

3.2 INTRODUCTION:

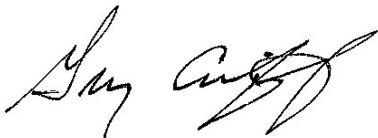
Contracting Entity:	Palmetto Infrastructure, Inc. (Corporation)	
Contact / Managing Office & Lead Contractor	Greg Canniff, President 3620 Pelham Rd. PMB 349 Greenville, SC 29615	(864) 879-2166 gcanniff@palmettoii.com
Lead Designer Contact	Derek Staton, President CTEA 4270 Belle Meade Cir Belmont, NC 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 16 Design Build Project, as described in the Request For Qualifications (RFQ) dated January 3, 2023. Greg Canniff has the authority to sign the contract.

Unique ID	Name
J7HRJNQLYXM5	Palmetto Infrastructure Inc.
NKE8MYLPKBV6	Carolina Transportation Engineers & Associates, PC

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:



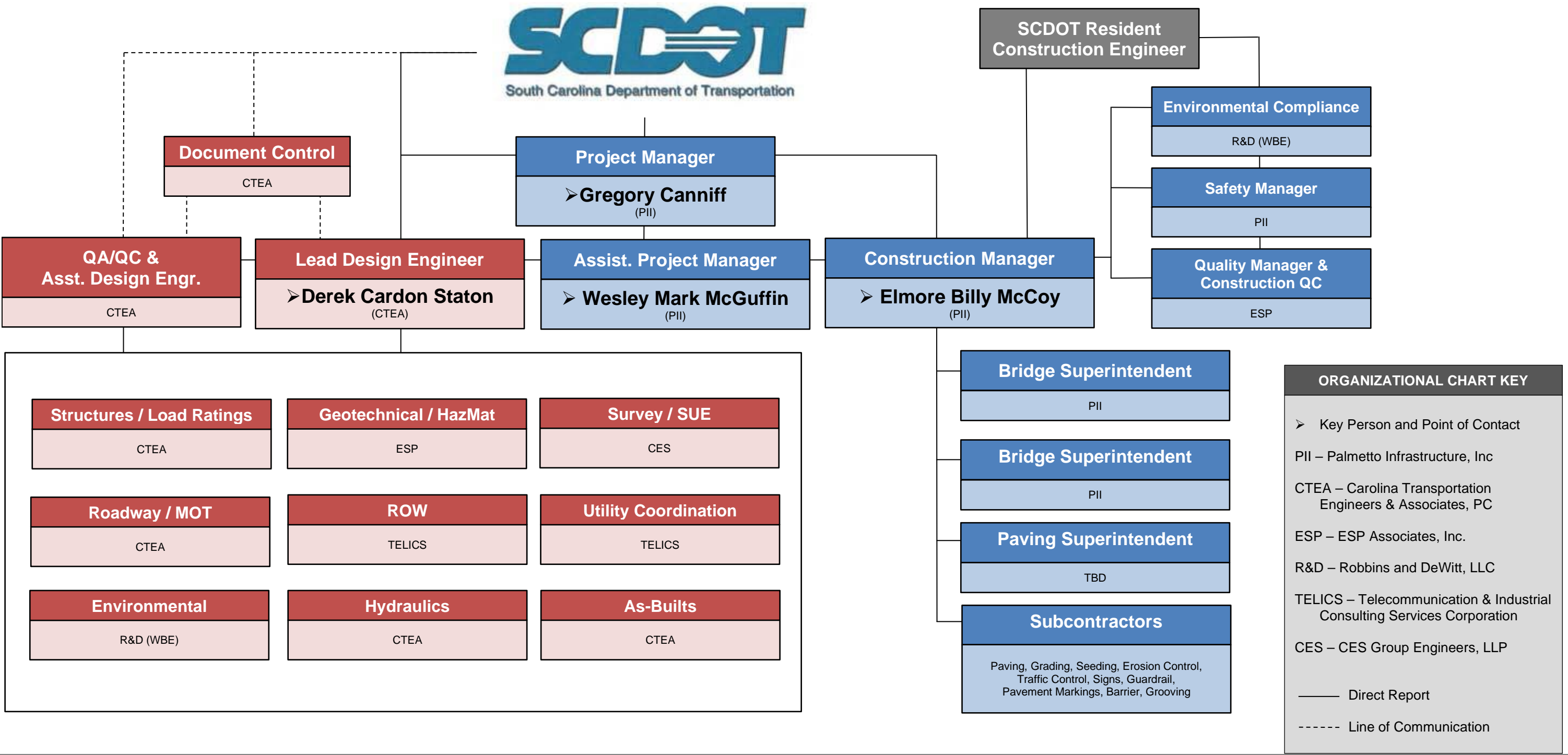
Greg Canniff, President
Palmetto Infrastructure, Inc.



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, assisted by Wesley, will lead the overall project and will contract with SCDOT. Derek will lead the design, permitting and construction engineering services. Billy will lead construction. Greg, Derek and Billy are in the same roles as the completed EBP 2020-1 DB and EBP 2018-2A DB as well our more recent Swamp Rabbit Trail bridges over Laurens Road and Haywood Road.

3.3.1 Organizational Chart, Team Structure and Team Integration



Functional Relationships: Greg Canniff, assisted by Wesley McGruff, 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. 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, Wesley McGruff, will report to Greg and assist in the day-to-day management of the project. Construction Manager, Billy McCoy, will manage construction activities and be the primary contact with the SCDOT Resident Construction Engineer. Billy will ensure a superintendent is on-site during construction for each bridge site.

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, ESP 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 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 Lane 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 Canniff	Derek Staton	Billy McCoy	Wesley McGruff	ESP	TELICS	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	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	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				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	X	X	X	X	X	X				Nick DePalma ndepalma@greenvillesc.gov 864-933-2242

For each of the projects identified, our Key Individuals and other team members performed the same role as identified for this project. PII and CTEA routinely work on larger projects (similar to the advertised). CTEA has served PII with construction engineering services on many of these – including PII’s recent AASHTO girder bridge construction in Fairfield County.

3.3.2 Project Resources, Strategies, and Execution

Project Resources: PII has the financial capacity, bonding capacity, bridge construction crews, and construction equipment available immediately to manage and construct this project. We anticipate a 24-month construction schedule, starting in Q3 2023, and have no current backlog for that timeframe. PII anticipates employing a minimum of two bridge construction crews and one grading crew continuously on this project to ensure timely completion. If schedule demands are more condensed, PII will provide additional bridge crews. PII builds construction 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 local design professionals covering every anticipated design discipline. Several of our roadway design and hydraulics staff are new hires and are 100% available for this assignment.

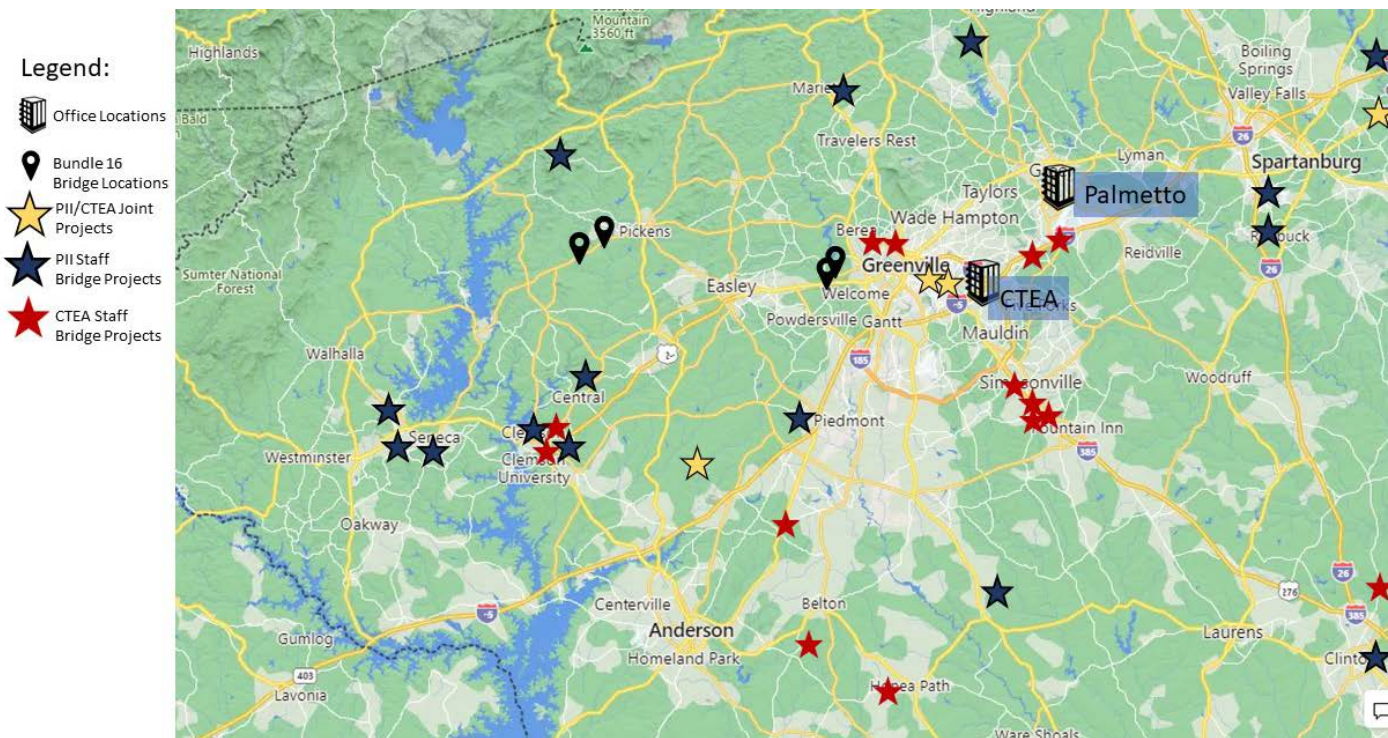
CTEA will self-perform project management, roadway, maintenance of traffic and bridge engineering and plan production as well as hydraulics. These disciplines are the key to developing a winning project and we will have a preliminary plan submittal effort completed prior to the bid letting. Plans may be progressed to final design stages for our initial submittal to SCDOT pending schedule demands.

Subconsultants on the PII Team include ESP Associates for geotechnical design and construction QC, Robbins and DeWitt for permitting (if needed) and Environmental Compliance, CES Group for surveys and SUE, and TELICS for ROW and utility coordination. Subcontractors will be selected for the project during the pursuit, and PII has relationships with many paving, grading and other contractors in the project area.

STRATEGY FOR IMPLEMENTATION OF RESOURCES		
Self-Performance	Construction Work Item	Primary
	Project Management	PII
	Bridge Demolition	
	Bridge Construction	
	Roadway Structure Construction	
	Maintenance of Traffic	
	Construction Management	
	Design Work Item	Primary
	Design Management	CTEA
	Quality Control Reviews	
	Structure Design	
	Load Ratings	
	Roadway Design	
	Maintenance of Traffic	
	Hydraulic Design	

DBE Participation Outreach: PII seeks the use of local DBE firms in all phases of work, and historically use DBEs for tying reinforcement steel, EC, guardrail, box beam and cored slab fabrication, grading, seeding, and deck pans. We have Robbins and Dewitt (WBE) and CES Group (WBE) as dedicated partners for permitting, public involvement, environmental compliance, surveys and SUE. We will continue to seek the services of quality DBE firms for this contract and know we will exceed SCDOT's goals of 0.2% for Professional Services and 10.0% for total contract value.

Geographic Location: PII's corporate headquarters and CTEA's Greenville office are located less than 10 miles apart and both are less than 30 miles from all 4 project sites. PII will co-locate at CTEA's office during the pursuit, 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.



Additionally, CTEA's office in Columbia provides immediate access and response to SCDOT, just 3 blocks away and the ESP Columbia office; and our Charlotte office location is just across the parking lot from CES Group. The PII Team's footprint will enhance project execution and delivery, and allows for immediate access, to resolve issues and facilitate communication.

3.4 EXPERIENCE OF KEY INDIVIDUALS

Key Individuals' resumes are included in APPENDIX A.

The PII Team brings 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 this team's ability to deliver a quality fast-paced DB project on schedule and on budget, with no unresolved issues. While the page limitations of the resumes do not allow us to showcase all project types, we have selected example projects that showcase our ability to design and construct AASHTO girder bridges with and without staged construction techniques, as well as DB projects. We believe this best exemplifies all our abilities to complete this project for SCDOT.

3.4.1 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.

3.4.2 All Key Individuals have singular project responsibilities as described in the RFQ.

3.4.3 See Appendix A for Key Individual Resumes. DB projects and AASHTO Girder projects are highlighted.

3.4.4 Project Management Team

Greg, Billy and Wesley are full-time employees of PII.

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

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 constructed multiple similar projects recently, including the SC34 Bridge over Little River in Fairfield County where he constructed a 390' four span AASHTO girder bridge built on a horizontal curve.

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 38 years of bridge building experience to this position, including over 30 years in management roles.

Assistant Project Manager: Wesley complements Greg with the daily management of the Project and will schedule and coordinate subcontractors. He performed a similar role on EBP 2018-2A DB and EBP 2020-1 DB. For the duration of construction, Wesley will be dedicated solely to managing this Project, shall have no other assigned Project responsibilities, and shall not be utilized on any other projects. Wesley 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 AASHTO girder designs anticipated. His in-depth knowledge of permitting, roadway design, MOT, bridge design, geotechnical design and hydraulic design as well as constructability 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: Billy complements Greg with the construction management of the Project. He will work with SCDOT District personnel to ensure project compliance. Billy will have a direct line of communication to Derek for assistance with design issues during construction – accelerating project delivery. He 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 the construction of the project, shall have no other assigned project responsibilities, and shall not be utilized on any other projects. The Team will utilize two bridge crews from PII as well as a grading crew in front of them and a paving crew following them at each site. Billy 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 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 (EBP 2018-2A) and a post-award flood that changed the site conditions at S-174 (EBP 2020-1) – 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).

PII and CTEA presented a Value Engineering proposal of the Swamp Rabbit Trail pedestrian bridges to the City of Greenville, resulting in a quasi-design build project, that reduced the project costs by nearly 30% (bringing it into

the Owner's budget) and accelerated the project by more than 25% of the schedule. The project was completed ahead of schedule – even with the delay in redesigning the project.

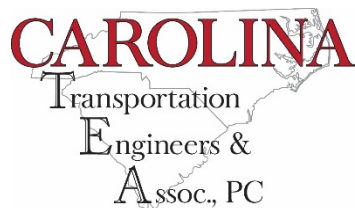
Additional information for these projects as well as other projects that showcase our ability to perform this work can be found in Appendix B.

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 16
Contract ID 3962240



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 <u>15</u> Years Other Firms <u>24</u> Years <p>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.</p> <p>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</p> <p>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</p> <p>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</p> <p>Wilbur Smith Associates: Resident Engineer – Responsible for engineering and inspection staff performing QC and on-site inspection. 1989 – 1991</p> <p>Carolina Bridge Company: Engineer, Project Manager – Performed design and construction project management. 1983 – 1989</p> <p>Martin Engineering: Superintendent – Responsible for field layout, steel erection, material testing and QC. Coordinated subcontractors, field supervision. 1982 – 1983</p>
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. <p><u>City of Greenville Swamp Rabbit Trail Pedestrian Bridges Design Build</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Palmetto Infrastructure</p> <p>Project/Assignment Duration: Project 2021, Assigned 2021</p> <p>Owner Contact Information: City of Greenville, Nick DePalma, 864-933-2242</p> <p>Design/Construction Value: \$4,994,755 Design & Construction</p> <p>Project Description:</p> <p>Project included two pedestrian bridges over Haywood and Laurens Rd with driven composite concrete and H-Pile Foundations with 280' cored slab approach spans and structural steel truss over roadways with associated roadway approach. Greg's specific responsibilities included assembling the design and construction teams, development of the price and schedule for submittal to the City of Greenville including pricing of subconsultants, management of the construction, coordination of design and permitting team, scheduling, and cost control.</p>

Palmetto initiated a value engineering (VE) design with Carolina TEA when the original bids came in 50% over the owner's budget. The redesign eliminated MSE walls by extending the bridge, reduced the foundations, and shifted the CL alignment of a new structure to allow for construction access and reduce ROW. The VE brought the project within the owner's budget.

SC 34 BRO Little River, Fairfield County

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, Mike Moss, mossmn@scdot.org, (803)581-8008
Construction Value: \$11,880,468.00
Project Description:

3 - phase project to replace bridge on SC 34 over Little River in Fairfield County. Realign S-34 and build a curved 390 ft structure utilizing AASHTO Type IV Beam Bridge on Drilled Shaft interior bents and H-Pile End Bents. Traffic was shifted to new alignment and existing bridge removed and roadway completed. Temporary Wire Wall Shoring, installed by Palmetto was used to stage differential grades while maintaining traffic through the construction area.

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 initiated by Greg to improve constructability and eliminate change orders. Walls and bridge were changed due to constructability and the temporary railroad structure was deleted. The needed offline structure was incorporated into a new 3-Span bridge on drilled shaft foundation. Retaining walls were redesigned to a drilled in pile wall 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 solving construction challenges with SCDOT, NSRR and Amtrak. Palmetto Infrastructure Inc. was able to partner with SCDOT to navigate a challenging project to delivery.

- 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 Construction Manager
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: Palmetto Infrastructure, Inc. <div style="text-align: right; margin-top: 10px;">  </div>
d.	Years of Experience: With this Firm <u>12</u> Years With Other Firms <u>20</u> Years <p>Palmetto Infrastructure, Inc.: Construction 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</p> <p>United Contractors, Inc.: Bridge Supervisor – Responsible for bridge crew and project oversight at the jobsite. 1999 – 2011</p> <p>United Contractors, Inc.: Crane Operator – Responsible for operating equipment for bridge construction including barge and water work. 1994 – 1999</p> <p>United Contractors, Inc.: Carpenter – Responsible for bridge construction as assigned. 1993 – 1994</p> <p>United Contractors, Inc.: Laborer– Responsible for bridge construction as assigned. 1991 – 1993</p> <p>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.</p>
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. <p><u>City of Greenville Swamp Rabbit Trail Pedestrian Bridges Design Build</u></p> <p>Key Personnel Role: Construction Manager</p> <p>Experience with Current Firm: Palmetto Infrastructure</p> <p>Project/Assignment Duration: Project 2021, Assigned 2021</p> <p>Owner Contact Information: City of Greenville, Nick DePalma, 864-933-2242</p> <p>Design/Construction Value: \$4,994,755 Design & Construction</p> <p>Project Description:</p>

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. Billy's specific responsibilities included scheduling subconsultants, managing daily field operations, working with CI to ensure MOT, 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
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: Construction 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: Construction Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 4/13/10 – 8/7/19
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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.

SC 34 BRO Little River, Fairfield County

Key Personnel Role: Construction Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 5/04/17-10/1/2022
Owner Contact Information: SCDOT, Mike Moss, mossmn@scdot.org, (803)581-8008
Construction Value: \$11,880,468.00
Project Description:

Three Phase Project to replace bridge on SC 34 over Little River in Fairfield County. Phase to re-align S-34 and build 390' ASSHTO Type IV Beam Bridge on DS and H-Pile End Bents. Traffic was shifted to new alignment and existing bridge removed and roadway completed. Temporary Wire Wall Shoring, installed by Palmetto used to stage differential grades. Billy was responsible for coordination of all bridge and roadway crews through each phase of construction to complete project on time.

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.


Construction Manager is required to have a superintendent on site during construction activities.

Current assignments include:

Burke, Richmond County GDOT Old Waynesboro Rd. over McBean Creek, Construction Manager
Completion 8-15-2023

Laurens County SCDOT 3051250 Missallie Dr. over Shell Creek, Construction Manager 4-30-2023

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 <u>6</u> Years With Other Firms <u>24</u> Years <p>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.</p> <p>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</p> <p>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</p> <p>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, Prestressed 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</p> <p>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</p>
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 2012 / GA / Civil / 37412 1997 / VA / Civil / 30699 2001 / NC / Civil / 27292

- 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.

S-349 Bridge Replacement over Sandy Branch

Key Personnel Role: Structures Engineer, QA/QC

Experience with Current Firm: Carolina TEA

Project/Assignment Duration: Project 11/2022 – Present, Assigned 11/2022 – Present

Owner Contact Information: SCDOT, Tameika Bostic, BosticTI@SCDOT.org, (803) 737-0457

Design/Construction Value: \$3,000,000 Construction (estimated)

Project Description: This project includes the fast-paced design of a replacement bridge for a closed structure. The 105 ft single span bridge on 15-degree skew will utilize AASHTO Type IV girders. CTEA was selected for the replacement in October '22, NTP was given in November '22, and final plans will be provided in February '23 for Construction Let. Design includes bridge, roadway, hydraulics, geotechnical, erosion control, utility coordination, public involvement, permitting and all disciplines necessary to complete the project.

I-95 Widening MM 0 to MM 8

Key Personnel Role: Structures Design and Risk Management

Experience with Current Firm: Carolina TEA

Project/Assignment Duration: Project 11/2021 – Present, Assigned 11/2021 – Present

Owner Contact Information: SCDOT, Megan Groves, PE, grovesme@SCDOT.org, (803) 737-1210

Design/Construction Value: \$250,000,000 Construction (estimated)

Project Description: Project includes the widening of 8 miles of I-95, a new interchange, an interchange replacement, and a dozen bridge replacements. CTEA is designing the twin bridges carrying 4 lanes of I-95 in each direction over Union Creek. These 540'-0" bridges utilize AASHTO girders on drilled shaft interior bents and driven pile end bents. The NBL bridge is constructed as a whole, while the SBL bridge is staged for MOT.

- 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.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Wesley McGuffin 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. <div style="text-align: right; margin-top: 10px;">  </div>
d.	Years of Experience: With this Firm <u>13</u> Years With Other Firms <u>20</u> Years <p>Palmetto Infrastructure, Inc.: Assistant PM / 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</p> <p>Palmetto Infrastructure, Inc.: Crane Operator – Responsible for operating equipment for bridge construction. 2011 – 2018</p> <p>United Contractors, Inc.: Crane Operator – Responsible for operating equipment for bridge construction including barge and water work. 2006 – 2011</p> <p>Eastern Bridge Company, Inc.: Superintendent – Responsible for bridge crew and project oversight at the jobsite. 2002 – 2006</p> <p>Modern Continental South: Superintendent – Responsible for bridge crew and project oversight at the jobsite. 2001 – 2002</p> <p>United Contractors, Inc.: Crane Operator– Responsible for operating equipment for bridge construction 1996 – 2001</p> <p>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.</p>
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: Assistant Project 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: Assistant Project 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: Assistant Project 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

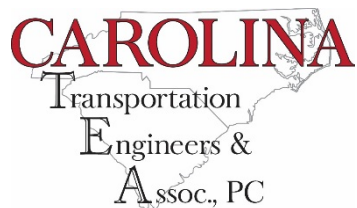
Key Personnel Role: Assistant Project Manager / Superintendent
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 4/13/10 – 8/7/19
Owner Contact Information: SCDOT, Joe D. Laws, LawsJD@scdot.org, (864) 849-0034
Construction Value: \$16,400,987.40 Contract/ \$9,435,351.60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

The Assistant Project Manager shall 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 the SCDOT.


Appendix B – Work History and Quality Form - Contractor
SCDOT Design Build Project
Bridge Package 16
Contract ID 3962240






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: 	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.					
<div>Subconsultants: Vaughn and Melton Aulick R&D (Heather Robbins)</div>		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.			
<div>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</div>		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”.					




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: I-95 Widening MM 0 to MM 8 Location: Jasper County, SC	Name: KCI Technologies, Inc 	Name of Owner: SCDOT Project Manager: Craig Winn, PE Phone: 803-737-6376 Email: winncl@scdot.org	Construction TBD Design 2023	\$ 250,000	\$ 3,000
g. Narrative describing the work performed by CTEA.					
<div>Key Personnel: Derek Staton, Lead Design Engineer Design Work Location: Charlotte, NC; Columbia, SC; Charleston, SC; Greenville, SC</div>		<p>CTEA is performing bridge design, bridge QA and Risk Management for the Project. We are performing the design of twin I-95 bridges over Union Creek. The bridges carry 4 lanes and full shoulders across an overflow of the Savannah River. The 540 ft bridges include 7 spans of AASHTO girders on a 45 degree skew on multi-column bents and drilled shaft foundations. The NBL bridge will be constructed in a single phase of construction. The SBL bridge is staged to allow for MOT during construction.</p> <p>CTEA is performing QA for all other bridges on the project including the twin Savannah River Bridges, dual Sand Island Swamp bridges, I-95 over CSX RR, John Smith Road over I-95 and US 278 interchange replacement. All bridges on the project are AASHTO girder or Steel plate girder bridges. All mainline bridges are constructed to the ultimate 4-lane section with the SBL stage constructed. Overpass bridges are constructed to allow for 4 lanes underneath.</p> <p>Last, CTEA is leading the Risk Management for the project. This role utilizes CTEA for constructability reviews, MOT reviews, bridge and roadway design reviews, and puts a special emphasis on drainage reviews – particularly the temporary drainage during construction.</p>			
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.					
KCI is delivering this project on a very aggressive 24 month schedule. CTEA has produced every deliverable to date on schedule and of high quality. There are no unresolved issues on the project. As part of the Risk Management on the project, CTEA consistently monitors issues and risks that threaten the schedule, and assist in the development of mitigation strategies.					
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 started the project by developing a innovative MOT pattern for the construction of the first five miles of the project. This allows all median drainage to be updated, replaced or supplemented away from traffic and with open cuts – a significant cost control versus Jack and Bore pipes. We continue to work on the project in a Risk Management and Value Engineering role to enhance the quality of the project. We have identified over 150 risks on the project and are actively mitigating more than 80. From permitting, to MOT, to constructability – CTEA is involved in every aspect of the project, enhancing the quality of the final deliverable.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, CTEA shall provide a detailed explanation below.					
Not Applicable – All questions are answered with a “NO”.					

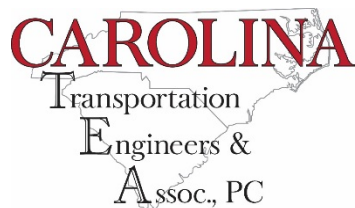
WORK HISTORY AND QUALITY FORM – CONTRACTOR

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 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: 	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.					
<div><div>Same Major Subcontractor: P&L performed the grading and erosion control on this project</div><p>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.</p><p>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.</p><p>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.</p><div><div>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</div><p>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.</p></div><div></div></div>					
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 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: SC File 2083671 Location: SC 34 over Little River Fairfield, SC	Name: PII 	Name of Owner: SCDOT Project Manager: Mike Moss Phone: 803-581-8008 Email: mossmn@scdot.org	Construction 4/15/2017-10/1/2022	\$ 11,880	\$6,345
g. Narrative describing the work performed by Palmetto Infrastructure.					
<p>Project had phasing to shift traffic on SC-34 away from new alignment and build new structure and portion of new roadway. After traffic was switched to new alignment, Existing Bridge was removed and remaining Roadway was completed. Palmetto Infrastructure, Inc. was the Prime Contractor on the Project and responsible for all phases of Erosion Control, Traffic Control, Roadway and Bridge Construction. Palmetto crews built the 390’ AASHTO Type IV Beam Bridge on Drill Shafts and H-Pile End Bent Foundations. Palmetto also installed all Temporary Shoring for the Contract Phasing – Sheet Pile and Wire Wall. Project also had 3000’ Stone Columns at each end of Project. Original scope was completed on schedule. Palmetto worked with SCDOT to develop quantities and scope for Change Orders for Project Completion.</p> <div><p>Key Personnel:</p><p>Greg Canniff, Project Manager</p><p>Billy McCoy, Construction Manager</p></div>			 		
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.					
Project completed on time and significantly under the revised Contract Amount. Palmetto Infrastructure, Inc. repaired and paid for pavement that was not paid for by SCDOT during construction. The Temporary Paving Structure did not hold up to SC-34 Truck Traffic and Phasing required Surface Course Asphalt to transition traveling public through Traffic Shifts. Palmetto’s management minimized claims, litigation, and arbitration.					
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 Infrastructure, Inc. developed an Access Plan that eliminated the elevated work bridge and allowed for delay plan for time during heavy flooding. This shared risk approach allowed for savings by the SCDOT as project did not flood during the critical access period.					
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					

Appendix C – Work History and Quality Form - Designer
SCDOT Design Build Project
Bridge Package 16
Contract ID 3962240





January 25, 2023

Bridge Package 16

Design-Build – Contract ID 3962240

Pickens County

Quality of Past Performance

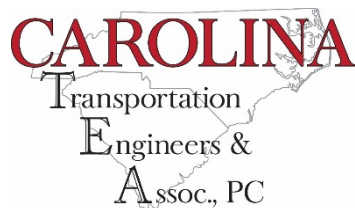
All questions in Section 3.5.2 are answered "No" by both Palmetto Infrastructure and Carolina TEA for the example projects submitted with this SOQ as well as all other projects.

A handwritten signature in black ink, appearing to read "Greg Canniff", is written over a light gray rectangular background.

Gregory Canniff

President

**Appendix D – Legal and Financial
SCDOT Design Build Project
Bridge Package 16
Contract ID 3962240**





Surety Department

Marsh McLennan Agency
5605 Carnegie Boulevard, Suite 300
Charlotte, NC 28209
T +1 704 365 6213
www.MarshMMA.com

January 05, 2023

Subject: Palmetto Infrastructure, Inc., Greenville, SC
Project: SCDOT Bridge Package 16, Design-Build Project
Contract ID 3962240, Pickens 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}.

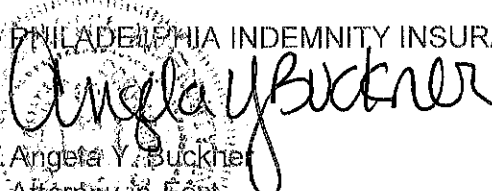
This letter is to advise you Philadelphia Indemnity Insurance Company is prepared to provide the necessary Performance and Payment Bond in connection with the above captioned project as required. As always, Philadelphia Indemnity Insurance Company reserves the right to perform normal underwriting at 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. 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 yours,

PHILADELPHIA INDEMNITY INSURANCE COMPANY


Angela Y. Buckner
Attorney-in-Fact

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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, Sara Grace Deese, Leah E. Farnsworth, and Erin Brooks 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.

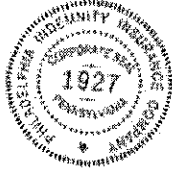
This Power of Attorney is granted and is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of PHILADELPHIA INDEMNITY INSURANCE COMPANY on the 14th of November, 2016.

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 SEAL TO BE AFFIXED BY ITS AUTHORIZED OFFICE THIS 5TH DAY OF MARCH, 2021.

(Seal)



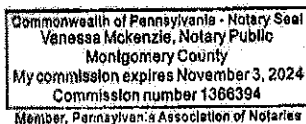
John Glomb

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.

Notary Public:

Vanessa McKenzie



residing at:

Bala Cynwyd, PA

My commission expires:

November 3, 2024

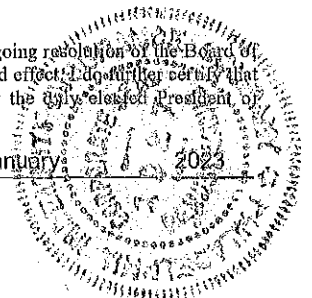
I, Edward Sayago, Corporate Secretary of PHILADELPHIA INDEMNITY INSURANCE COMPANY, do hereby certify that the foregoing resolution of the Board of Directors and the Power of Attorney issued pursuant thereto on the 5th day March, 2021 are true and correct and are still in full force and effect. I do further 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 5th day of January, 2023.



Edward Sayago

Edward Sayago, Corporate Secretary
PHILADELPHIA INDEMNITY INSURANCE COMPANY





FINANCIAL CAPACITY OF GENERAL CONTRACTOR


To: South Carolina Department of Transportation (hereinafter "SCDOT")
Contract ID: 3962240
Estimated Contract Amount: \$22,000,000.00
Description: BRIDGE PACKAGE 16 – Pickens 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.

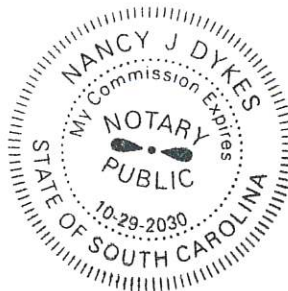
This 13th day of January 2023


Palmetto Infrastructure, Inc.

SOUTH CAROLINA
GREENVILLE COUNTY

By: 
Greg Canniff
Its: President

Sworn to and subscribed before me this 13th day of January 2023.




Notary Public
My Commission Expires 10/29/2030

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

Appendix E – Organizational Conflict of Interest
SCDOT Design Build Project
Bridge Package 16
Contract ID 3962240



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

January 25, 2023

Date

Greg Canniff

Print Name

Palmetto Infrastructure, Inc

Company

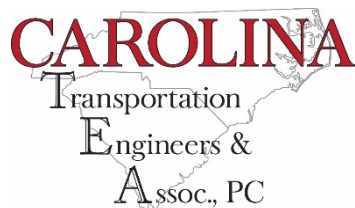
If a potential conflict has been identified, please provide name and phone number for a contact person authorized to discuss this disclosure certification with Department of Transportation contract personnel.

Name

Phone

Company

Appendix F - Confidential or Proprietary Information
Summary List
**SCDOT Design Build Project
Bridge Package 16
Contract ID 3962240**





January 25, 2023

Bridge Package 16

Design-Build – Contract ID 3962240

Pickens 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:

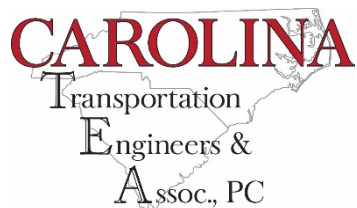
None

A handwritten signature in black ink, appearing to read "Greg Canniff", written in a cursive style.

Gregory Canniff

President

Appendix G - Addendum Receipt Forms
SCDOT Design Build Project
Bridge Package 16
Contract ID 3962240





January 25, 2023

Bridge Package 16

Design-Build – Contract ID 3962240

Pickens County

Receipt of Addendum

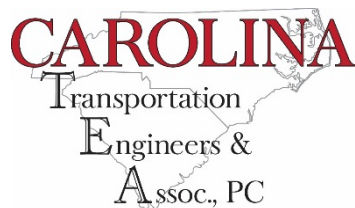
PII is not aware of any addenda for the project.

A handwritten signature in black ink, appearing to read "Greg Canniff". The signature is written in a cursive, flowing style.

Gregory Canniff

President

Appendix H - Key Individual and Contractor –
Designer Reference Form
SCDOT Design Build Project
Bridge Package 16
Contract ID 3962240



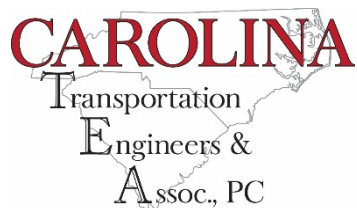
Email	First Name	Last Name	Company Name	Project Name	Team
					PII
HerronZK	Zach	Herron	SCDOT	EBP 2020-1 DB	PII / CTEA
pittsme@scdot.org	Michael	Pitts	SCDOT	EBP 2020-1 DB	PII / CTEA
ndepalma@greenvillesc.gov	Nick	Depalma	City of Greenville	SRT over Haywood Road	PII / CTEA
	Mike	Moss	SCDOT	SC 34 over Little River, Farifield County, SC	PII
winncf@scdot.org	Craig	Winn	SCDOT	I-95 Widening MM 0 to MM 8	KCI



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
mossmn@scdot.org	Mike	Moss	Greg Canniff	SC 34 Bridge Replacement over Little River	Project Manager	Palmetto Infrastructure
ndepalma@greenvillesc.com	Nick	Depalma	Greg Canniff	Swamp Rabbit Trail - Haywood and Laurens	Project Manager	Palmetto Infrastructure
HerronZK@scdot.org	Zach	Herron	Billy McCoy	EBP 2020-1 DB	Construction Manager	PII / CTEA
bosticta@scdot.org	AJ	Bostic	Billy McCoy	EBP 2018-2A DB	Construction Manager	PII / CTEA
LawsJD@scdot.org	Joe	Laws	Billy McCoy	Pickens County SC File 39.111B	Construction Manager	Palmetto Infrastructure
mossmn@scdot.org	Mike	Moss	Greg Canniff	SC 34 Bridge Replacement over Little River	Construction Manager	Palmetto Infrastructure
ndepalma@greenvillesc.com	Nick	Depalma	Billy McCoy	Swamp Rabbit Trail - Haywood and Laurens	Construction 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	I-95 Widening MM 0 to MM 8	Structures Engineer	KCI
grovesme@scdot.org	Megan	Groves	Derek Staton	I-95 Widening MM 0 to MM 8	Structures Engineer	KCI
ndepalma@greenvillesc.com	Nick	Depalma	Derek Staton	Swamp Rabbit Trail - Haywood and Laurens	Lead Design Engineer	Palmetto Infrastructure
HerronZK@scdot.org	Zach	Herron	Wesley McGuffin	EBP 2020-1 DB	Asst. Project Manager	PII / CTEA
bosticta@scdot.org	AJ	Bostic	Wesley McGuffin	EBP 2018-2A DB	Asst. Project Manager	PII / CTEA
LawsJD@scdot.org	Joe	Laws	Wesley McGuffin	Pickens County SC File 39.111B	Asst. Project Manager	Palmetto Infrastructure
ndepalma@greenvillesc.com	Nick	Depalma	Wesley McGuffin	Swamp Rabbit Trail - Haywood and Laurens	Asst. Project Manager	Palmetto Infrastructure



Appendix I - Unique Entity Identification
SCDOT Design Build Project
Bridge Package 16
Contract ID 3962240





January 4, 2023

Bridge Package 16

Design-Build – Contract ID 3962240

Pickens County

Unique ID

Unique ID	Name
J7HRJNQLYXM5	Palmetto Infrastructure Inc.
NKE8MYLPKBV6	Carolina Transportation Engineers & Associates, PC