3.2 INTRODUCTION:

Contracting Entity:	Palmetto Infrastructure, Inc. (Corporation)	
Contact / Managing Office & Lead Contractor	Greg Canniff, President 3620 Pelham Rd. PMB 349 Greenville, SC 29615	(864) 879-2166 gcanniff@palmettoii.com
Lead Designer Contact	Derek Staton, President CTEA 4270 Belle Meade Cir Belmont, NC 28012	(980) 722-6065 derek.staton@Carolina-TEA.com

Our Team is comprised of Palmetto Infrastructure, Inc. (PII) as the Lead Contractor and Carolina Transportation Engineers & Associates, PC (CTEA) as the Lead Designer. This Team is pleased to present our qualifications and approach to the completion of Bridge Package 14 Design Build Project, as described in the RFQ dated June 29, 2022. Greg Canniff has the authority to sign the contract.

Unique ID	Name
J7HRJNQLYXM5	Palmetto Infrastructure Inc.
NKE8MYLPKBV6	Carolina Transportation Engineers & Associates, PC
P66RDVP5M7K5	Robbins & DeWitt, LLC
U6MNYNM1SYC7	Aulick Engineering, LLC
D115KAMUPLH6	Vaughn and Melton Consulting Engineers
MXGLGHFV6EX5	Telecommunication & Industrial Consulting Services Corporation
CMTCKYC49C45	ECS Southeast, LLP

PII and CTEA commit Greg Canniff, Derek Staton, Billy McCoy and Wesley McGruff (collectively the Key Individuals) to this Project to the extent necessary to meet SCDOT's quality and schedule expectations. These Key Individuals are available to the Project for the duration of the Project.

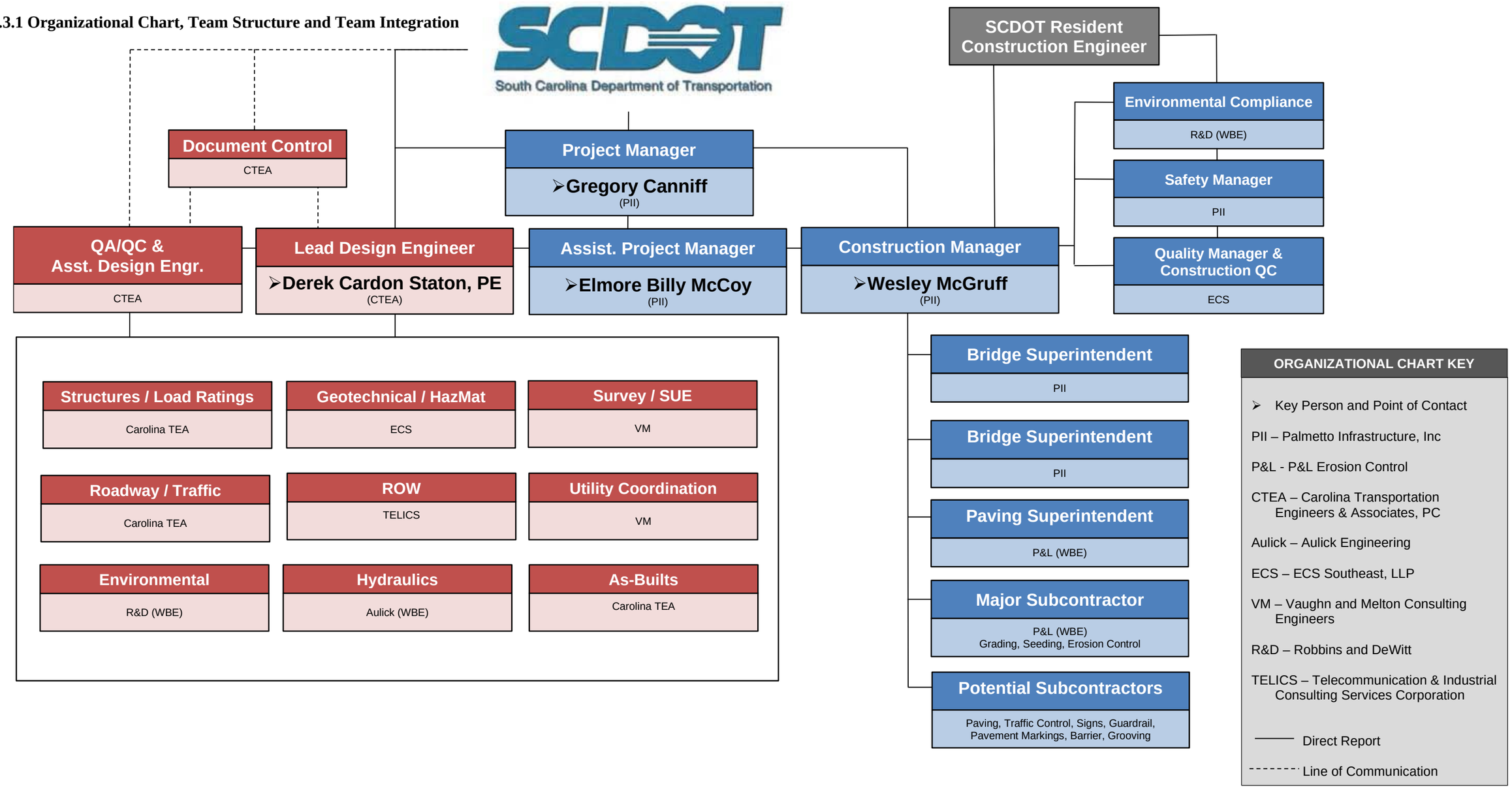
Commitment Signatures:

Greg Canniff, President
Palmetto Infrastructure, Inc.

Derek Staton, President
Carolina Transportation Engineers & Assoc. PC

3.3 TEAM STRUCTURE AND PROJECT EXECUTION: Greg and Derek are the Presidents of their respective companies with the full authority to make any decisions. This unique situation allows design and construction decisions to be made immediately and with full support of the companies. Greg will lead the overall project and will contract with SCDOT. Derek will lead the design, permitting and construction engineering services. Billy will lead the construction. Greg, Derek, Billy and most companies shown on the organizational chart below are in the same roles as the recently completed EBP 2020-1 DB and EBP 2018-2A DB.

3.3.1 Organizational Chart, Team Structure and Team Integration



Functional Relationships: Greg Canniff is responsible for all aspects of the design and construction of the project and will report to SCDOT. Greg will be intimately involved in this project from conception to final delivery of all bridges. Greg will co-locate with the Lead Design Engineer during plan development. The Lead Design Engineer, Derek Staton, will report to Greg and be the primary point of contact for design and permitting. He will coordinate with SCDOT for design reviews and project documentation. Assistant Project Manager, Billy McCoy, will report to Greg and assist in the day-to-day management of the project. Construction Manager, Wesley McGruff, will manage construction activities and be the primary contact with the SCDOT Resident Construction Engineer. Wesley will be on-site(s) full time during construction with field support from Greg and Billy part-time.

Greg and Derek will coordinate daily during design development. Derek will present design alternatives to Greg for consideration and relay design schedules to Greg for maintenance of the overall project schedule. Decisions made will be passed along to the design team by Derek. Weekly meetings will be held for the entire design team plus Greg, Billy and Wesley to keep parties engaged through design package acceptance. Construction insights and preferences will be incorporated in the plans from these design meetings.

During construction, ECS will serve in the quality control capacity, R&D will perform environmental compliance reviews, and CTEA will provide shop drawing reviews and construction support. Derek will attend monthly construction meetings. Derek and Greg will continue weekly meetings throughout construction and will pull in additional Team members as needed to resolve construction conflicts or take advantage of opportunities. Billy and Wesley have a direct line of communication with Derek to resolve construction conflicts, address plan ambiguities, and/or request changes for unforeseen issues or changed conditions in the field.

This same Team recently completed EBP 2018-2A DB as well as EBP 2020-1 DB, two recent DB projects completed on time in SC. Projects can only be completed on time and to the client's satisfaction when the team is communicating with each other as well as the client and local constituents – as we have.

Previous Teaming History: Greg and Derek have decades of experience working together (they won and completed more than a dozen design-build projects in NC while employed at Land and HDR respectively). Greg, Billy and Wesley have similar history (Greg and Billy worked together for years at UIG prior to PII and they have been together at PII for many years.). This Team has pursued, designed, and/or constructed projects for SCDOT and the City of Greenville continuously the past 5 years. Recent examples include:

PROJECT DESCRIPTION	Palmetto Infrastructure	Carolina TEA	Greg Cannifff	Derek Staton	Billy McCoy	Wesley McGruff	Vaughn and Melton	ECS	TELICS	Aulick	R&D (Heather)	CONTACT
EBP 2020-1 DB SCDOT emergency bridge replacement DB; 2 bridge replacements over streams using low volume criteria, 2020	X	X	X	X	X	X	X				X	Michael Pitts, SCDOT PM pittsme@scdot.org 803-737-2566
EBP 2018-2A DB SCDOT bridge replacement DB; 3 bridge replacements over streams with an intersection relocation, 2018 to 2019	X	X	X	X	X	X				X	X	Jae Mattox, SCDOT PM mattoxjh@scdot.org 803-737-1805
SRT over Haywood Road Value Engineering Redesign during construction. Pedestrian truss over Haywood Road with multi-span cored slab approaches on pile bents.	X	X	X	X	X	X				X		Nick DePalma ndepalma@greenvillesc.gov 864-933-2242
SRT over Laurens Road Value Engineering Redesign during construction. Pedestrian truss over Haywood Road with multi-span cored slab approaches on pile bents.	X	X	X	X	X	X				X		Nick DePalma ndepalma@greenvillesc.gov 864-933-2242

Each project listed above is similar in size, scope, and construction type as the subject projects. **For each of the projects identified, our Key Individuals and other team members performed the same role as identified for this project**.

3.3.2 Critical Risks

Kings Mountain State Park (4f) coordination adjacent to the S-86 bridge over Kings Creek: The priority at S-86 will be to eliminate ROW required for this bridge replacement. We will work with the DB Unit through the question / answer and ATC process to determine if small ROW acquisitions can be eliminated. We will use steepened slopes, geogrid, riprap plating and additional length guardrail posts to tie slopes within the existing ROW and may explore retaining walls if this is a reasonable alternative. We used similar details on S-174 over Six and Twenty Creek to avoid encroaching roadway side slopes into the adjacent stream. We can also avoid ROW by extending proposed guardrail to maintain steeper slopes longer and using multi-span structures to minimize bridge superstructure depths. If ROW acquisition is unavoidable, our Team has Heather Robbins to navigate any Section 4(f) requirements in the permitting process.

SCDOT expectations include approval of ROW reductions from the standard requirements in the RFP and may include approval of non-standard design solutions to help minimize our construction footprint.

Relocations of both dry and wet utilities impacting schedules: We will engage with utility owners early to determine if utilities are in conflict, and if early relocations can be facilitated. PII will prioritize bridges with no utility conflicts providing more time to work with utility owners to resolve conflicts and relocate utilities. If utility owners fall under the guidelines of 57-5-880 SC Code of Law, PII will coordinate development of relocation plans and specifications and request SCDOT provide payment (100% reimbursement).

SCDOT and other agency expectations include routine coordination of utilities and certification of utility agreements. CTEA will explore opportunities to avoid existing utilities as practical and allowable.

Right-of-way impacts: As noted in the S-86 bridge discussion above, the PII-CTEA Team will avoid ROW where practical. We will evaluate each site to ensure the proposed solution implemented will be in the best interest of SCDOT considering design, construction and future maintenance. We will evaluate longer runs of guardrail with

2:1 or steepened slopes (greater than 2:1), reduced backing behind guardrail – requiring additional length guardrail posts, moment slabs with barrier, retaining walls and other strategies to reduce ROW.

PII and CTEA will evaluate potential solutions for ROW taken as compared to bridge maintenance access, maintenance of guardrail and mowing of slopes. We will discuss each site with SCDOT during the RFP development phase to determine the best option to employ.

SCDOT expectations include discussing available options at each site with the teams and providing the Quality Scoring anticipated with each site's ROW savings. Additional expectations are in alignment with the RFQ, including payment of ROW purchased for the project and ROW support the Team needs in this regard.

Environmental Permits/Mitigation – PII and CTEA will first look to eliminate or minimize wetland and stream impacts as practical. Where unavoidable, Heather Robbins will lead the permitting process for the Team. Robbins and Dewitt will prepare and submit any permits required by the Team including NOIs and General or Nationwide Permits (expected) on behalf of SCDOT. We understand SCDOT is obtaining Programmatic CEs and R&D will work with the Team to ensure our designs comply with any commitments.

3.3.3 Project Resources, Strategies, and Execution

Project Resources: PII has the financial capacity, bonding capacity, bridge construction crews, and construction equipment available to manage and construct this project. We anticipate a 24- to 30-month construction schedule, starting in Q4 2022, and have no current backlog for that timeframe. P&L, a dedicated subcontractor, will perform all grading, seeding, and erosion control, the same role as performed on EBP 2020-1 DB. PII anticipates a minimum of two bridge construction crews and one grading crew on this project to ensure timely completion. If schedule demands are more condensed, PII will provide additional bridge crews. PII builds schedules based on a 4-day work week for the crews. We reserve the additional time each week to allow for weather delays or to recover from unforeseen schedule impacts. We will complete this project on time.

The design team also has the resources and abilities to complete this work in a condensed schedule. Our combined team brings over 200 local design professionals covering every anticipated design discipline. The work on the project is anticipated to utilize only about 10% of our available staff.

STRATEGY FOR IMPLEMENTATION OF RESOURCES		
	Construction Work Item	**Primary**
Self-Performance	Project Management, Demolition, MOT	PII
	Bridge & Structure Construction	PII
	Grading and Drainage, Erosion Control	P&L
	Design Work Item	**Primary**
	Design Management, QC Reviews	CTEA
	Structures & Load Ratings	CTEA
	Roadway	CTEA
	Hydraulic	Aulick
	Geotechnical	ECS
	Utility Coordination	VM
	ROW	TELICS
	Environmental Permitting & Compliance	R&D
	Surveys & SUE	VM

CTEA will self-perform project management, roadway and bridge engineering and plan production. Aulick will provide hydraulics. These disciplines are the key to developing a winning project and we expect to have a preliminary plan submittal effort completed prior to the bid letting. Plans will be progressed to final stages for initial submittal to SCDOT.

DBE Participation Outreach: PII seeks the use of local DBE firms in all phases of work, and historically use DBEs for reinforcement steel, EC, guardrail, box beam and cored slab fabrication, and deck pans. We have Aulick Engineering (WBE), Robbins and Dewitt (WBE) and P&L (WBE) as dedicated partners for hydraulic design, permitting, public involvement, environmental compliance, and grading and erosion control. We will continue to seek the services of quality DBE firms for this contract, but are proud to know we will exceed SCDOTs goals of 0.4% for Professional Services and 11.6% for total contract value with arrangements already in place.

Geographic Location: PII and CTEA main corporate offices are located approximately an hour apart, with the project sites located between. PII will co-locate at CTEA's office, we will meet on-site(s) to discuss issues, and/or TEAMS meetings will be utilized. Design leads from our entire team will attend in-person and virtual meetings. P&L is near all sites. Their location will benefit the project in that they can perform pre- and post-storm evaluations of erosion control in an expedient manner. CTEA's Columbia office provides immediate access and

response to SCDOT; and our newest office in Greenville, SC – led by Jeff Mulliken, will provide immediate access to Palmetto Infrastructure.

3.4 EXPERIENCE OF KEY INDIVIDUALS

Key Individuals' resumes are included in APPENDIX A. The PII Team brings the experience and expertise in all phases of roadway and bridge design and construction for the Project. EBP 2018-2A DB and EBP 2020-1 DB prove our ability to deliver a quality fast-paced DB project on schedule and on budget, with no unresolved issues. **All individuals and firms hold current and appropriate licenses to perform their work in South Carolina. All design reports, plans, and design calculations shall be signed by an unrestricted Engineer registered in the state of South Carolina.** Greg, Billy and Wesley are full-time employees of PII, and Derek is a full-time employee of CTEA.

			Experience		
Title	**Name**	**Firm**	**Req'd**	**Prov'd**	**DB**
Project Manager	Greg Canniff	PII	7	38	✓
Assistant Project Manager	Billy McCoy	PII	5	31	✓
Construction Manager	Wesley McGruff	PII	5	31	✓
Lead Design Engineer	Derek Staton	CTEA	7	31	✓

3.4.4 Project Management Team

Project Manager: Greg has managed successful fast-paced design-build projects including the Greenville Southern Connector, I-85 & I-77 Interchange and HOV Lanes, and recently, EBP 2018-2A DB and EBP 2020-1 DB where he performed the same role. Greg has built PII to construct the types of bridges as proposed for this project – cored slab and box beam bridges in rural locations.

Greg is in charge of and responsible for delivery of the project in accordance with the contract, with full authority to make decisions on behalf of the Team and communicate these decisions to SCDOT. As President, Greg does not need to check with an executive management team and can make decisions immediately, expediting project delivery and facilitating negotiations. He brings 37 years of bridge building experience to this position, including 30 years in management roles.

Assistant Project Manager: Billy complements Greg with the daily management of the Project and will schedule and coordinate subcontractors. Billy performed this same role on EBP 2018-2A DB and EBP 2020-1 DB. For the duration of Construction, Billy will be dedicated solely to managing this Project, shall have no other assigned Project responsibilities, and shall not be utilized on any other projects. Billy will be on-site during construction activities and lead weekly status meetings during design and construction phases and will be available at the request of SCDOT.

3.4.5 Design Engineering Team

Lead Design Engineer: Derek has extensive personal experience designing bridges like the cored slab and box beam designs anticipated as well as AASHTO girder bridges if necessary. His in-depth knowledge of permitting, roadway design, bridge design, geotechnical design and hydraulic design allows him to balance the requirements of each discipline to develop the best engineering solution at each site. His eye for constructability solves conflicts before plans go to construction. Derek will be in charge of and responsible for all aspects of the design and permitting. He has more than 20 years of experience in the management of Design-Build projects from $2 million to over $230 million with multiple bridge replacements, including EBP 2018-2A DB and EBP 2020-1 DB where he performed the same role. For the duration of the design phase, Derek will attend project meetings in person, be primarily dedicated to the design of the Project, and be available as needed by SCDOT. Derek is a full-time employee of CTEA.

3.4.6 Construction Management Team

Construction Manager: Wesley complements Greg with the construction management of the Project. He will work with SCDOT District personnel to ensure project compliance. Wesley will have a direct line of communication to Derek for assistance with design issues during construction – accelerating project delivery. Wesley performed this same role on EBP 2018-2A DB and EBP 2020-1 DB. For the duration of Construction, Wesley will be dedicated solely to managing the construction of the Project, shall have no other assigned Project

responsibilities, and shall not be utilized on any other projects. The PII Team will have two bridge crews from PII as well as a P&L paving crew following them at each site. Wesley will ensure each crew has a construction superintendent on site during construction activities.

3.5 PAST PERFORMANCE OF TEAM:

Experience of Proposer's Team: PII and CTEA have worked together continuously over the past five years - pursuing, winning, and producing bridge replacements; resulting in two SCDOT DB projects completed on-time and on-budget and two City of Greenville projects currently ahead of schedule and under budget. Our staff have been working together for decades. Our established relationships equal or exceed the timelines for all our competition.

SCDOT scored CTEA and PII with above average marks on our performance appraisals for both EBP 2018-2A and 2020-1 DB projects. Both projects won the Engineering Excellence Award from ACEC-SC. PII overcame a leaking force main sewer at S-51 and a post-award flood that changed the site conditions at S-174 – but still finished both projects on time. We add quality to our projects by working with local neighbors to reduce impacts to their properties (minimize trees cut at S-174) and mitigate issues (relocate fences from SCDOT property at S-816), as well as recycle materials (farm use of bridge precast panels from S-816).

Quality of Past Performance:
Neither PII, nor any PII 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.

	Yes	No
Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any project?		✓
Has the Lead Contractor or any member of the joint venture submitted a claim on a project that was litigated?		✓
Have any projects been delayed more than 30 days such that liquidated damages were assessed?		✓
Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?		✓
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?		✓
Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?		✓
Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?		✓

Appendix A – Key Individual Resume Form

SCDOT Design Build Project
Bridge Package 14
Contract ID 1162220

Palmetto INFRASTRUCTURE, INC.

CAROLINA Transportation Engineers & Assoc., PC

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Gregory W. Canniff
President – Owner

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

c. Name of Firm with which you are now associated:

Palmetto Infrastructure, Inc.

d. Years of Experience: With this Firm 14 Years Other Firms 24 Years

Palmetto Infrastructure, Inc.: President - Owner – Responsible for all phases of business from bid to build; oversee administrative aspects of company, ensure quality and on-time delivery of projects, negotiate change orders and additional services. Manage DB Projects. As Project Manager, Greg is responsible for project administration, start-up, staffing, and contract negotiation with subcontractors. He oversees quality control and quality assurance, schedule requirements, cost accountability, and coordinates all project team members, ensuring owners a successful project delivery.

Rea Contracting LLC/Lane Industries: Bridge Division Manager – Responsible for all areas of bridge division (estimating, personnel, projects, equipment, market analysis). Design Build Structures Manager for two dozen DB projects in the Carolinas. 2002 – 2008

United Contractors, Inc.: Vice President – Responsible for coordination of designs, negotiations of suppliers and subcontractors, construction management. Performed as the Structures Manager for DB Projects. 1999 – 2002

Carolina Bridge Company: Vice President – Responsible for estimating and bidding all projects; develop contracts for subcontractors and suppliers; produce project schedules and submittals. 1991 – 1999

Wilbur Smith Associates: Resident Engineer – Responsible for engineering and inspection staff performing QC and on-site inspection. 1989 – 1991

Carolina Bridge Company: Engineer, Project Manager – Performed design and construction project management. 1983 – 1989

Martin Engineering: Superintendent – Responsible for field layout, steel erection, material testing and QC. Coordinated subcontractors, field supervision. 1982 – 1983

e. Education:
Clemson University / Clemson, SC / Master of Engineering / 1996 / Civil Engineering
Clemson University / Clemson, SC / Bachelor of Science / 1982 / Civil Engineering

f. Active Registrations:

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

Emergency Bridge Package 2020-1 DB
Key Personnel Role: Project Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2020, Assigned 2020
Owner Contact Information: SCDOT, Zach Herron, herronzk@scdot.org, (864) 716-2380
Design/Construction Value: $3,173,140 Construction
Project Description:

Project included 2 emergency bridge replacement projects and associated approach roadway reconstruction in York and Anderson Counties. Greg's specific responsibilities included assembling the design and construction teams, development of the price and schedule for submittal to SCDOT including pricing of subconsultants, management of the construction, coordination of design and permitting team, scheduling and cost control. Project requirements included completion in 215 days. Palmetto obtained substantial completion on time.

Emergency Bridge Package 2018-2A DB
Key Personnel Role: Project Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2018-2020, Assigned 2018-2020
Owner Contact Information: SCDOT, AJ Thomas Bostic, bosticta@scdot.org, (843) 317-4001
Design/Construction Value: $5,127,593 Construction
Project Description:

Project included 3 emergency bridge replacement projects and associated approach roadway reconstruction in Dillon and Marlboro Counties. Greg's specific responsibilities included assembling the design and construction teams, development of the price and schedule for submittal to SCDOT including pricing of subconsultants, management of the construction, coordination of design and permitting team, scheduling and cost control. Project requirements included completion in 200 days. Palmetto obtained substantial completion on time. SCDOT noted the Palmetto / Carolina TEA Team was the only DB Team to meet design deliverable dates in 2019, and the only DB Team to meet Substantial and Final completion dates.

Pickens County SC File 39.111B
Key Personnel Role: Project Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 4/13/10 – 8/7/19
Owner Contact Information: SCDOT, Joe D. Laws, LawsJD@scdot.org, (864) 849-0034
Construction Value: $16,400,987.40 Contract/ $9,435,351.60 Subcontract
Project Description:

Original Contract required a No Cost Design/Build Change Order that was Greg's concept. Walls and Bridge were changed due to constructability and the Temporary Railroad Structure was deleted. The needed offline structure was incorporated into new Three Span Bridge on Drill Shaft Foundation. Retaining Walls were also Redesigned to a Drilled Pile as the detailed Sheet Pile could not be installed due to cohesive soils. SCDOT was given the design in Stage II, and after additional Design the Bridge was Widened. Retaining Walls and an Amtrak Platform were added in a unit price traditional contract. Project required coordination and construction challenges with SCDOT, NSRR and Amtrak. Palmetto Infrastructure Inc. was able to share and team with SCDOT to navigate a challenging project to delivery.

Cherokee, Lancaster SC File 5487000
Key Personnel Role: Project Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2/19/15-3/15/16
Owner Contact Information: SCDOT, Shane Parrish, parrissl@scdot.org, (864)489-5760
Construction Value: $1,582,033.00
Project Description:

Low Volume Bridge Replacements in District 4 over five different counties. Cherokee County (S-11-121) was a 70'- cored slab bridge with bents over Bear Creek. Cherokee County (S-11-246) was a 30'-70'--30' cored slab bridge with bents over Blue Branch. Cherokee County (S-11-82) was a single 70' Cored Slab over Morgan Creek. Cherokee County (S-11-72) was a 30'-80'-80'-70'- cored slab and box beam bridge with bents over Thickety Creek. Lancaster County (S-29-15) was a 30'-50'20' cored slab bridge over Hanging Rock Creek. All sites required driven pile foundations and Roadway Approach, Guardrail, Paving, and Stripping.

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.

i. The Project Manager is not required to be on-site full-time for the duration of construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Billy McCoy
Assistant Project Manager

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

c. Name of Firm with which you are now associated:
Palmetto Infrastructure, Inc.

d. Years of Experience: With this Firm 11 Years With Other Firms 20 Years

Palmetto Infrastructure, Inc.: Assistant Project Manager – Responsible for all phases of construction and construction management for bridge replacement projects. He is responsible for the review of plans, scheduling of work, tracking of job costs, managing daily field operations and coordinating with the owner's engineers as well as on-site safety management, subcontractor coordination and the supervision of all construction work, ensuring it is completed to the owner's satisfaction. Billy oversees construction at multiple sites, will implement and inspect traffic control, and maintain job site records. 2011 - Present

United Contractors, Inc.: Bridge Supervisor – Responsible for bridge crew and project oversite at the jobsite. 1999 – 2011

United Contractors, Inc.: Crane Operator – Responsible for operating equipment for bridge construction including barge and water work. 1994 – 1999

United Contractors, Inc.: Carpenter – Responsible for bridge construction as assigned. 1993 – 1994

United Contractors, Inc.: Laborer– Responsible for bridge construction as assigned. 1991 – 1993

As shown through this progression of work, Billy has constructed and managed the construction of bridges for his entire career. He fully understands every component of bridge construction from utility relocations to site prep work, to site close out work. Billy maintains accurate daily logs for work performed.

e. Education:
Richlands High School, Richlands, VA
National Commission for the Certification of Crane Operators

f. Active Registrations:
Certified Crane Operator
Commercial Driver's License
Certified Rigger

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

Emergency Bridge Package 2020-1 DB

Key Personnel Role: Assistant Project Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2020, Assigned 2020
Owner Contact Information: SCDOT, Zach Herron, herronzk@scdot.org, (864) 716-2380
Design/Construction Value: $3,173,140 Construction
Project Description:

Project included 2 emergency bridge replacement projects and associated approach roadway reconstruction in York and Anderson Counties. Billy's specific responsibilities included scheduling subconsultants, managing daily field operations, working with SCDOT resident to ensure MOT, environmental compliance and quality control testing was performed in accordance with contract requirements, and ensuring project completion on schedule. Project requirements included completion in 215 days. Palmetto obtained substantial & final completion on time.

Emergency Bridge Package 2018-2A DB

Key Personnel Role: Assistant Project Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2018-2020, Assigned 2018-2019
Owner Contact Information: SCDOT, AJ Thomas Bostic, bosticta@scdot.org, (843) 317-4001
Design/Construction Value: $5,127,593 Construction
Project Description:

This project included 3 emergency bridge replacement projects and associated approach roadway reconstruction in Dillon and Marlboro Counties. Billy's specific responsibilities included review of plans, ordering materials, maintaining a safe project worksite, oversee all bridge construction activities, and project closeout activities. Billy maintained a direct line of communication with the design team to identify project issues and promote solutions. His construction knowledge and project organization allowed this project to be completed on time. Project requirements included completion in 200 days. Palmetto obtained substantial completion on time. SCDOT noted the Palmetto / Carolina TEA Team was the only DB Team to meet design deliverable dates in 2019, and the only DB Team to meet Substantial and Final completion dates.

Pickens County SC File 39.111B
Key Personnel Role: Assistant Project Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 4/13/10 – 8/7/19
Owner Contact Information: SCDOT, Joe D. Laws, LawsJD@scdot.org, (864) 849-0034
Construction Value: $16,400,987.40 Contract/ $9,435,351.60 Subcontract
Project Description:

Original contract required a No Cost Design/Build Change Order that was PII's concept. Walls and bridge were changed due to constructability and the temporary railroad structure was deleted. The needed offline structure was incorporated into new three-span bridge on drill shaft foundation. Retaining walls were redesigned to a drilled pile as the detailed sheet pile could not be installed due to cohesive soils. SCDOT was given the design in Stage II, and after additional design the bridge was widened. Retaining walls and an Amtrak platform were added in a unit price traditional contract. Project required coordination and construction challenges with SCDOT, NSRR and Amtrak. Palmetto Infrastructure Inc. was able to partner with SCDOT to navigate a challenging project to delivery.

Cherokee, Lancaster SC File 5487000
Key Personnel Role: Assistant Project Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2/19/15-3/15/16
Owner Contact Information: SCDOT, Shane Parrish, parrissl@scdot.org, (864)489-5760
Construction Value: $1,582,033.00
Project Description:

Low Volume Bridge Replacements in District 4 over five different counties. Cherokee County (S-11-121) was a 70'- cored slab bridge with bents over Bear Creek. Cherokee County (S-11-246) was a 30'-70'--30' cored slab bridge with bents over Blue Branch. Cherokee County (S-11-82) was a single 70' Cored Slab over Morgan Creek. Cherokee County (S-11-72) was a 30'-80'-80'-70'- cored slab and box beam bridge with bents over Thickety Creek. Lancaster County (S-29-15) was a 30'-50'20' cored slab bridge over Hanging Rock Creek. All sites required driven pile foundations and Roadway Approach, Guardrail, Paving, and Stripping.

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

The Assistant Project Manager is not required to be on site full time during construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Wesley McGuffin
Construction Manager / Superintendent

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

c. Name of Firm with which you are now associated:
Palmetto Infrastructure, Inc.

d. Years of Experience: With this Firm 12 Years With Other Firms 20 Years

Palmetto Infrastructure, Inc.: Construction Manager/Superintendent – Responsible for all phases of construction and construction management for bridge replacement project. He is responsible for the review of plans, scheduling of work, tracking of job costs, managing daily field operations, and coordinating with the owner's engineers as well as on-site safety management, subcontractor coordination and the supervision of all construction work, ensuring it is completed to the owner's satisfaction. Wesley oversees construction, will implement, and inspect traffic control and Erosion Control, and maintain job site records. 2018 - Present

Palmetto Infrastructure, Inc.: Crane Operator – Responsible for operating equipment for bridge construction. 2011 – 2018

United Contractors, Inc.: Crane Operator – Responsible for operating equipment for bridge construction including barge and water work. 2006 – 2011

Eastern Bridge Company, Inc.: Superintendent – Responsible for bridge crew and project oversite at the jobsite. 2002 – 2006

Modern Continental South: Superintendent – Responsible for bridge crew and project oversite at the jobsite. 2001 – 2002

United Contractors, Inc.: Crane Operator– Responsible for operating equipment for bridge construction 1996 – 2001

As shown through this progression of work, Wesley has constructed and managed the construction of bridges for his entire career. He fully understands every component of bridge construction from utility relocations to site prep work, to site close out work. Wesley maintains accurate daily logs for work performed.

e. Education:
Walhalla High School, Walhalla, SC
National Commission for the Certification of Crane Operators

f. Active Registrations:
Certified Crane Operator
Commercial Driver's License
Certified Rigger

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

City of Greenville Swamp Rabbit Trail Pedestrian Bridges Design Build

Key Personnel Role: Construction Manager / Superintendent
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2021, Assigned 2021
Owner Contact Information: City of Greenville, Nick DePalma, 864-933-2242
Design/Construction Value: $4,994,755 Design & Construction
Project Description:

Project include Design & Build of Two Pedestrian Bridges over Haywood Rd. and Laurens Rd. Structures consisted of composite concrete and steel H-Pile foundation with a poured in place cap. Superstructure of cored slabs with a structural steel truss over roadway. Wesley's specific responsibilities included scheduling, managing daily field operations, working with CI Firm, environmental compliance and quality control testing was performed in accordance with contract requirements, and ensuring project completion on schedule.

Emergency Bridge Package 2020-1 DB
Key Personnel Role: Construction Manager / Superintendent
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2020, Assigned 2020
Owner Contact Information: SCDOT, Zach Herron, herronzk@scdot.org, (864) 716-2380
Design/Construction Value: $3,173,140 Construction
Project Description:

Project included 2 emergency bridge replacement projects and associated approach roadway reconstruction in York and Anderson Counties. Wesley's specific responsibilities included scheduling, managing daily field operations, working with SCDOT resident to ensure MOT, environmental compliance and quality control testing was performed in accordance with contract requirements, and ensuring project completion on schedule. Project requirements included completion in 215 days. Palmetto obtained substantial & final completion on time.

Emergency Bridge Package 2018-2A DB
Key Personnel Role: Construction Manager / Superintendent
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2018-2020, Assigned 2018-2019
Owner Contact Information: SCDOT, AJ Thomas Bostic, bosticta@scdot.org, (843) 317-4001
Design/Construction Value: $5,127,593 Construction
Project Description:

This project included 3 emergency bridge replacement projects and associated approach roadway reconstruction in Dillon and Marlboro Counties. Wesley's specific responsibilities included ordering materials, maintaining a safe project worksite, oversee all bridge construction activities, and project closeout activities. Wesley maintained a direct line of communication with the design team to identify project issues and promote solutions. His construction knowledge and project organization allowed this project to be completed on time. Project requirements included completion in 200 days. Palmetto obtained substantial completion on time.

Pickens County SC File 39.111B
Key Personnel Role: Crane Operator/Superintendent
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 4/13/10 – 8/7/19
Owner Contact Information: SCDOT, Joe D. Laws, LawsJD@scdot.org, (864) 849-0034
Construction Value: $16,400,987.40 Contract/ $9,435,351.60 Subcontract
Project Description:

Original contract required a No Cost Design/Build Change Order that was PII's concept. Walls and bridge were changed due to constructability and the temporary railroad structure was deleted. The needed offline structure was incorporated into new three-span bridge on drill shaft foundation. Retaining walls were redesigned to a drilled pile as the detailed sheet pile could not be installed due to cohesive soils. SCDOT was given the design in Stage II, and after additional design the bridge was widened. Retaining walls and an Amtrak platform were added in a unit price traditional contract. Project required coordination and construction challenges with SCDOT, NSRR and Amtrak. Palmetto Infrastructure Inc. was able to partner with SCDOT to navigate a challenging project to delivery.

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.

Rabun County GDOT 170940 Cat Gap Road over Tallulah River, Superintendent Completion 9-15-2022
Laurens County SCDOT 3051250 Missallie Dr. over Shell Creek, Superintendent Completion 12-30-2021

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Derek Staton, PE
President

b. Role of Key Individual for this Project:
Lead Design Engineer

c. Name of Firm with which you are now associated:
Carolina Transportation Engineers & Associates, PC (Carolina TEA)

d. Years of Experience: With this Firm 6 Years With Other Firms 24 Years

Carolina TEA: President – Responsible for marketing, operations and technical design. Responsibilities include DB pursuits, Bridge QC and Project Risk Management for $300 million (est.) I-95 Widening (MM 0 to MM 8), Bridge Lead for $250 (est.) US 278 over Mackay Creek and Skull Creek, and Bridge Lead / PM for multiple bridge replacement projects. 2016 – 2022.

TranSystems: Vice-President, National Bridge Lead, National Design-Build Lead – Responsible for pursuit strategies, D-B teaming decisions, contract negotiations, fee development, ATCs and innovations, project staffing plans, quality control processes, budget control, project management and project delivery. 2014-2016

HDR Engineering: Vice-President, Carolina's Structure Section Manager – Senior Structures Engineer responsible for the sustained growth from 3 to 30 bridge engineers. Performed "Performance and Resource Reviews" nationally for HDR for DB projects. Senior Project Manager and Design Manager for DB projects up to $350 million. Project Manager for conventional bridge design projects including Signature Structures up to $600 million. Responsible for daily activities of the structures group in 3 offices (Charleston, SC, Raleigh, NC and Charlotte, NC), QA/QC processes, development of budgets, contract negotiations, teaming strategies, marketing, proposals and support of bridge groups nationally. 2000-2014

HDR Engineering: Structures Engineer – Bridge Engineer responsible for superstructure and substructure design for grade separated structures, stream crossings and major river crossings, as well as tunnels, retaining walls and buildings. Bridge designs include timber, CIP concrete, Prestressd Concrete, Post-Tensioned Concrete, Steel Girder, Steel Tub Girder and Curved Steel Girder superstructures on timber, steel and reinforced concrete substructures. Facilities carried include vehicular traffic, rail, pedestrian and utilities. 1995 – 2000

WV Department of Transportation: Asst. Maintenance Engineer – Responsible for contractor oversight for bridge replacements, retaining wall construction and paving projects. Additional responsibilities included evaluation and approval for encroachment permits, planning and staffing for Snow Removal and Ice Control activities. 1992 - 1995

e. Education:

West Virginia University / Morgantown, WV / Master of Science / 1995 / Civil Engineering
Virginia Tech / Blacksburg, VA / Bachelor of Science / 1992 / Civil Engineering

f. Active Registrations:

2003 / SC / Civil / 22961
1997 / VA / Civil / 30699
2001 / NC / Civil / 27292
2012 / GA / Civil / 37412

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 Design Engineer
Experience with Current Firm: Carolina TEA
Project/Assignment Duration: Project 2020, Assigned 2020
Owner Contact Information: SCDOT, Michael Pitts, pittsme@scdot.org, (803) 737-2566
Design/Construction Value: $3,173,140 Construction
Project Description: Project included 2 emergency bridge replacement projects and associated approach roadway reconstruction in York and Anderson Counties. Derek's specific responsibilities included assembling the design team, conceptual design, final structures design, coordination of design team, scheduling and cost control and development of project closeout documentation including as-builts. Bridges utilized single span and multi-span cored slab structures. Project requirements included completion in 215 days. Palmetto obtained substantial completion on time.

Emergency Bridge Package 2018-2A DB
Key Personnel Role: Lead Design Engineer
Experience with Current Firm: Carolina TEA
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: Project includes 3 emergency bridge replacement projects and associated approach roadway reconstruction in Dillon and Marlboro Counties. Derek's specific responsibilities included conceptual design, final structures design, coordination of design team, scheduling and cost control. Bridges utilized single span and multi-span cored slab structures. Project requirements included completion in 200 days. The Palmetto Team (Contractor) obtained substantial completion on time. Project won the 2020 ACEC-SC Engineering Excellence Award.

US 278 Corridor Study
Key Personnel Role: Lead Structures Engineer
Experience with Current Firm: Carolina TEA
Project/Assignment Duration: Project 1/2018 – Present, Assigned 1/2018 – Present
Owner Contact Information: SCDOT, Craig Winn, PE, Winncl@SCDOT.org , (803) 737-6376
Design/Construction Value: $220,000,000 Construction (estimated)
Project Description: This project includes the seismic evaluation and study for twin structures over Mackay Creek and Skull Creek (the Intracoastal Waterway) in Beaufort County, SC. The bridges will be replaced with a 7000+ ft structure, 6-lanes wide with a 12' separated MUP. Derek's specific responsibilities included conceptual design, development and review of seismic models, development of retrofit and/or replacement construction costs and schedules.

S-385 over Smith Branch
Key Personnel Role: Lead Design Engineer (PM and Structures Lead)
Experience with Current Firm: Carolina TEA
Project/Assignment Duration: Project 12/2019 – Present, Assigned 12/2019 – Present
Owner Contact Information: SCDOT, Megan Groves, grovesme@SCDOT.org , (803) 737-1210
Design/Construction Value: $980,000 Engineering; $2,000,000 Construction (estimated)
Project Description: Project includes the replacement of a bridge on a dirt road over a creek utilizing a close and detour for a Low Volume Roadway. Derek's specific responsibilities included conceptual design, final structures design, coordination of design and permitting team, 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.

The Lead Design Engineer is not required to be on-site full-time for the duration of construction.

Appendix B – Work History and Quality Form

SCDOT Design Build Project
Bridge Package 14
Contract ID 1162220

Palmetto INFRASTRUCTURE, INC.

CAROLINA Transportation Engineers & Assoc., PC

CAROLINA Transportation Engineers & Assoc. PC

WORK HISTORY AND QUALITY FORM – LEAD DESIGNER

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 CTEA'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 CTEA (in thousands)
Name: EBP 2018-2A DB Location: Dillon & Marlboro Counties, SC	Name: Palmetto INFRASTRUCTURE, INC.	Name of Owner: SCDOT Project Manager: Jae Mattox Phone: 803-737-1805 Email: mattoxjh@scdot.org	Construction 10/2019 Design 04/2019	$ 5,127	$ 803

g. Narrative describing the work performed by CTEA.

Subconsultants:
Vaughn and Melton
R&D (Heather Robbins)

Bridge, roadway, hydraulics, geotech, supplemental survey, permitting, ROW acquisition, public involvement, CLOMR, and construction engineering services for three bridge replacements using low volume criteria. Existing bridges were damaged in flooding in September 2018, and required to be completed on an accelerated schedule.

S-51 over unnamed creek (left photo): 70' single span bridge on 15 degree skew. CTEA widened the bridge to minimize the intersection relocation and improve stopping sight distance. Our design reduced ROW, eliminated environmental impacts and accelerated construction.

Key Personnel:
Greg Canniff, Project Manager
Billy McCoy, Asst. Project Manager
Derek Staton, Lead Design Engineer
Wesley McGruff, Construction Manager
Design Work Location: Charlotte, NC

S-400 over Herndon Branch (center photo): 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 (right photo): 115' 3-span bridge (25'-65'-25'). Electrical lines dropped in place in lieu of relocation. Cored slabs designed for top down construction including the use of a steel frame temporary bridge over one span.

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

CTEA delivered the project design on time and on budget with excellent quality, recognized in our above average consultant performance scores – and most important, the comments and feedback we have received from SCDOT: **"When problems arose, no one pointed fingers…you just developed and implemented solutions." "The designer has been very eager to complete the project in a manner satisfactory to all parties and has overall been very good to work with." "The Carolina TEA Team is the only DB team to meet all design deliverables as submitted in the original schedule."** CTEA won the **2020 ACEC SC Engineering Excellence Award** for this project.

i. Quality Initiatives. Discuss CTEA'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.

CTEA produced the first deliverable package (S-400) and submitted the day of NTP. The design team met the schedule delivery dates for each package thereafter, including an independent QA review prior to each submittal. The General Permit was submitted the day of NTP and approved by USACE in less than 30 days. This allowed the Contractor to deliver the project on schedule while maintaining quality deliverables. The Team developed solutions that minimized environmental impacts and accelerated construction schedules, including designing S-33 for Top Down Construction, eliminating temporary works and minimizing environmental impacts as well as compressing the construction schedule. The widening of S-51 reduced the impacts of the intersection relocation, reducing 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, Palmetto shall provide a detailed explanation below.

Not Applicable – All questions are answered with a "NO".

CAROLINA Transportation Engineers & Assoc., PC

WORK HISTORY AND QUALITY FORM – LEAD DESIGNER

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 Palmetto'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 CTEA (in thousands)
Name: EBP 2020-1 DB Location: York & Anderson Counties, SC	Name: Palmetto INFRASTRUCTURE, INC.	Name of Owner: SCDOT Project Manager: Michael Pitts Phone: 803-737-2566 Email: PittsME@scdot.org	Construction 12/2020 Design 07/2020	$ 3,173	$ 746

g. Narrative describing the work performed by Palmetto Infrastructure.

Subconsultants:
Vaughn and Melton Aulick
R&D (Heather Robbins)

Bridge, roadway, hydraulics, geotech, supplemental survey, permitting, ROW acquisition, public involvement, and construction engineering services for two bridge replacements using low volume criteria. Existing bridges were damaged in flooding in 2019 and required to be completed on an accelerated schedule. This includes recovering from a second flood, immediately post award, that changed the site and scope of work at S-174. The existing bridge completely collapsed during the second flood, and embankment material leading up to the bridge was washed away. Supplemental survey and additional concept design was performed immediately following the flood.

S-816 over Mud Creek (left photo): 160' 3-span bridge (45'-70'-45') on 15 degree skew. End bents utilized steel pile foundations, interior bents used concrete composite piles with steel stingers, superstructure consisted of 24" cored slab units with AWS overlay. Span arrangement was modified from SCDOT layout to push interior bents away from the top of bank. Flowable fill and rip rap scour protection used at interior bents to eliminate the need for predrilling piles or drilled piers. 24" cored slabs used for 45' spans to eliminate steps in pier cap, and designed for Top Down Construction methods.

Key Personnel:
Greg Canniff, Project Manager
Billy McCoy, Asst. Project Manager
Wesley McGruff, Construction Manager
Derek Staton, Lead Design Engineer

Design Work Location: Charlotte, NC

S-174 over Six and Twenty Creek (center photo): 70' single span bridge widened to accommodate roadway curvature. End bents utilized steel pile foundations, superstructure consisted of 24" cored slab units with AWS overlay. The roadway embankment of the bridge was reconstructed to pre-storm conditions as allowed by the Nationwide Permit. This helped control the bridge length and minimize roadway work. Large rip rap (several feet in diameter) were retained from the existing embankment and reused to protect the upstream toe of slope. Additional verification of hydraulic models performed after the second flood using available rain gage data to verify hydraulic capacity of bridge opening.

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

The project was completed on-time, on-budget and CTEA received above average scores from SCDOT for this work. Comments include: **Team has been very cooperative and responsive to any conflicts presented. CTEA has done an excellent job with communication when anything arose. The design build team worked well with SCDOT to quickly determine a solution to fix the S-174 design after inclement weather changed the conditions of the bridge.**

S-816 plans were submitted on schedule, S-174 plans were delayed slightly due to second flood, but overall project maintained the original schedule.

i. Quality Initiatives. Discuss CTEA'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. SCDOT noted: **Team has been very cooperative and responsive to any conflicts presented. CTEA has done an excellent job with communication when anything arose.**

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

Not Applicable. All answers are "NO".

CAROLINA Transportation Engineers & Assoc. PC

WORK HISTORY AND QUALITY FORM – LEAD DESIGNER

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 CTEA'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 CTEA (in thousands)
Name: SRT Haywood and Laurens Location: City of Greenville, SC	Name: Palmetto INFRASTRUCTURE, INC.	Name of Owner: City of Greenville Project Manager: Nick DePalma Phone: 864-467-3128 Email: ndepalma@greenvillesc.gov	Construction 12/2022 (est) Design 06/2022	$ 5,000	$ 355

g. Narrative describing the work performed by CTEA.

Three bridges designed by others were bid as part of the City of Greenville's Swamp Rabbit Trail (SRT). This included crossings over Verdae Blvd., Haywood Road and Laurens Road. The bids were significantly over the City's budget for the project. The bridges include 70 ft cored slab approach spans leading up to prefabricated pedestrian trusses over the roadways.

Palmetto Infrastructure (PII) hired Carolina TEA to perform a Value Engineering (VE) analysis of the project. Carolina TEA performed a redesign of the Haywood and Laurens Road bridges including: 1 - extending the bridges 1 span at each end to eliminate mucking, MSE walls and ground improvements; 2 – replaced stainless steel wire rope railing with 2 bar pedestrian railing; 3 – redesigned substructures from 2 column bents to 3 pile bents, eliminating 5 piles per bent; and 4 – offset the bridge location within the corridor to eliminate fill required for construction access. The scope included trail redesign, structures design, and construction services. Out of scope work included obtaining an encroachment agreement with SCDOT. The construction savings allowed PII to build both the Haywood and Laurens Road bridges in less than the set aside budgets. Verdae Blvd was originally removed from the package due to cost but is now potentially going to be put back in the contract. The City is considering constructing Verdae Blvd utilizing a second VE from the PII / Carolina TEA Team. We propose to place SRT in a culvert under Verdae Blvd. We show an estimated 40% construction savings for the culvert versus bridging over, including all additional costs for redesign (survey, SUE, Geotech, utility coordination, trail and structure design, MOT, etc.).

Key Personnel:
Greg Canniff, Project Manager
Billy McCoy, Asst. Project Manager
Derek Staton, Lead Design Engineer
Wesley McGruff, Construction Manager
Design Work Location: Columbia, SC

SRT at Haywood Road
South approach and sidewalk connector

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

CTEA delivered the project design on time and on budget with excellent quality. The design work was performed in haste as construction was already let and bids from suppliers and subcontractors had expiration dates approaching.

Carolina TEA and PII worked in an aggressive DB environment to solve challenges, eliminate costs, and accelerate construction of the bridges. The City of Greenville has been very appreciative of our efforts and willingness to accept out of scope work to keep the project moving. The City is very pleased to have the signed Encroachment Permit from SCDOT.

i. Quality Initiatives. Discuss CTEA'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.

Everything about this project was cost control, schedule management and avoidance of claims. We needed to reduce the construction costs by up to 50% in order to go to construction. Our redesign eliminated 60% of the piling on the project, all MSE walls, all column formwork and concrete work, and accelerated construction of the project by nearly 30%. The City accepted all suggested revisions to the project, and Carolina TEA has continued to work with PII to implement construction modifications when challenged by field changes. A redesign of the trail was implemented to avoid drainage discharge from the adjacent building – uncovered during construction.

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

Not Applicable – All questions are answered with a "NO".

Palmetto INFRASTRUCTURE, INC.

WORK HISTORY AND QUALITY FORM – CONTRACTOR

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 Palmetto'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 Palmetto (in thousands)
Name: EBP 2018-2A DB Location: Dillon & Marlboro Counties, SC	Name: CAROLINA Transportation Engineers & Assoc., PC	Name of Owner: SCDOT Project Manager: A.J. Thomas Bostic Phone: 843-317-4001 Email: bosticta@scdot.org	Construction 10/2019 Design 04/2019	$ 5,127	$5,127

g. Narrative describing the work performed by Palmetto Infrastructure.

Project included the replacement of bridges over waterways on secondary roads. Each site utilized a roadway closure and detour during construction. The existing bridges were damaged in flooding in September 2018, and were required to be completed on an accelerated schedule. All work was completed safely, and on-time, with no disputes or issues. This includes stopping work at S-51 and removing construction equipment to allow a utility subcontractor to repair a leaking 8" force main sewer pipe, as well as the discovery of unknown storm sewer pipes in the roadway approach.

S-51 over unnamed creek (left photo): 70' single span bridge on 15 degree skew. End bents utilized steel pile foundations, superstructure consisted of 24" cored slab units with AWS. Adjacent intersection was reconstructed as part of the project.

S-400 over Herndon Branch (center photo): 50' single span bridge. End bents utilized steel pile foundations, superstructure consisted of 21" cored slab units with AWS overlay. The roadway embankment on the upstream side of the bridge was reconstructed to pre-storm conditions as allowed by the Nationwide Permit. This helped control the bridge length and minimize roadway work. This bridge was constructed first as there were no utilities or ROW at the site.

Key Personnel:
Greg Canniff, Project Manager
Billy McCoy, Asst Project Manager
Wesley McGruff, Construction Manager
Derek Staton, Lead Design Engineer

Design Work Location: Charlotte, NC

S-33 over Naked Creek (right photo): 115' 3-span bridge (25'-65'-25'). End bents utilized steel pile foundations, interior bents used concrete composite piles with steel stingers, superstructure consisted of 21" and 24" cored slab units with AWS overlay. Electrical line was back fed and dropped in place to reduce utility relocation expenses. Rip rap splash pads were reduced to minimize environmental impacts.

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

Palmetto worked with SCDOT to perform early work, including demolition of the existing bridges before the bird nesting moratorium kicked in and materials were fabricated at risk prior to RFC plan approval. This allowed Palmetto an early start on the project. Palmetto's crews worked continuously on the project from the time roadways were closed until the bridge replacement was complete and the roadway reopened – save only a brief delay at S-51 to relocate a force main sewer noted above. The project was completed on-time, on-budget and Palmetto received above average scores from SCDOT for this work.

i. Quality Initiatives. Discuss Palmetto'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.

Palmetto performed bridge demolitions before RFC drawings were approved to avoid the bird nesting moratorium. They worked with District SCDOT Personnel to reduce the size of rip rap splash pads at the base of flumes – especially for flumes less than 5' tall. S-33 over Naked Creek was constructed utilizing "Top-Down" construction methods to avoid significant environmental impacts and minimize cutting trees in this forested swamp.

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

Not Applicable

Palmetto INFRASTRUCTURE, INC.

WORK HISTORY AND QUALITY FORM – CONTRACTOR

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 Palmetto'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 Palmetto (in thousands)
Name: EBP 2020-1 DB Location: York & Anderson Counties, SC	Name: CAROLINA Transportation Engineers & Assoc., PC	Name of Owner: SCDOT Project Manager: Zach Herron Phone: 864-716-2380 Email: HerronZK@scdot.org	Construction 12/2020 Design 07/2020	$ 3,173	$ 3,173

g. Narrative describing the work performed by Palmetto Infrastructure.

Same Major Subcontractor:
P&L performed the grading and erosion control on this project

Project included the replacement of bridges over waterways on secondary roads. Each site utilized a roadway closure and detour during construction. The existing bridges were damaged in flooding, and were required to be completed on an accelerated schedule. All work was completed safely, and on-time, with no disputes or issues. This includes recovering from a second flood, immediately post award, that changed the site and scope of work at S-174. The existing bridge completely collapsed during the second flood, and embankment material leading up to the bridge was washed away. The roadway embankment, and slope protection had to be recreated prior to completing the bridge replacement.

S-816 over Mud Creek (left photo): 160' 3-span bridge (45'-70'-45') on 15 degree skew. End bents utilized steel pile foundations, interior bents used concrete composite piles with steel stingers, superstructure consisted of 24" cored slab units with AWS overlay. Span arrangement was modified from SCDOT layout to push interior bents away from the top of bank. Steel piles at interior bent were driven to refusal first, then composite concrete pile was added on. This allowed the contractor to splice the steel portion only – and manufacture the concrete pile to predetermined lengths. Flowable fill and rip rap are used to protect the interior bents from scour.

Key Personnel:
Greg Canniff, Project Manager
Billy McCoy, Assist. Project Manager
Wesley McGruff, Construction Manager
Derek Staton, Lead Design Engineer

Design Work Location: Charlotte, NC

S-174 over Six and Twenty Creek (center photo): 70' single span bridge widened to accommodate roadway curvature. End bents utilized steel pile foundations, superstructure consisted of 24" cored slab units with AWS overlay. The roadway embankment of the bridge was reconstructed to pre-storm conditions as allowed by the Nationwide Permit. This helped control the bridge length and minimize roadway work. Palmetto worked with SCDOT and Dr. Wortham, the local landowner, to reduce ROW takes and reduce clearing at this site – a forested venue with a waterwheel used for weddings and social gatherings. Large rip rap (several feet in diameter) were retained from the existing embankment and reused to protect the upstream toe of slope.

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

The project was completed on-time, on-budget and Palmetto received above average scores from SCDOT for this work. Palmetto worked with SCDOT at S-174 to perform early work, including removing existing bridges from the creek) as well as removing a second bridge downstream that also collapsed. Palmetto worked exceptionally well with the landowners at both sites to deliver projects that maintained access to properties, reduced impacts to the owners, and eliminated issues for the Department. SCDOT approved field changes for Palmetto to add paving in ditches at S-174 to minimize erosion. All additional work at S-174 due to the second flood was approved by SCDOT.

i. Quality Initiatives. Discuss Palmetto'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.

Palmetto's unique use of composite piles at S-816 – driving the steel piles to refusal before splicing the concrete piles on – eliminated concerns of splicing the concrete pile, saving time and money. Investigations at S-816 during demo proved the use of pile driving versus predrilling piles. Steepened slopes with geogrid and extra length guardrail posts avoided a stream impact at S-816. Reuse of Class C (and larger) rip rap at S-816 provides improved scour protection.

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

Not Applicable. All answers are no.

WORK HISTORY AND QUALITY FORM – Contractor

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 CTEA'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 CTEA (in thousands)
Name: SRT Haywood and Laurens Location: City of Greenville, SC	Name: Palmetto Infrastructure, Inc. / Carolina Transportation Engineers & Assoc., PC	Name of Owner: City of Greenville Project Manager: Nick DePalma Phone: 864-467-3128 Email: ndepalma@greenvillesc.gov	Construction 12/2022 (est) Design 06/2022	$ 5,000	$ 355

g. Narrative describing the work performed by CTEA.

Four bridges were bid as part of the City of Greenville's Swamp Rabbit Trail (SRT). This included crossings over Verdae Blvd., Haywood Road Woodruff Road and Laurens Road and Palmetto Infrastructure, Inc. was the highest graded score and a negotiated contract was signed to develop a Redesign and Construction of the Haywood and Laurens Road Crossing. New Design included assitional interior bents and added cored slab spans with elimination of spread footing with column substructure. MSE Walls were also eliminated so that conventional roadway fill could be used to build roadway approahes.

SRT at Haywood Road
South approach and sidewalk connector

Key Personnel:
Greg Canniff, Project Manager
Billy McCoy, Asst. Project Manager
Derek Staton, Lead Design Engineer
Wesley McGruff, Construction Manager
Design Work Location: Columbia, SC

Haywood Road: 676' Bridge(8 – 70' Cored Slab, 1 – 116' Steel Truss) End Bents on H-Pile and Interior on Composite 24" PSC and H-Pile Stingers. Steel Truss with a Reinforced Concrete Deck and AWS overlay for the Cored Slab Spans with Vertical Concrete Barrier with Two Bar Metal Hand Rail. Mainline Approach and Connectors with Asphalt, Fencing, Guardrail, Seeding & Erosion Contol.

Laurens Road: 400' Bridge(4 – 70' Cored Slab, 1 – 160' Steel Truss) End Bents on H-Pile and Interior on Composite 24" PSC and H-Pile Stingers. Steel Truss with a Reinforced Concrete Deck and AWS overlay for the Cored Slab Spans with Vertical Concrete Barrier with Two Bar Metal Hand Rail. Mainline Approach and Connectors with Asphalt, Fencing, Guardrail, Seeding & Erosion Contol.

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

Palmetto's personnel worked very hard to keep relations with business owners and the public involved with all aspect of this urban bridge project. Our team negotiated a temporary access that allowed construction from both ends of Haywood Road that allowed for roadway fill and bridge construction to be built concurrently, accelerating schedule. Project schedule to complete on time and on budget.

i. Quality Initiatives. Discuss Palmetto'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.

Palmetto worked through plan approval and shop drawing submittals to accelerate material fabrication in order to minimize price escalations associated with the steel and cement volitivity. Multiple Ready Mix Concrete suppliers were used to keep project on schedule during the cement shortages taking place in South Carolina. Our team negotiated a agreement to remove waste material from an adjacent project that was out of Environmental Compliance in return for the borrow material. This agreement eliminated the need for a fuel adjustment to the owner and avoided claims for unprecedented fuel increases during the course of this project.

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

Not Applicable – All questions are answered with a "NO".

Appendix B – Work History and Quality Form

SCDOT Design Build Project
Bridge Package 14
Contract ID 1162220

Palmetto INFRASTRUCTURE, INC.

CAROLINA Transportation Engineers & Assoc., PC

July 21, 2022

Bridge Package 14

Design-Build – Contract ID 1162220

Cherokee County

Quality of Past Performance

All questions in Section 3.5.2 are answered "No" by both Palmetto Infrastructure and Carolina TEA for the example projects submitted with this SOQ as well as all other projects.

Gregory Canniff

President

Appendix D – Legal and Financial

SCDOT Design Build Project
Bridge Package 14
Contract ID 1162220

Palmetto INFRASTRUCTURE, INC.

CAROLINA Transportation Engineers & Assoc., PC

Palmetto
INFRASTRUCTURE, INC.

FINANCIAL CAPACITY OF GENERAL CONTRACTOR

To: South Carolina Department of Transportation (hereinafter "SCDOT")
Contract ID: 1162220
Estimated Contract Amount: $8,000,000.00
Description: BRIDGE PACKAGE 14 – CHEROKEE COUNTY

The undersigned, a duly authorized principle officer of Palmetto Infrastructure, Inc., the general contractor (hereinafter "the Contractor) for the above referenced project and pursuant to the requirements of Appendix E of the Contract RFP hereby certifies that Palmetto Infrastructure, Inc. has the financial capacity and resources necessary to complete the Project as proposed in the RFP.

This 13th day of July 2022

Palmetto Infrastructure, Inc.

By: _____
Greg Canniff
Its: President

SOUTH CAROLINA
GREENVILLE COUNTY

Sworn to and subscribed before me this 13th day of July 2022.

_____
Notary Public
My Commission Expires Nov. 13, 2025

JESSICA CANNIFF
NOTARY
PUBLIC
SOUTH CAROLINA

3620 Pelham Rd. PMB 349
Greenville, SC 29615
Office: (864) 879-2166
Fax: (864) 879-2167

MarshMcLennan Agency

Marsh McLennan Agency
Mid-Atlantic Region
5605 Carnegie Blvd. | Suite 300
Charlotte | NC 28209
T +1 704 365 6213
www.MarshMMA.com

July 11, 2022

Re: Palmetto Infrastructure, Inc., Greenville, SC
Project: SCDOT Bridge Package 14, Design-Build Project, Contract ID 1162220, Cherokee County

To Whom It May Concern:

We are pleased to confirm our surety bond relationship with Palmetto Infrastructure, Inc. Palmetto Infrastructure, Inc. has been a client of ours for over 25 years, in which we have approved bonds in excess of $40,000,000. Currently, we handle their surety needs through Philadelphia Indemnity Insurance Company, which is one of the leading surety companies in the country. They are authorized to transact business in the State of South Carolina and have an A. M. Best rating of "A++" and are on the current Department of the Treasury's Listing of Approved Sureties {Dept. Circular 570}.

This letter is to advise you Philadelphia Indemnity Insurance Company is prepared to provide the necessary Performance and Payment Bond in connection with the above captioned project as required. As always, Philadelphia Indemnity Insurance Company reserves the right to perform normal underwriting at the time of any bond request, including, without limitation, prior review and approval of relevant contract documents, bond forms, and project financing. We have complete confidence in Palmetto Infrastructure, Inc.'s ability and its management, as they are financially responsible and handle all of their business dealings in a very professional manner.

We consider Palmetto Infrastructure, Inc., Inc., a valued client and we continue to value our relationship with them. Please feel free to contact us with any additional questions you may have regarding either their surety program or our relationship with our client.

Should you desire any additional information concerning this fine company, please do not hesitate to call.

Sincerely,

PHILADELPHIA INDEMNITY INSURANCE COMPANY

Angela Y. Buckner

Angela Y. Buckner
Attorney-in-Fact

PHILADELPHIA INDEMNITY INSURANCE COMPANY
One Bala Plaza, Suite 100
Bala Cynwyd, PA 19004-0950

Power of Attorney

KNOW ALL PERSONS BY THESE PRESENTS: That **PHILADELPHIA INDEMNITY INSURANCE COMPANY** (the Company), a corporation organized and existing under the laws of the Commonwealth of Pennsylvania, does hereby constitute and appoint **Bradford W. Gibson, Angela Y. Buckner, Debra S. Ritter, Martin D. Pallazza, Raymond J. Garruto, Jenny Snell, H. Thomas Dawkins, Wendy E. Lahm, Robert C. Tresher of A Marsh McLennan Agency, LLC Company of the City of Charlotte in the State of North Carolina** its true and lawful Attorney-in-fact with full authority to execute on its behalf bonds, undertakings, recognizances and other contracts of indemnity and writings obligatory in the nature thereof, issued in the course of its business and to bind the Company thereby, in an amount not to exceed **$50,000,000.**

This Power of Attorney is granted and is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of PHILADELPHIA INDEMNITY INSURANCE COMPANY on the 14th of November, 2016.

RESOLVED: That the Board of Directors hereby authorizes the President or any Vice President of the Company: (1) Appoint Attorney(s) in Fact and authorize the Attorney(s) in Fact to execute on behalf of the Company bonds and undertakings, contracts of indemnity and other writings obligatory in the nature thereof and to attach the seal of the Company thereto; and (2) to remove, at any time, any such Attorney-in-Fact and revoke the authority given. And, be it

FURTHER RESOLVED: That the signatures of such officers and the seal of the Company may be affixed to any such Power of Attorney or certificate relating thereto by facsimile, and any such Power of Attorney so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached.

IN TESTIMONY WHEREOF, PHILADELPHIA INDEMNITY INSURANCE COMPANY HAS CAUSED THIS INSTRUMENT TO BE SIGNED AND ITS CORPORATE SEALTO BE AFFIXED BY ITS AUTHORIZED OFFICE THIS 5TH DAY OF MARCH, 2021.

(Seal)

John Glomb, President & CEO
Philadelphia Indemnity Insurance Company

On this 5th day of March, 2021 before me came the individual who executed the preceding instrument, to me personally known, and being by me duly sworn said that he is the therein described and authorized officer of the **PHILADELPHIA INDEMNITY INSURANCE COMPANY**; that the seal affixed to said instrument is the Corporate seal of said Company; that the said Corporate Seal and his signature were duly affixed.

Commonwealth of Pennsylvania - Notary Seal
Vanessa Mckenzie, Notary Public
Montgomery County
My commission expires November 3, 2024
Commission number 1366394
Member, Pennsylvania Association of Notaries

Notary Public: Vanessa McKenzie

residing at: Bala Cynwyd, PA

My commission expires: November 3, 2024

I, Edward Sayago, Corporate Secretary of PHILADELPHIA INDEMNITY INSURANCE COMPANY, do hereby certify that the foregoing resolution of the Board of Directors and the Power of Attorney issued pursuant thereto on the 5th day March, 2021 are true and correct and are still in full force and effect. I do further certify that John Glomb, who executed the Power of Attorney as President, was on the date of execution of the attached Power of Attorney the duly elected President of PHILADELPHIA INDEMNITY INSURANCE COMPANY.

In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 11th day of July, 2022

Edward Sayago, Corporate Secretary
PHILADELPHIA INDEMNITY INSURANCE COMPANY

Appendix E – Organizational Conflict of Interest

SCDOT Design Build Project
Bridge Package 14
Contract ID 1162220

Palmetto INFRASTRUCTURE, INC.

CAROLINA Transportation Engineers & Assoc., PC

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):

_____ July 21, 2022

Signature Date

Greg Canniff

Print Name

Palmetto Infrastructure, Inc

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

SCDOT Design Build Project
Bridge Package 14
Contract ID 1162220

Palmetto INFRASTRUCTURE, INC.

CAROLINA Transportation Engineers & Assoc., PC

July 21, 2022

Bridge Package 14

Design-Build – Contract ID 1162220

Cherokee County

Confidential and/or Proprietary Information Page List

The following section of this SOQ is considered confidential and should not be disclosed under the South Carolina Freedom of Information Act:

None

Gregory Canniff

President

Appendix G - Addendum Receipt Forms

SCDOT Design Build Project
Bridge Package 14
Contract ID 1162220

Palmetto INFRASTRUCTURE, INC.

CAROLINA Transportation Engineers & Assoc., PC

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

South Carolina
Department of Transportation

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

July 14, 2022
Date

Greg Canniff
Printed Name

For: Palmetto Infrastructure - Carolina TEA
Design-Build Team Name

Appendix H - Key Individual and Contractor – Designer Reference Form

SCDOT Design Build Project
Bridge Package 14
Contract ID 1162220

Palmetto INFRASTRUCTURE, INC.

CAROLINA Transportation Engineers & Assoc., PC

South Carolina
Department of Transportation

Email	First Name	Last Name	Company Name	Project Name	Team
bosticta@scdot.org	AJ	Bostic	SCDOT	EBP 2018-2A DB	PII / CTEA
HerronZK	Zach	Herron	SCDOT	EBP 2020-1 DB	PII / CTEA
mattoxjh@scdot.org	Jae	Mattox	SCDOT	EBP 2018-2A DB	PII / CTEA
pittsme@scdot.org	Michael	Pitts	SCDOT	EBP 2020-1 DB	PII / CTEA
ndepalma@greenvillesc.gov	Nick	Depalma	City of Greenville	SRT over Haywood Road	PII / CTEA
ndepalma@greenvillesc.gov	Nick	Depalma	City of Greenville	SRT over Laurens Road	PII / CTEA

Post Office Box 191
Columbia, South Carolina 29202-0191

Phone: (803) 737-2314
TTY: (803) 737-3870

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AFFIRMATIVE ACTION EMPLOYER

South Carolina
Department of Transportation

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
HerronZK@scdot.org	Zach	Herron	Greg Canniff	EBP 2020-1 DB	Project Manager	PII / CTEA
bosticta@scdot.org	AJ	Bostic	Greg Canniff	EBP 2018-2A DB	Project Manager	PII / CTEA
LawsJD@scdot.org	Joe	Laws	Greg Canniff	Pickens County SC File 39.111B	Project Manager	Palmetto Infrastructure
parrissl@scdot.org	Shane	Parrish	Greg Canniff	Cherokee, Lancaster SC File 5487000	Project Manager	Palmetto Infrastructure
HerronZK@scdot.org	Zach	Herron	Billy McCoy	EBP 2020-1 DB	Asst. Project Manager	PII / CTEA
bosticta@scdot.org	AJ	Bostic	Billy McCoy	EBP 2018-2A DB	Asst. Project Manager	PII / CTEA
LawsJD@scdot.org	Joe	Laws	Billy McCoy	Pickens County SC File 39.111B	Asst. Project Manager	Palmetto Infrastructure
parrissl@scdot.org	Shane	Parrish	Billy McCoy	Cherokee, Lancaster SC File 5487000	Asst. Project Manager	Palmetto Infrastructure
pittsme@scdot.org	Michael	Pitts	Derek Staton	EBP 2020-1 DB	Lead Design Engineer	PII / CTEA
mattoxjh@scdot.org	Jae	Mattox	Derek Staton	EBP 2018-2A DB	Lead Design Engineer	PII / CTEA
winncl@scdot.org	Craig	Winn	Derek Staton	US278 Corridor Study	Lead Structures Engineer	KCI
grovesme@scdot.org	Megan	Groves	Derek Staton	S-385 Over Smith Branch	Lead Design Engineer	Carolina TEA
HerronZK@scdot.org	Zach	Herron	Wesley McGruff	EBP 2020-1 DB	Construction Manager	PII / CTEA
bosticta@scdot.org	AJ	Bostic	Wesley McGruff	EBP 2018-2A DB	Construction Manager	PII / CTEA
LawsJD@scdot.org	Joe	Laws	Wesley McGruff	Pickens County SC File 39.111B	Construction Manager	Palmetto Infrastructure
parrissl@scdot.org	Shane	Parrish	Wesley McGruff	Cherokee, Lancaster SC File 5487000	Construction Manager	Palmetto Infrastructure

Post Office Box 191
Columbia, South Carolina 29202-0191

Phone: (803) 737-2314
TTY: (803) 737-3870

AN EQUAL OPPORTUNITY
AFFIRMATIVE ACTION EMPLOYER

Appendix I - Unique Entity Identification

SCDOT Design Build Project Bridge Package 14 Contract ID 1162220

Palmetto INFRASTRUCTURE, INC.

CAROLINA Transportation Engineers & Assoc., PC

July 21, 2022

Bridge Package 14

Design-Build – Contract ID 1162220

Cherokee County

Unique ID	Name
J7HRJNQLYXM5	Palmetto Infrastructure Inc.
NKE8MYLPKBV6	Carolina Transportation Engineers & Associates, PC
P66RDVP5M7K5	Robbins & DeWitt, LLC
U6MNYNM1SYC7	Aulick Engineering, LLC
D115KAMUPLH6	Vaughn and Melton Consulting Engineers
MXGLGHFV6EX5	Telecommunication & Industrial Consulting Services Corporation
CMTCKYC49C45	ECS Southeast, LLP