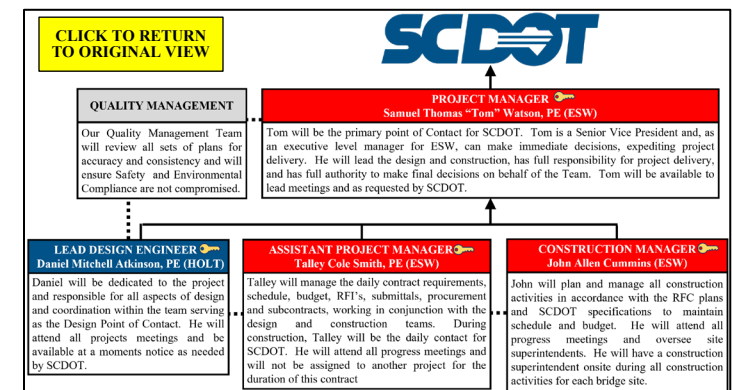
The Lead Design Engineer [Daniel Atkinson, PE](#) will report directly to Tom and be the primary point of contact for design, plan development, and permitting. He and Tom will coordinate daily. He will coordinate with SCDOT for design reviews, project documentation, attend all routine meetings in person, and be available as needed by SCDOT. Daniel has completed multiple DB Low Volume (LV) bridge replacements such as [Emergency Bridge Package 2018-2A](#) and [Emergency Bridge Package 2020-1](#) and is in the process of finalizing three (3) LV Bid Build bridges for SCDOT. He also understands SCDOT's commitment to following Design Build Institute of America's (DBIA)'s best practices and has started the process of obtaining his Associate DBIA certification with the goal of obtaining his DBIA certification once he meets said requirements.

Previous Teaming History and Integrated Team: We acknowledge that ESW and Holt have not worked together previously; however, successful design-build teams complete projects efficiently and on time per DBIA. In this regard, ESW has **never** been assessed liquidated damages and have finished their projects meeting all schedule, quality, and service objectives ([Section 3.5.2](#)). They have completed multiple DB and Design Bid Build (DBB) bridge replacements for NCDOT and SCDOT which is a testament to their knowledge in constructing bridges in this region of the state.

Holt has **never** been late on a plan submittal and all their projects have been completed on time and within budget. Holt has teamed with multiple other members of our team on previous projects as shown below in the table below (only DB bridge projects shown). Holt acted as the lead roadway engineer, while Three Oaks performed environmental permitting for each of the projects below, and J. Bragg performed roadway design on the 2018-2B pursuit to assist Holt in their design efforts. Members of our DB Engineering Team have worked together to deliver significant portions of DB projects in South Carolina and resolved critical issues on Bid-Build projects for SCDOT, such as I-26 Widening MM 115-125 (Lexington and Calhoun).

Project Name and Description	Holt	3 Oaks	J. Bragg	Contact
2018-2A Emergency DB Project 3 bridge replacements over streams utilizing LV criteria with a relocated intersection, 2018 – 2019	X	X		Jae Mattox, SCDOT PM MattoxJH@scdot.org 803.737.1805
2020 Emergency DB Project 2 bridge replacements over streams utilizing LV criteria, 2020 - 2021	X	X		Michael Pitts, SCDOT PM PittsME@scdot.org 803.737.2566
2018-2B Emergency DB Project (Pursuit only) 4 bridge replacements over streams utilizing LV criteria, 2018 - 2019	X	X	X	Brad Reynolds, SCDOT PM ReynoldsBS@scdot.org 803.737.1440

Tom Watson, PE, will lead our team to function as one fully integrated and collaborative unit from announcement of the shortlist firms to substantial completion. Lines of authority and communication methods are shown in the image to right. This contains the responsibilities of individuals within the organization, and the methods utilized to coordinate and integrate the activities and responsibilities of the Team (**CLICK IMAGE TO ENLARGE**).



3.3.2 CRITICAL RISKS

The following table addresses critical project risks, why they are critical, strategies to avoid or mitigate them, and what agency assistance is expected.

Risk and Why Critical	Mitigation / Avoidance Strategies	Expected of SCDOT/Agencies
Kings Mountain Military Park 4(f) Coordination Adjacent to S-86 High Risk <ul style="list-style-type: none"> Impacts to park would require a 4(f) evaluation to demonstrate no practicable alternative exists, and depending on funding source, a Section 6(f) evaluation may be required. These evaluations require extensive work and coordination efforts. ROW acquisition will adversely affect project delivery since evaluations are time consuming. 	<ul style="list-style-type: none"> The park is a federal facility, so a Section 4(f) evaluation may be required. Preparing the ROW plans as a design first step will show all possible impacts for the permit determination. Three Oaks has successfully completed Section 4(f) and 6(f) evaluations. Staging, laydown, and access will be made from existing road ROW. Steepen ditch backslope to 1.5:1 (analyze for slope stability for armoring recommendation) while tying into the existing ROW line. 	<ul style="list-style-type: none"> SCDOT will be involved as needed and included in meetings with National Parks Service. Coordinate with SCDOT ESO (Environmental Service Office), National Park Service, FHWA, on Section 4(f) evaluation approvals. SCDOT's geotechnical engineer to allow deviation of backslopes to 1.5:1 if stability allows. SCDOT's roadway design engineer allows team to utilize compressed shoulder guardrail.
Relocations of both dry and wet utilities impacting schedules High Risk <ul style="list-style-type: none"> Utility relocation delays can impact the site and the overall project schedule. Three (3) bridge sites (S-56, S-138, and S-106) could qualify for ACT 36 funding. Overhead Power lines on certain sites will require location due to proximity to new impacts. Telecommunication lines were attached to existing bridges and will need to be relocated or placed in the conduits on the new structure 	<ul style="list-style-type: none"> Early and Often coordination will be a critical mitigation factor. Relationships are the single, most important element in UC. Early and often communication develops strong relationship with facility owners. We will reach out to all utility owners during the project pursuit to begin these UC efforts. IRA (Identify, Resolve, Act): Identify existing utilities and conflicts. Resolve and/or mitigate conflicts. Act by securing agreements and permits for relocated utilities. Overhead power lines will be backfed if possible. Our team is in the process of completing multiple ACT 36 utility relocations and will utilize our experience with this process. Waterlines will not be allowed to re-attach to the bridge in the future. 	<ul style="list-style-type: none"> Coordination and assistance from the District 4 Utility Coordinator and HQ State Utilities office when necessary. This is only anticipated if utility providers are not responsive or cooperative with our utility coordination efforts. Review and approval of relocation plans and reports. If utility owners fall under the guidelines of ACT 36, Atlas will coordinate development of relocation plans/specifications and request SCDOT provide payment (100% reimbursement) unless otherwise clarified in the Final RFP.
Right-of-Way Impacts Low Risk <ul style="list-style-type: none"> ROW acquisition delays can lead to design and construction schedule delays. 	<ul style="list-style-type: none"> We will minimize ROW takes at every turn and communicate with potentially impacted owners early after NTP to determine the need for additional acquisition time to avoid delays. During initial contact, if slopes are needed, the ROW Agent will discuss and explain the need for slopes and provide the permission form. If not granted, the ROW Agent will advise the design engineer to convert to new ROW or eliminate. Cover NPDES lines with temporary ROW instead of permanent which will reduce maintenance requirements of SCDOT. 	<ul style="list-style-type: none"> SCDOT ROW staff to review and approve valuations and make payments.
Environmental Permits/Mitigation High Risk <ul style="list-style-type: none"> S-226 & S-56 have potential jurisdictional linear features that parallel ROW. Public Involvement is usually minimal for these projects, but specific efforts may be required. Suitable habitats for bats were observed at S-86. 	<ul style="list-style-type: none"> Span all channel crossings thereby avoiding stream impacts. Steepen shoulders using geogrid, armoring, and compressed shoulder at locations where streams and wetlands are present. Holt used this method on the S-174 over Six and Twenty Creek project. Inspection of bridges and adjacent trees will be conducted to identify potential bat roosting habitat. Three Oaks has extensive experience preparing Section 404 permits and preparing Public Involvement Plans for SCDOT 	<ul style="list-style-type: none"> SCDOT to be involved in all USACE, USFWS, and National Park Service consultations. SCDOT to work with team to develop other mitigation alternatives if necessary, such as coordinating with third party mitigation companies. SCDOT to approve team's public involvement plan.

3.3.3 PROJECT RESOURCES, STRATEGIES AND EXECUTION | E.S. Wagner Company (ESW) is a family-owned business that was founded in 1947 and has built bridges in SC & NC since 2002. Their equipment fleet includes over 400 pieces of late model, meticulously maintained construction equipment outfitted with the latest technology to provide ESW the ability to respond to any size project. Their staff is highly capable, well-trained, and motivated with over 150 full-time employees and approximately 200 seasonal employees. Over 40% of the company's key staff have over fifteen (15) years of tenure with ESW, and senior managers average thirty-five (35) years of industry experience, which is a testament to ESW's success and their business model.

Team Capacity: ESW has the necessary financial, equipment, personnel, and technological resources on-hand and available to meet the needs of this project. As illustrated in the tables to the right, our Team's extensive number of resources and equipment

Labor Resources currently in the Carolinas		
Classification	On Staff	Required
Carpenters	15	2-4
Laborer	8	2
Bridge Supt/Foreman	8	2
Pipe Layers	10	1
Crane Operators	6	1-2
Operators (General)	56	2-4
Drivers	5	1
Mechanics	7	1

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

can be used on this project. ESW's backlog is currently \$142 million with a total bonding capacity of \$500 million. ESW maintains 6 structures crews and 12 grading/drainage crews and associated equipment in the Carolinas, and a minimum of 2 structures crews and 1 grading crew will be committed to this project. Furthermore, ESW 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. If needed, ESW can pull from their Ohio office resources.

Holt has 20 staff members in SC, supported by 10 additional staff in Georgia that can provide resources at a moment's notice. The Holt Team combines small and local firms (Holt, J. Bragg, CG2, 3Oaks, THC), national firm Atlas, and worldwide powerhouse resources of WSP to provide SCDOT with a trusted and fully capable partner. Members of our staff have completed their design roles on 2 prior SCDOT DB projects utilizing LV

bridge replacement standards and are immediately available to apply valuable lessons-learned to this project. Daniel Atkinson and Jacob Sherman (WSP) will bring their experience and knowledge from the MoDOT Safe and Sound Bridge Improvement Project which included the replacement of 554 structurally deficient bridges across the state of Missouri. The bridges were replaced using accelerated construction techniques and most of the structures consisted of standardized precast superstructure and substructure components. The average construction of each bridge was 45-days.

Implementation of Resources to Execute the Contract: As illustrated by the schedule to the right, the timing of the District 4 bridge package provides a prime opportunity to seamlessly transition ESW’s construction resources from their

SC 85 Bridge Projects		District 4 Bridges	
2022	2023	2024	2025
	Design – Dist. 4		
Construction SC 85		Construction – Dist. 4	

current SC 85 bridge construction in Spartanburg. Their bridge crews are scheduled to be complete in the 1st quarter of 2023 which lines up perfectly for construction of this package. This will provide SCDOT with a highly skilled team who requires no learning curve. A schedule of design submittals, prioritizing and streamlining the process to optimize the project schedule will be reviewed with the Department at the design kickoff meeting.

Finally, ESW will self-perform most of the construction as shown in our [organizational chart](#) to further improve resource efficiency.





Ideal Geographic Location of the Firms: As a local contractor, ESW has maintained a long-term presence in the Midlands and Upstate. ESW will manage the project from their Charlotte office, located 65 minutes from the S-86 project site and their Piedmont, SC office as necessary which is less than 60 minutes from Cherokee County. ESW currently has 5 bridge and grading crews located near Cherokee County, SC, and Charlotte, NC, with at least 3 crews ready to mobilize and begin construction upon NTP. Holt will manage the design out of their Columbia and Greenville offices as necessary to provide immediate access and response to SCDOT. The locations of our Team's offices will allow us to integrate seamlessly, communicate, and resolve challenges as a team and with SCDOT through in-person or virtual meetings at any of our SC offices, SCDOT headquarters, District 4 offices, or at any bridge site with same-day notice if necessary.

Innovative Approach to DBE Participation: ESW seeks the use of local DBE firms in all phases of work. They historically use DBEs for, erosion control, pavement markings, guardrail, deck pans, and many other specialties. For this project, we have J. Bragg Consulting (WBE) and Three Oaks (WBE) as dedicated partners for design, permitting, public involvement, and environmental compliance. We will continue to seek out the services of quality DBE firms for this contract, but we are proud to say that we will exceed the goals with our teaming arrangements already in place. Our Subcontractor Administrator will coordinate directly with DBE subcontractors for targeted construction activities.





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

All team members hold the current licenses required for performing work on the project under state and local laws and will perform singular roles. Any design reports, plans, and design calculations shall be signed and sealed by an unrestricted Professional Engineer registered in the State of South Carolina. The ESW Team commits key staff 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.

EXPERIENCE				
Title	Name	Required	Provided	Design Build
PM	Tom Watson	7	20	X
APM	Talley Smith	5	11	X
LD	Daniel Atkinson	7	15	X
CM	John Cummins	5	35	X

POSITION/NAME/FIRM	KEY QUALIFICATIONS
 Project Manager Tom Watson, PE ESW	<ul style="list-style-type: none"> 20-year progressive career with ESW as engineer, manager, estimator and current role of Senior Vice President & General Manager. Extensive experience in all aspects of bridge and roadway construction from pursuit to closeout, including projects exceeding \$100 Million. Lead design build team on the successful replacement of 34 structurally deficient bridges in Division 6, NCDOT.
 Assistant Project Manager Talley Smith, PE ESW	<ul style="list-style-type: none"> 11-year progressive career with ESW as engineer, manager, estimator and current role of Project Manager/Estimator Served as engineer and project manager on the DB team for the replacement of 34 structurally deficient bridges in Division 6, NCDOT. Experience in all aspects of bridge and roadway construction with emphasis on structures, ranging from cored slab to structural steel bridges.
 Lead Design Engineer Daniel Atkinson, PE Holt	<ul style="list-style-type: none"> 15 years of experience working on various DOT projects Abundance of recent SCDOT Experience on LV Bridge Replacements utilizing Bid-Build and Design-Build contracting methods. Extensive experience in various LV bridge alternative structure types as well as MOT, roadway, and traffic detours
 John Cummins Construction Manager ESW	<ul style="list-style-type: none"> 39-year progressive career as an operator, foreman, superintendent, and current role as Structure Operations Manager. Extensive experience in all aspects of bridge construction including deep/shallow foundations, steel/concrete girders, cored slab structures, sub/superstructure concrete over waterways, roads & railroads. Leads team of 6 fully capable & equipped structure crews throughout the Carolinas successfully completing bridges on ES Wagner's projects.

Additional Staff Necessary for Project Completion

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

3.5 PAST PERFORMANCE OF TEAM | As previously mentioned, EWS and Holt have not worked together in the past; however, ESW

has assembled an experienced project team to specifically meet SCDOT's design and construction expectations. ESW is finalizing construction on a similar LV bridge replacement for NCDOT. Holt has been a member of 2 successful DB LV bridge replacements for SCDOT. Our Team brings extensive experience designing and constructing similar bridge replacements to this project. In addition to the project examples provided in [Appendix](#)

[B - Work History and Quality Form](#), the table below illustrates our Team's qualifications to manage, design, and construct these bridges.

3.5.1 – Experience of Proposer's Team <i>As individual firms, ESW and Holt bring SCDOT extensive experience designing and constructing similar bridge replacement projects utilizing cored slabs and Low Volume Design Criteria.</i>			Delivery Method	No. of Bridges	Low Volume Bridge Criteria	Bridge over Water	Cored Slab or Box Beam	On Schedule	On Budget	Multiple Crews	Demolition	Detour Routes	Project. Mgmt.	Design Mgmt.	Roadway	Structures	Geotechnical	Drainage and Sediment /EC	Traffic Control	Right-of-Way	Utility Coordination	Environ. Permits	Public Involvement	Upstate or District 4 Geographics
PROJECT	FEATURES																							
E.S. WAGNER	S-278/S-75 over Middle Tyger River & Tributary, Spartanburg & Greenville Co.	Bridge Replacements	DBB	2		X	X	X	X	X	X		X		X	X	X	X	X	X	X	X	X	X
	S-92 Emergency Bridge Replacement over Beaverdam Creek, Greenville Co.	Emergency Bridge Replacements	E-DBB	1		X	X	X	X		X	X	X		X	X	X				X	X	X	X
	Landfill Expansion Bridge, Horry Co.	Top-Down New Bridge	DBB	1		X	X	X	X	X			X			X	X					X	X	

TABLE CONTINUED			Delivery Method	No. of Bridges	Low Volume Bridge Criteria	Bridge over Water	Cored Slab or Box Beam	On Schedule	On Budget	Multiple Crews	Demolition	Detour Routes	Project. Mgmt.	Design Mgmt.	Roadway	Structures	Geotechnical	Drainage and Sediment /EC	Traffic Control	Right-of-Way	Utility Coordination	Environ. Permits	Public Involvement	Update or District 4	Geographics
PROJECT		FEATURES																							
HOLT	NCDOT Express Design Build Div. 6 Year 2-7, Robeson/Columbus Co.	5 DB Bridge Replacement Pkg.	DB	33	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X		
	US29 SB Bridge Replacement, Spartanburg Co.	Bridge Replacement	DBB	1		X		X	X	X	X		X		X	X	X	X	X		X	X	X		X
	2018-2A Emergency Bridge Replacements	LV DB Bridge Replacements	EDB	3	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X			
	2020-1 Emergency Bridge Replacement	LV DB Bridge Replacements	EDB	2	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X			X
	S-195 over Camp Creek, Lancaster Co.	LV Bridge Replacement	DBB	1	X	X	X	*	*		X	X	X	*	X	X	X	X	X	X	X	X	X		X
	S-258 over Thorntree Creek, Fairfield Co.	LV Bridge Replacements	DBB	1	X	X	X	*	*		X	X	X	*	X	X	X	X	X	X	X	X	X		X
	S-47 over Baskins Creek, Lancaster Co.	LV Bridge Replacements	DBB	1	X	X		*	*		X	X		*	X	X	X	X	X	X	X	X	X		X
	S-83 over Buffalo Creek, Cherokee Co.	Bridge Replacement	DBB	1		X		X	X		X			X	X	X	X	X	X	X	X	X	X		X

* Currently under design

3.5.2 QUALITY OF PAST PERFORMANCE | Neither ESW, nor any ESW Team members, have been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity; nor are any such actions pending against the company (Team) within the past five years.

See [Appendix C - Work History and Quality Form](#) – Contractor/Designer for further details.

Quality of Past Performance Questions	YES	NO
Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?		X
Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?		X
Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?		X
Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?		X
Have any projects under contract with the Lead Contractor or any member of the joint venture been subject to remediation actions, stop work orders, or project delays in excess of 30 days as a result of Section 404/Section 401 permit violations?		X
Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?		X
Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?		X



APPENDICES

APPENDIX A: KEY INDIVIDUAL RESUME FORMS

APPENDIX B: WORK HISTORY AND QUALITY FORM - CONTRACTOR

APPENDIX C: WORK HISTORY AND QUALITY FORM - DESIGNER

APPENDIX D: LEGAL AND FINANCIAL

APPENDIX E: ORGANIZATIONAL CONFLICT OF INTEREST

APPENDIX F: CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST

APPENDIX G: ADDENDUM RECEIPT FORMS


APPENDIX H: KEY INDIVIDUAL AND CONTRACTOR / DESIGNER REFERENCE FORMS



APPENDIX A

KEY INDIVIDUAL RESUME FORMS

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.		
a.	Name & Title: Samuel Thomas "Tom" Watson, P.E. Senior Vice President & General Manager	
b.	Role of Key Individual for this Project: Project Manager	
c.	Name of Firm with which you are now associated: ES Wagner Company, LLC	
d.	Years of Experience: With this Firm 20 Years With Other Firms Years Position 3: Sr. Vice President & General Manager – responsibilities include all aspects of management for the company (duration; 2018-Present) Position 2: General Manager – responsibilities include all aspects of management for the company (duration; 2011-2018) Position 1: Project Manager – responsibilities include all aspects of project management on projects ranging in size from \$1 to \$60 million – (duration; 2004-2011)	
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of South Carolina/Columbia, South Carolina/Bachelors of Science/1999/Civil Engineering Clemson University/Clemson, South Carolina/Masters Science/2001/Civil Engineering	
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2006 / SC / PE / 25148	
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <div style="border: 1px solid black; padding: 5px;"> <p><u>Shelby Bypass III – C203905</u></p> <p>Key Personnel Role: General Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2017-2023, Assigned 2017-2019</p> <p>Owner Contact Information: NCDOT, Ms. Anne Schley, P.E., aschley@ncdot.gov , 704-678-3041</p> <p>Design/Construction Value: \$87,451,550</p> <p>Project Description: This project includes 4.7 miles of new roadway construction with 11 new bridges and 2,730,000 CY of unclassified excavation in Shelby, N.C. Tom's specific responsibilities include weekly meetings with project management personnel, schedule review and analysis, and review of cost reporting. Tom is responsible for the delivery of the project in accordance with the contract requirements.</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><u>Mount Lebanon Church Road Bridge Replacement</u></p> <p>Key Personnel Role: Sr. Vice President & General Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2019-2020, Assigned 2019-2020</p> <p>Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720</p> <p>Design/Construction Value: \$5,376,023</p> <p>Project Description: This project consisted of the relocation of existing Mount Lebanon Church Road in Greenville and Spartanburg County, SC and construction and demolition of two bridges. The bridges consisted of a 4 span cored slab bridge on prestressed concrete piling and a 2 span type III girder bridge on prestressed concrete piling. These bridges were constructed over Middle Tyger River and its tributary through environmentally sensitive areas. Access to the site was restricted by wetlands and load rated bridges. Alternate means of access through these areas was required for bridge and roadway construction. Tom participated in weekly project meetings with project management personnel, reviewed schedules, and analyzed cost reports. Tom was responsible for the delivery of this project in accordance with the contract requirements.</p> </div>	

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

NCDOT Express Design Build Year 6 Bridge Replacements C203950**Key Personnel Role:** General Manager**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2017-2020, Assigned 2017-2020**Owner Contact Information:** NCDOT, Michael Parker, PLS, jmparkerjr@ncdot.gov , 910-618-5689**Design/Construction Value:** \$4,393,783**Project Description:**

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

SCDOT US 29 Bridge Replacement, Spartanburg Co.**Key Personnel Role:** Sr. Vice President & General Manager**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2020-2021, Assigned 2020-2021**Owner Contact Information:** SCDOT, William Yarborough, yarborouwd@scdot.org , 864/587-4721**Design/Construction Value:** \$2,795,227**Project Description:**

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

SCDOT P027413/P030402 SC-85 Bridge Replacements over S-995, S-2 & Lawson Creek**Key Personnel Role:** Sr. Vice President & General Manager**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2021-2023, Assigned 2021**Owner Contact Information:** SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720**Design/Construction Value:** \$22,857,222**Project Description:**

This project consists of 3 bridge replacements on SC-85 in Spartanburg, SC while SC-85 traffic was detoured. These bridges were a full replacement of bridges over Buffington Rd./Norfolk Southern Railroad, Howard Street and Lawson Fork Creek. The bridges consisted of bulb-tee and type III girders with drilled shaft and h-pile foundation. MSE walls surrounded areas around 2 of the structures requiring access structures and staged construction. Tom participates in weekly project meetings with project management personnel, reviews schedules, and analyzes cost reports. Tom is responsible for the delivery of this project in accordance with the contract requirements.

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

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

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

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

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



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

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

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

e. Education:

Clemson University / Clemson, South Carolina / 2010 / Bachelor of Science in Civil Engineering

f. Active Registrations:

2016 / NC / Professional Engineer – Civil / 043885
2021 / SC / Professional Engineer – Civil / 39559

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

SCDOT Mount Lebanon Church Road Bridge Replacements

Key Personnel Role: Project Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2019-2020, Assigned 2019-2020

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

Design/Construction Value: \$5,376,023

Project Description:

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

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

SCDOT Emergency Bridge Replacement – Groce Meadows Road, Greenville Co

Key Personnel Role: Project Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2020-2021, Assigned 2020-2021

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

Design/Construction Value: \$679,632

Project Description:

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

Horry County Solid Waste Authority Landfill Expansion Bridge

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

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

Project Description:

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

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

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

Project Description:

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

NCDOT Express Design Build Year 6 Bridge Replacements C203950

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

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

Project Description:

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

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

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

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: John Allen Cummins Structures Operations Manager
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: ES Wagner Company, LLC
d.	Years of Experience: With this Firm 4 Years With Other Firms 35 Years Firm 1: ES Wagner - Structures Operations Manager – Responsible for all bridge projects within region, 2018 - current Firm 2: Lee/English - General Superintendent – Responsible for overseeing all bridge projects, 2004 – 2018 Firm 3: National Engineering – Operator/Foreman/Superintendent, 1983 - 2004
e.	Education:
f.	Active Registrations:
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <div style="border: 1px solid black; padding: 10px;"> <p><u>Mount Lebanon Church Road Bridge Replacement</u></p> <p>Key Personnel Role: Structures Operations Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2019-2020, Assigned 2019-2020</p> <p>Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720</p> <p>Design/Construction Value: \$5,376,023</p> <p>Project Description: This project consisted of the relocation of existing Mount Lebanon Church Road in Greenville and Spartanburg County, SC and construction and demolition of two bridges. The bridges consisted of a 4 span cored slab bridge on prestressed concrete piling and a 2 span type III girder bridge on prestressed concrete piling. These bridges were constructed over Middle Tyger River and its tributary through environmentally sensitive areas. Access to the site was restricted by wetlands and load rated bridges. Alternate means of access through these areas was required for bridge and roadway construction. John was responsible for all aspects of the bridge construction for the project and provided daily direction to field personnel for project execution.</p> </div> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p><u>Shelby Bypass III – C203905</u></p> <p>Key Personnel Role: Structures Operations Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2017-2023, Assigned 2018-2023</p> <p>Owner Contact Information: NCDOT, Ms. Anne Schley, P.E., aschley@ncdot.gov , 704-678-3041</p> <p>Design/Construction Value: \$87,451,550</p> <p>Project Description: This project includes 4.7 miles of new roadway construction with 11 new bridges and 2,730,000 CY of unclassified excavation in Shelby, N.C. Bridges include concrete and structural steel girders over roads, railroads and waterways. John is responsible for all aspects of bridge construction for this project and coordinates with on-site superintendents daily regarding project execution.</p> </div>



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

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

Key Personnel Role: Project Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2020-2021, Assigned 2020-2021

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

Design/Construction Value: \$679,632

Project Description:

This project consisted of the replacement a bridge over Beaverdam Creek and the demolition of the previous structure. The project was released as an emergency project and required close coordination with the DOT resolve utility conflicts, define scopes and resolve constructibility concerns on an accelerated schedule. The new structure consisted of a single 70' span cored slab structure. John was responsible for all aspects of bridge construction for the project and provided daily direction to field personnel for project execution.

Winston-Salem Northern Beltway (Eastern Section) – C203979

Key Personnel Role: Structures Operations Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2018-2021, Assigned 2018-2021

Owner Contact Information: NCDOT, Marcus Kiser, mkkiser@ncdot.gov, (336)747-7950 **Design/**

Construction Value: \$34,754,055

Project Description:

This project includes all of the grading, drainage, paving and construction of 2 miles for the future I-74 Beltway around Winston-Salem. This included a total of 4 bridge: overpass on New Walkertown Rd (US-311), overpass on Williston Rd, and dual bridge over Lowery Creek. John's specific responsibilities included coordination of all bridge construction and coordinating with on-site superintendents daily.

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

Key Personnel Role: Structures Operations Manager

Experience with Current Firm: Yes

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

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

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

Project Description:


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

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

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

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

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

Emergency Bridge Package 2020-1 DB

Key Personnel Role: Lead Roadway Engineer

Experience with Current Firm: Yes, Holt Consulting Company, LLC

Project/Assignment Duration: Project 2020, Assigned 2020

Owner Contact Information: SCDOT, Michael Pitts, pittsme@scdot.org, (803) 737-2566

Design/Construction Value: \$3,173,140 Construction

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

Project Description:

Project included 2 emergency bridge replacement projects and associated approach roadway reconstruction in York and Anderson Counties. Both projects maintained the existing alignment and were constructed using a close and detour approach. The bridges utilized single span and multi-span cored slab structures. Daniel's specific responsibilities included quality assurance (QA), roadway design lead, and MOT design.

Experience Relevance

- ☒ Design-Build Delivery
- ☒ Bridge Replacements
- ☒ Cored Slab and Box Beam
- ☒ LVB Design

Emergency Bridge Package 2018-2A DB

Experience with Current Firm: Yes, Holt Consulting Company, LLC

Project/Assignment Duration: Project 12/2018 – 1/2020, Assigned 12/2018 – 1/2020

Owner Contact Information: SCDOT, Jae Mattox, MattoxJH@scdot.org, (803) 737-1805

Design/Construction Value: \$5,127,593 Construction

Project Description:

This project includes 3 emergency bridge replacement projects and associated approach roadway reconstruction in Dillon and Marlboro Counties. All projects were constructed using a close and detour approach. The bridges utilized single span and multi-span cored slab structures. Daniel's specific responsibilities included quality assurance (QA), roadway design lead, and MOT design.

Experience Relevance

- ☒ Design-Build Delivery
- ☒ Bridge Replacements
- ☒ Cored Slab and Box Beam
- ☒ LVB Design

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

S-195 Bridge Replacement over Camp Creek

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

Project Description:

This project involves the replacement of the existing S-195 (New Cut Church Road) bridge over Camp Creek in Lancaster County. The proposed design includes a 160 ft. long, 30 ft. wide cored slab bridge and approximately 1150 ft. of roadway improvements. Design for the project follows the Low Volume Bridge Design Criteria as set forth in Pre-Construction Design Memorandum 2017-11. The project is being constructed utilizing a close and detour approach while maintaining the existing centerline alignment to minimize property stream and wetland impacts. Daniel's specific responsibilities include project organization and management, roadway design, and MOT design.

Experience Relevance

- ☒ Bridge Replacements
- ☒ Cored Slab and Box Beam
- ☒ LVB Design

S-258 Bridge Replacement over Thorntree Creek

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

Project Description:

This project involves the replacement of the existing S-258 (Blink Bonnie Road) bridge over Thorntree Creek in Fairfield County. The proposed design includes approximately 560 ft. of roadway improvements as well as a proposed 3-span (40'-70'-50'), 160 ft. long, 30 ft. wide, cored slab bridge. The project is being constructed utilizing a close and detour approach while maintaining the existing centerline alignment to minimize property impacts. A public meeting was held to inform the public of the upcoming project as well as give them the opportunity to provide comments on the proposed design. Daniel's specific responsibilities include project organization and management, roadway design, and MOT design.

Experience Relevance

- ☒ Bridge Replacements
- ☒ Cored Slab and Box Beam
- ☒ LVB Design

S-1632 Bridge Replacement over Simons Creek

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

Project Description:

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

Experience Relevance

- ☒ Bridge Replacements
- ☒ Structure Design
- ☒ Utility Relocation
- ☒ Close and Detour

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

N/A as Daniel is not required to be on-site during construction.






APPENDIX B

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

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Prime Contractor – ES Wagner

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify ES Wagner’s responsibilities	d. Actual Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by ES Wagner (in thousands)
Name: NCDOT Express Design Build Year 6 District 6 Bridge Replacement Location: Robeson County, North Carolina	Design: Summit Engineering Prime Contractor: ES Wagner	Name of Owner: NCDOT Resident Engineer: William R Marsh, Sr, PE Alternate Contact: Jason Salisbury, PE, Division Construction Engineer Phone: 910-364-0600 Email: jsalisbury@ncdot.gov	11/2020	\$4,394	\$4,394
g. Narrative describing the work performed ES Wagner					
<p>This project was the third of six similar contracts executed in NCDOT’s Express Design Build format with ES Wagner and Summit Design and Engineering since 2013. This project consisted of six bridge replacement throughout Robeson County, NC. In total since 2013, ES Wagner has completed 34 bridge replacements in this format. The bridges consisted of cored slabs and box beam bridges ranging from 1 to 3 spans and span lengths from 25’ to 85’ with h-pile foundations. Span lengths varied to provide the most cost efficient configurations while accounting for all of the project requirements including environmental impacts. Methods of construction used for these structures varied from top-down to conventional. All bridges were over waterways. ESW self-performed all of the structures work and all of the grading work for the approaches. Additionally, ESW was also responsible for multiple wet utility relocations via supplemental agreement throughout the life of the contract.</p> <p>Key Individuals on Project: Tom Watson, PE - Project Manager Talley Smith, PE – Assistant Project Manager</p>			  		
h. Self-Assessment. The information provided in this section should be a self-assessment of ES Wagner’s performance on the project to identify ES Wagner with firms or personnel that have successfully completed projects on time and on or under budget, and to identify contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>ESW successfully delivered the project on time and under budget. ESW has never filed a claim against an Owner. As previously mentioned, wet utilities were relocated by supplemental agreement after the contract was awarded and based on the impacts of the final design. ESW and Summit worked with NCDOT to limit these impacts to the greatest extent possible. Based on early pre-project planning, analysis of overall schedule impacts, and communication with the Owner, none of these utility conflicts impacted the completion or overall budget for this project. When choosing the closure dates ES Wagner works to minimize the disruption the public. Roads are closed only when work is ready to begin and continue until completion.</p>					
i. Quality Initiatives. Discuss ES Wagner’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>ESW is committed to delivering a quality project on time and on budget. Early and focused coordination between ESW, the engineering team and the NCDOT to communicate schedules, identify utility impacts and steer the project toward the most cost efficient concept while maintaining our commitment to safety proved to be an exceptional approach to deliver the project in accordance with the contract requirements. Additionally, the utilization of CPM scheduling (while not required by NCDOT) was a key tool in organizing, planning, and forecasting ESW’s field operations and overall project schedule. Each workday will begin with a daily JHA meeting conducted by the senior ESW supervisor onsite. Each meeting includes planning and coordination of the day’s work activities, equipment that will be used, anticipated hazards as well as approved means of abating those hazards.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, ES Wagner shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Bridge Contractor – ES Wagner

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify ES Wagner’s responsibilities	d. Actual Construction Date:	e. Actual Construction Cost (in thousands)	f. Dollar Value of Work Performed by ES Wagner(in thousands)
Horry County Solid Waste Authority Landfill Expansion Bridge Location: Horry County, South Carolina	Design: KCI Associates of NC Prime Contractor: King Construction Services Bridge Contractor: ES Wagner	Name of Owner: Horry County Solid Waste Authority Executive Director: Danny Knight Phone: 864/347-1651 Email: dknight@solidwasteauthority.org	02/2021 07/2021	Bridge Construction: \$ 2,830	\$ 2,830

g. Narrative describing the work performed by ES Wagner

The Horry County Solid Waste Authority required a bridge adjacent to the existing landfill to access a major expansion separated by a jurisdictional area. This bridge consisted of a 13 span, 650’ cored slab structure built using top down construction methods over Steritt Swamp. The bridge was supported on 18” galvanized steel pipe piling. All cored slabs were 2’x 3’ x 50’. ES Wagner served as the bridge subcontractor to the Prime Contractor for the overall landfill expansion, King Construction. Due to the site conditions and environmental requirements, no impacts were allowed in the wetlands and the only access for the bridge construction was over the end bents. Opening the bridge to landfill traffic as soon as possible was desired by the owner to avoid delays to the landfill operations. ES Wagner was able to complete construction of a bent/span and advance construction ahead on average every 12 calendar days. ES Wagner worked from both sides of the structure concurrently as soon as access was available in an effort to open the bridge as soon as possible.

Key Individuals on Project:

Tom Watson, PE – SVP & General Manager

Talley Smith, PE – Project Manager

John Cummins – Structure Operations Manager



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

In 75 years of business, ESW has never filed a claim against an Owner. ESW utilized the P6 project schedule to determine equipment needs, evaluate alternate critical paths and communicate with suppliers to deliver materials when required. ESW worked with the owner and engineer to propose alternate materials or means, when material lead times would have delayed the project. ESW successfully completed the project well ahead of the required contract time of 172 days.

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

ESW is committed to delivering a quality project on time and on budget. One key challenge that presented itself on this project was a potential overrun of steel pipe piling due to subsurface conditions. ESW worked with the owner and engineer to provide additional geotechnical analyze and determine the best balance between time and cost. Each workday will begin with a daily JHA meeting conducted by the senior ESW supervisor onsite. Each meeting includes planning and coordination of the day’s work activities, equipment that will be used, anticipated hazards as well as approved means of abating those hazards.

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

N/A

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Prime Contractor – ES Wagner

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify ES Wagner’s responsibilities	d. Actual Construction Date:	e. Actual Construction Cost (in thousands)	f. Dollar Value of Work Performed by ES Wagner(in thousands)
Project ID P029127 Mount Lebanon Church Rd Bridge Replacement Location: Greenville/Spartanburg Counties, South Carolina	Design: SCDOT Prime Contractor: ES Wagner	Name of Owner: SCDOT Project Manager: Joseph Fowler, PE Phone: 864/587-4720 Email: fowlerjm@scdot.org	09/2019 11/2020	\$ 4,944	\$ 4,944
g. Narrative describing the work performed by ES Wagner					
<p>S-75 (Mount Lebanon Church Road) Bridge Replacements over Middle Tyger River & Tributary of Middle Tyger River was an SCDOT bid-build project performed by E.S. Wagner Co., LLC (ESW) during the construction timeframe referenced above. This project consisted of the formation of approximately 36,000 CY of geogrid reinforced embankment, construction of two structures, and a 180 day road closure that required the relocation of the roadway and completion of the two structures.</p> <p>The tributary bridge constructed for this project consisted of a four span prestressed concrete cored slab structure spanning approximately 280 LF. The structure was supported by prestressed concrete pile and was finished with an asphalt concrete wearing surface. The majority of this structure was constructed through an environmentally sensitive area (wetland). Access to the site was restricted by wetlands and load rated bridges. Temporary access structures were required to complete the project and minimize impacts to the wetland. The structure over the Middle Tiger River consisted of two spans totaling 150 LF and constructed of Type III prestressed concrete beams that were supported by concrete pile. The reinforced concrete deck required approximately 225 CY of structural concrete and 50,000 LB of reinforcing steel.</p> <p>Key Individuals on Project: Tom Watson, PE – SVP & General Manager Talley Smith, PE – Project Manager John Cummins – Str. Operations Manager</p>					
<p>h. Self-Assessment. The information provided in this section should be a self-assessment of ES Wagner’s performance on the project to identify ES Wagner with firms or personnel that have successfully completed projects on time and on or under budget, and to identify contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</p>					
<p>In 75 years of business, ESW has never filed a claim against an Owner. ESW successfully completed the project within the required intermediate contract time of 180 days and approximately four months ahead of the contract completion date. The partnering relationship between ESW project personnel and SCDOT was a key to this projects success.</p>					
<p>i. Quality Initiatives. Discuss ES Wagner’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.</p>					
<p>ESW is committed to delivering a quality project on time and on budget. One key challenge that presented itself on this project was a potential overrun of concrete piling due to subsurface conditions. ESW worked with SCDOT to mitigate this impact to the project by lengthening the pile tips so that pile buildups and/or additional pile length would not be necessary. Completing the project ahead of schedule was attributable to SCDOT’s approach to CPM scheduling. This approach is one that ESW supports and adheres to even outside of public sector projects. By using CPM scheduling, ESW could clearly identify the fact that completion of the project during the winter months could have a negative impact on the project delivery and accelerated our schedule and the road closure in an effort to avoid this impact. Each workday will begin with a daily JHA meeting conducted by the senior ESW supervisor onsite. Each meeting includes planning and coordination of the day’s work activities, equipment that will be used, anticipated hazards as well as approved means of abating those hazards</p>					
<p>j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, ES Wagner shall provide a detailed explanation below.</p>					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Holt Consulting Company, LLC (Holt)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Holt’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Holt (in thousands)
Name: 2018-2A Emergency Bridge Package Location: Marlboro and Dillon Counties, SC	Name: Palmetto Infrastructure, Inc	Name of Owner: SCDOT Project Manager: Jae Mattox Phone: 803-737-1805 Email: mattoxjh@scdot.org	Design Complete: 4/2019 Construction Complete: 3/2020	\$ 5,127	\$ 115

g. Narrative describing the work performed by Holt Consulting (Lead Designer) as a subconsultant

Offices Involved: Columbia, SC | **Key Individual Involvement:** Daniel Atkinson

Project included the design, permitting, demolition and replacement of 3 secondary bridges over water under emergency conditions utilizing DB procurement methods. Holt, working as a subconsultant, performed the roadway design and bridge QC for all three (3) bridge sites out of their Columbia, SC office location. The project relocated and improved an intersection at S-51, improved hydraulics at all sites, improved shoulder widths, and minimized environmental impacts. All work was completed safely, and on-time and with no disputes.



S-51 over unnamed creek: The project included a single span 70’ cored slab bridge. Driven steel piles were used at the end bents for bridge foundations and to support lateral loads of subsurface liquefaction. Additional structure width was provided for the intersection turning movements and to improve site distance. A benefit was realized as the barrier rail for the bridge was constructed outside the clear zone. The Team therefore eliminated the trailing guardrail at the Cemetery Road intersection, further improving the turning movements and safety of the intersection.

S-400 over Herndon Branch: The project included a 50’ single span bridge. The roadway embankment on the upstream side of the bridge was reconstructed to pre-storm conditions as allowed by the Nationwide Permit, to minimize the bridge length and roadway work. Rip rap splash pads were reduced to minimize environmental impacts, since flumes were less than 5’ tall.

S-33 over Naked Creek: A proposed bridge consisting of a 3-span cored slab bridge including a 65’ main span and 25’ approaches was utilized. The bridge utilized prestressed concrete piles with steel stingers at the interior bents. The steel stingers reduced weight, allowing smaller cranes to be used for installation. The 25’ end spans were designed to carry an 80-ton crane, allowing construction without temporary works.

Key Project Relevance		Subconsultants
• LVB Design	• Close and Detour / Traffic / MOT	
• Bridge Replacements	• Environmental Permitting	
• Cored Slab Bridge	• Utility Coordination	
• Bridges over water	• Demolition	
• Design Build Delivery	• Geotechnical Design	
		• Three Oaks Engineering



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

Holt and all other firms in this design team delivered the project design on time and on budget with excellent quality. The Design-Build did not incur delays or claims, dispute proceedings, litigations, or arbitration. This project won the 2020 ACEC SC Engineering Excellence Award. The Team received above average evaluation scores from SCDOT.

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

The Design Team submitted preliminary construction plans for the first bridge site (S-400), the day NTP was issued. All other submittals followed suite for scheduled delivery dates, including an independent QA review prior to each submittal. The General Permit was also submitted the day of NTP and approved by USACE in less than 30 days. This allowed the Contractor to deliver the project on schedule and avoid claims. The Team developed solutions that minimized environmental impacts, such as reduction in splash pad configuration, and accelerated construction schedules, including designing S-33 for Top Down Construction (eliminating bridge construction access points) and minimizing environmental impacts as well as compressing the construction schedule. The S-51 bridge’s upstream shoulder was widening in order to achieve better sight distance at the Cemetery Road intersection relocation. This in turn allowed for turning movements of an S-BUS-40 vehicle and reduced environmental impacts and ROW. Water lines in the intersection were abandoned and replaced after project completion to avoid schedule impacts.

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

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

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Holt Consulting Company, LLC (Holt)

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

g. Narrative describing the work performed by Holt Consulting (Lead Designer) as a subconsultant

Offices Involved: Columbia, SC | **Key Individual Involvement:** Daniel Atkinson

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

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

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

Key Project Relevance		Subconsultants
• LVB Design	• Close and Detour / Traffic / MOT	• Three Oaks Engineering
• Bridge Replacements	• Environmental Permitting	
• Cored Slab Bridge	• Utility Coordination	
• Bridges over water	• Demolition	
• Design Build Delivery	• Geotechnical Design	



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

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

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

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

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

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

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Holt Consulting Company, LLC (Holt)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Holt’s (Daniel Atkinson’s) responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Holt (Daniel Atkinson’s) (in thousands)
Name: I-26 Widening and S-275 (Nexton Parkway) Interchange Location: Berkeley County, SC	Name: Michael Baker International, Inc.	Name of Owner: Berkeley County Project Manager: Frank Carson, PE Phone: 843-719-4179 Email: frank.carson@berkeleycountysc.gov	Design Complete: 10/2015 Construction Complete: 05/2018	\$ 88,000	\$ 3,001

g. Narrative describing the work performed by Daniel Atkinson (Lead Designer) while at his previous employer, Michael Baker International, Inc. which was prime consultant on the project.

The project involved preparation of an environmental assessment (EA), traffic studies, and development final right-of-way, roadway and bridge plans for a new interchange on I-26 in Summerville, South Carolina. The project replaces the existing Sheep Island Road, currently a two-lane facility that crosses over I-26, about 1.5 miles north of the US Route 17A interchange, with Nexton Parkway. The project also includes widening of the existing I-26 from four to six lanes north or the interchange also includes the addition of auxiliary lanes south of the interchange connecting to the interchange at US-17A to create an eight-lane segment of interstate. The project was developed in order to accommodate residential and commercial growth within and adjacent to the project's study area by increasing roadway capacity.

The project included widening of Interstate 26 from four to six lanes from approximately 2,500 feet west of the proposed Nexton Parkway Interchange and construction of a new interchange with associated frontage roads at the proposed Nexton Parkway. The project also removed the existing Sheep Island Road, that crossed I-26, about 1.5 miles north of the US 17A interchange, with Nexton Parkway. The new Nexton Parkway consist of a five-lane roadway, with planted medians and curb gutter, south of its new interchange with I-26 and a four-lane divided road on new alignment north of I-26 where it connected to a portion developed by others. Nexton Parkway also included a 10-foot multi-use path on the south or eastern side from Holiday Drive, north through the interchange and connected to the designed norther portion developed by others.

Final road and bridge plans included specifications, quantities, typical sections, right-of-way, drainage plans, construction limits, control access, horizontal and vertical geometry, and superelevation. The project also required development of maintenance of traffic plans, pavement marking and signing, hydraulic and erosion control, geotechnical analysis including ground modifications, waterline design, traffic signal plans, and utility relocation sheets.

Daniel Atkinson, at the time working for Michael Baker International, Inc., acted as Assistant Project Manager and Lead Roadway Engineer on this project. During his time he helped with the preparation of the environmental assessment which included various alignment alternatives, provided information for the Interchange Justification Report (IJR), and prepared the design for final right-of-way plans as well as the above mentioned work final construction plans. Michael Baker was the lead design firm on this project and design was performed at their Columbia, SC and North Charleston, SC office locations.

Key Project Relevance		Subconsultants
• Traffic/MOT	• Environmental Support/Compliance	• Three Oaks Engineering (Gordon Murphy at Michael Baker, Int.)
• Geotechnical Design	• Preliminary through final construction plan development	
• Utility Coordination		
• 3rd Party Coordination	• Bridge Replacement/Construction	



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

Final construction plans and specifications were completed within a nine-month time frame per contract requirements. Mr. Atkinson left before the project was constructed in its entirety, but there were not major contract claims, delays, or litigation. The overall project came in under budget and ahead of schedule

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

An internal Value Engineering study was performed to review the project and associated costs. From the study it was determined a custom designed cast-in place box culvert should be removed from under the interchange ramp and replaced with an at-grade crossing with an associated Rectangular Rapid Flashing Beacon (RRFB). The removal of this culvert was coordinated with the County, and the COG and saved the project unnecessary costs and future maintenance.

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

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



APPENDIX C

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



427 OAK RD. • PIEDMONT, SC 29673 • (864) 269-8585 • FAX (864) 269-0328 •
WWW.ESWAGNER.COM

July 18, 2022

RE: Quality of Past Performance

Bridge Package 14 – Design Build Project
Contract ID: 1162220
County: Cherokee

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Watson', with a stylized flourish at the end.

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



APPENDIX D

LEGAL AND FINANCIAL



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

July 12, 2022

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

RE: E.S. Wagner Company
Request for Qualifications
Bridge Package 14 Design-Build
Contract ID 1162220 Cherokee County

To whom it may concern:

Hartford Fire Insurance Company (Hartford) has issued surety bonds to E.S. Wagner Company (Wagner) since 2007, during which time we have favorably considered single projects up to \$150 million. Our experience with Wagner has been excellent and we highly recommend them to you.

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

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

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

Sincerely,

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



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

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

A handwritten signature in blue ink, appearing to read "John C. Wagner".

John C. Wagner
Executive Vice President

State of Ohio
County of Lucas

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



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

A handwritten signature in blue ink, appearing to read "Robyn Mack".

Signature of Notary Public

POWER OF ATTORNEY

Direct Inquiries/Claims to:

THE HARTFORD

BOND, T-12

One Hartford Plaza

Hartford, Connecticut 06155

Bond.Claims@thehartford.com

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

Agency Code: n/a (Detroit Bond Dept)

KNOW ALL PERSONS BY THESE PRESENTS THAT:

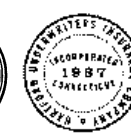
- ☒ **Hartford Fire Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
☒ **Hartford Casualty Insurance Company**, a corporation duly organized under the laws of the State of Indiana
☒ **Hartford Accident and Indemnity Company**, a corporation duly organized under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

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

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

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

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



Shelby Wiggins

Shelby Wiggins, Assistant Secretary

Joelle L. LaPierre

Joelle L. LaPierre, Assistant Vice President

STATE OF FLORIDA

COUNTY OF SEMINOLE

SS. Lake Mary

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



Jessica Ciccone

Jessica Ciccone
My Commission HH 122280
Expires June 20, 2025

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

Signed and sealed in Lake Mary, Florida.



Keith D. Dozois

Keith D. Dozois, Assistant Vice President



Columbia, South Carolina

**SOUTH CAROLINA DEPARTMENT
OF
TRANSPORTATION**

PRIME CONTRACTOR

PREQUALIFICATION CERTIFICATE

This Certifies that your company has complied with the rules and regulations of the Department and the State of South Carolina, and subject to the rules and regulations for a prime contractor, is declared eligible to submit a bid and be awarded any construction contract issued by the Department, subject to obtaining proper bonds and insurance acceptable to the Department and complying with all other statutory and contract requirements.

ALL BIDS SUBMITTED TO THE DEPARTMENT MUST BE IN THE NAME AS SHOWN BELOW.

E.S. WAGNER COMPANY LLC

Vendor ID: 1TH039

Issued : June 16, 2022

Expires: July 31, 2023

Approved By: *Maria A. Davis*
Prequalification Coordinator



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

7-21-2022
Date

Tom Watson
Print Name

E.S. Wagner Co., LLC
Company

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

July 20, 2022

Date

Paul Albert Holt, PE

Print Name

Holt Consulting Company, LLC

Company

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

Name

Phone

Company



APPENDIX F

**CONFIDENTIAL OR PROPRIETARY INFORMATION
SUMMARY LIST**



427 OAK RD. • PIEDMONT, SC 29673 • (864) 269-8585 • FAX (864) 269-0328 •
WWW.ESWAGNER.COM

July 19, 2022

RE: Confidential or Proprietary Information

Bridge Package 14 – Design Build Project
Contract ID: 1162220
County: Cherokee

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Watson', is written over a light blue horizontal line.

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



APPENDIX G

ADDENDUM RECEIPT FORMS



South Carolina
Department of Transportation

NOTICE TO PROPOSERS

Bridge Package 14
Design-Build – Contract ID 1162220
Cherokee County

July 14, 2022

NOTICE TO PROPOSERS - Enclosed is **Addendum 1** to the Request for Qualifications (RFQ) for the Bridge Package 14 design-build project. The information provided in this notice and the addendum shall be made part of the contract documents.

The **yellow** highlights identify the revisions associated with Addendum 1.

This addendum is being issued in order to provide clarification and additional information for the project. The following sections of the RFQ contain revisions:

- Section 3.2.4
- Section 5.2.4
- Section 7.9



NOTICE OF RECEIPT
Bridge Package 14
Design-Build – Contract ID 1162220
Cherokee County


Addendum 1

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

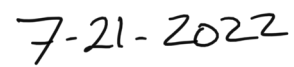
PROPOSERS are required to sign this document and enclose it with their Statement of Qualifications. Receipt of this signed document by The South Carolina Department of Transportation serves as confirmation that the PROPOSER has received and incorporated this Addendum into the contract documents.

Confirmation Statement:

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



PROPOSER's Signature



Date



Printed Name

For: E.S. WAGNER COMPANY, LLC
Design-Build Team Name





APPENDIX H

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

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
References from Key Individual Resume Forms						
aschley@ncdot.gov	Anne	Schley	Tom Watson	Shelby Bypass III-C203905	General Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Tom Watson	Mount Lebanon Church Road Bridge Replacement	SR. VP and General Manager	E.S. Wagner
imparkerjr@ncdot.gov	Michael	Parker	Tom Watson	NCDOT Express Design Build Year 6 Bridge Replacements-C203950	General Manager	E.S. Wagner
yarborouwd@scdot.org	William	Yarborough	Tom Watson	US 29 Bridge Replacement	SR. VP and General Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Tom Watson	SC 85 Bridge Replacements over S-995, S-2, and Lawson Creek	SR. VP and General Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Talley Smith	Mount Lebanon Church Road Bridge Replacement	Project Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Talley Smith	S-92 Emergency Bridge Replacement over Beaverdam Creek	Project Manager	E.S. Wagner
dknight@solidwasteauthority.org	Danny	Knight	Talley Smith	Horry County Solid Waste Authority Landfill Expansion Bridge	Project Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Tom Watson	SC 85 Bridge Replacements over S-995, S-2, and Lawson Creek	Project Manager	E.S. Wagner
imparkerjr@ncdot.gov	Michael	Parker	Tom Watson	NCDOT Express Design Build Year 6 Bridge Replacements-C203950	Project Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	John Cummins	Mount Lebanon Church Road Bridge Replacement	Structures Operations Manager	E.S. Wagner
aschley@ncdot.gov	Anne	Schley	John Cummins	Shelby Bypass III-C203905	Structures Operations Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	John Cummins	S-92 Emergency Bridge Replacement over Beaverdam Creek	Structures Operations Manager	E.S. Wagner
mkkiser@ncdot.gov	Marcus	Kiser	John Cummins	Winston-Salem Northern Beltway (Eastern Section)-C203979	Structures Operations Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Tom Watson	SC 85 Bridge Replacements over S-995, S-2, and Lawson Creek	Structures Operations Manager	E.S. Wagner
pittsme@scdot.org	Michael	Pitts	Daniel Atkinson	Emergency Bridge Package 2020-1 DB	Lead Roadway Engineer	Holt
mattoxjh@scdot.org	Jae	Mattox	Daniel Atkinson	Emergency Bridge Package 2018-2A	Lead Roadway Engineer	Holt
bostictl@scdot.org	Tameika	Bostic	Daniel Atkinson	S-195 Bridge Replacement over Camp Creek	PM and Lead Roadway Engineer	Holt
bostictl@scdot.org	Tameika	Bostic	Daniel Atkinson	S-258 Bridge Replacement over Thorntree Creek	PM and Lead Roadway Engineer	Holt
goodmanda@scdot.org	Derrick	Goodman	Daniel Atkinson	S-1632 Bridge Replacement over Simons Creek	PM and Lead Roadway Engineer	Holt



[illegible]



APPENDIX I

UNIQUE ENTITY ID DOCUMENTATION

From: [General Services Administration Federal](#)
To: [Michael Moore](#)
Subject: General Services Administration Federal - Incident INC-GSAFSD6562864 has been opened on your behalf
Date: Monday, July 18, 2022 4:19:40 PM

This is an official message sent on behalf of the U.S. General Services Administration's Federal Service Desk (FSD) which provides free help for SAM.gov, FPDS.gov, eSRS.gov, and FSRS.gov

INC-GSAFSD6562864 - Invalid Additional Information - 1 Reference Number: 28a2b3f8-77d1-4a88-9adb-afc4ea44a912

An incident has been opened on your behalf.

You can view all the details of the incident by following the link below:

[Take me to the Incident](#)

You will be required to log into FSD.gov to view the status of your tickets.

Thank you.

NOTE: Please do not attach documents containing Personally Identifying Information (PII), Controlled Unclassified Information (CUI), or other sensitive, unsolicited information to your FSD Tickets or reply to this email attachments containing such data. All Entity Validation Data must be submitted via SAM.gov.

Ref:MSGPROD23551887_1ZhI5X2cG3hbOaE

Links contained in this email have been replaced. If you click on a link in the email above, the link will be analyzed for known threats. If a known threat is found, you will not be able to proceed to the destination. If suspicious content is detected, you will see a warning.



Entity Documentation Submitted

Reference Number

INC-GSAFSD6562864

SAM.gov will review your documentation to finalize your entity uniqueness determination.

[What happens after I submit entity documentation?](#)

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Jul 15, 2022



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Jul 5, 2022



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Expiration Date Ascending

THC, Inc. Pending ID Assignment

Draft Registration



Unique Entity ID:
(blank)

Physical Address:
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Duluth, GA 30096 USA

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