SCDOT Design Build Project
US 301 over Four Hole Swamp
Project ID 0040308

DELLINGER INC. MONROE, N.C.

CAROLINA Transportation Engineers & Assoc., PC

3.2 INTRODUCTION:

Contracting Entity:	Dellinger, Inc. (Corporation)	
Contact / Managing Office & Lead Contractor	Ronnie Melker 2631 Old Charlotte Hwy Monroe, NC 28110	(980) 219-2172 rmelker@dellinger-inc.com
Lead Designer Contact	Derek Staton Carolina TEA 4270 Belle Meade Cir Belmont, NC 28012	(980) 722-6065 derek.staton@Carolina-TEA.com

Our Team is comprised of Dellinger, Inc. (Dellinger) 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 the US 301 over Four Hole Swamp Design Build Project, as described in the RFQ dated March 21, 2022. Chad Walters, President of Dellinger, Inc. has the authority to sign the contract for the Team. DUNS numbers for Dellinger, CTEA and all subconsultants are included on the workchart.

Dellinger and CTEA commit Ronnie Melker, Derek Staton, and Chris McCray (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.

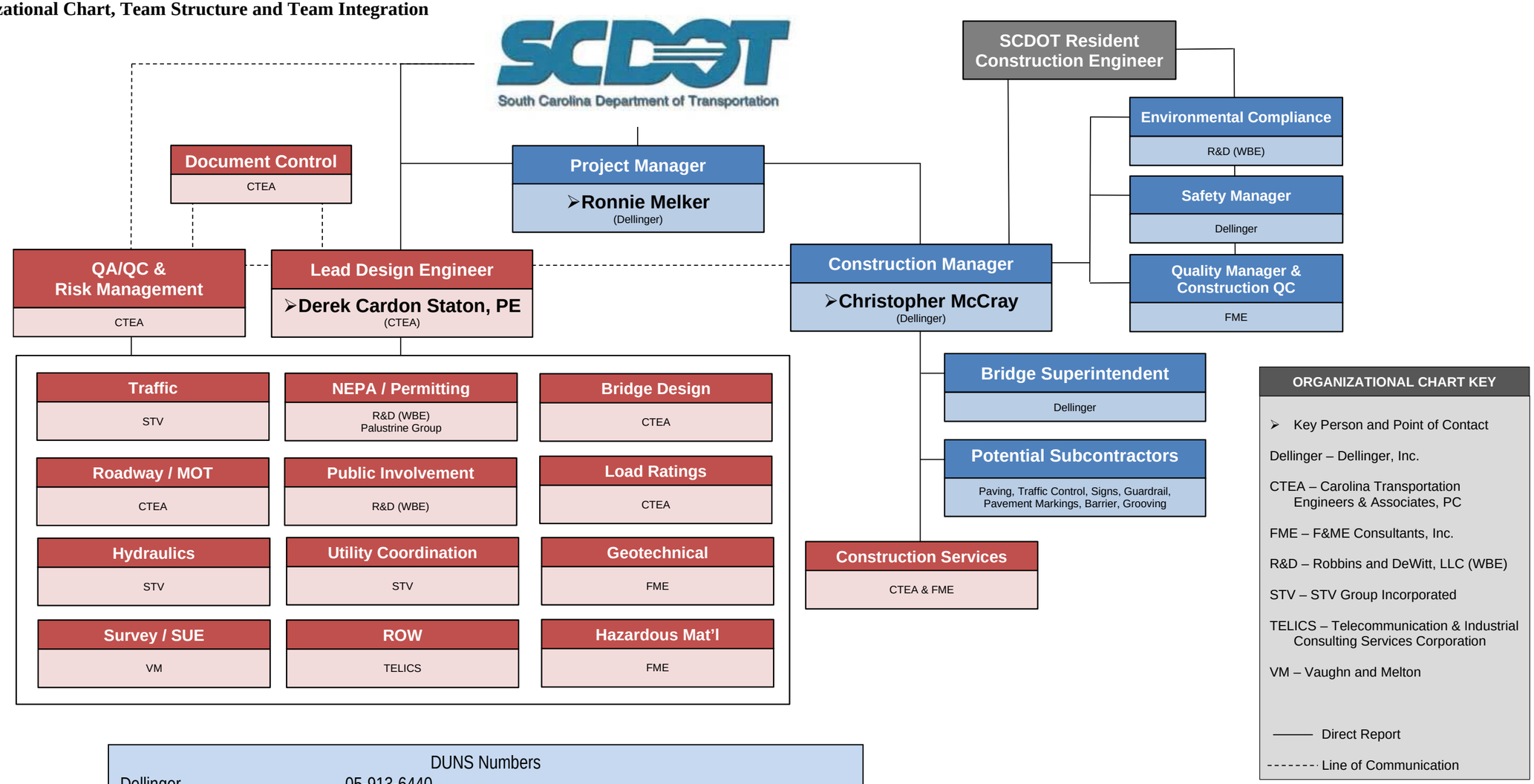
Commitment Signatures:

Ronnie Melker, VP, Highway Division
Dellinger, Inc.

Derek Staton, President
Carolina Transportation Engineers & Assoc. PC

3.3 TEAM STRUCTURE AND PROJECT EXECUTION: Ronnie and Derek are officers of their respective companies with the full authority to make any decisions. This allows design and construction decisions to be made immediately and with the full support of our companies. Ronnie will lead the overall project and will contract with SCDOT. Derek will lead the design, permitting and construction engineering services. Chris will lead the construction. Most design team personnel in the organizational chart below are in the same roles as the successfully completed EBP 2020-1 DB and EBP 2018-2A DB.

3.3.1 Organizational Chart, Team Structure and Team Integration



DUNS Numbers

Dellinger	05-913-6440		
Carolina TEA	06-057-2797	Vaughn and Melton	04-094-1271
STV Group Incorporated	60-904-4669	F&ME	04-369-2631
Robbins and DeWitt, LLC	11-857-2839	TELICS	04-191-2254

Functional Relationships: Ronnie Melker is responsible for all aspects of the design and construction of the project and will report to SCDOT. Ronnie will be intimately involved in this project from conception to final delivery. Ronnie will co-locate at times with the Lead Design Engineer during plan development. The Lead Design Engineer, Derek Staton, will report to Ronnie and be the primary point of contact for design and permitting. He will coordinate with SCDOT for design reviews and project documentation. Construction Manager, Chris McCray, will also report to Ronnie and will manage construction activities and be the primary contact with the SCDOT Resident Construction Engineer. Chris will be on-site(s) full time during construction with field support from Ronnie part-time.

Ronnie and Derek will coordinate daily during design development. Derek will present design alternatives to Ronnie for consideration and relay design schedules to Ronnie 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, including Ronnie and Chris, to keep all parties engaged until final design packages are accepted. Construction insights and preferences will be incorporated in the plans during these design meetings.

During construction, FME will serve in the quality control capacity, R&D will perform environmental compliance reviews, and CTEA and FME will provide shop drawing reviews and construction support. Derek will attend all monthly construction meetings. Derek and Ronnie will continue to have weekly meetings throughout construction and will pull in additional team members as needed to resolve construction conflicts or take advantage of opportunities. Chris has 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.

Many of 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 and supporting each other as well as the client and local constituents – as we have.

Previous Teaming History: Dellinger and Carolina TEA are young companies – but we do have a history of working together. Our design team includes FME and STV who each have significant recent history working with Dellinger on the same team. Our history of working together includes flat slab bridge designs in NC, DB Pursuits of flat slab bridges in NC, Value Engineering designs for railroad bridge replacements in Conway SC, and more than a dozen projects where we have provided engineering services to Dellinger – most notably with foundation testing through FME. The design staff has a tremendous history working together in both DB and traditional projects in SC. Design subconsultants on the workchart are on Carolina TEA's current bridge on-call for SCDOT where we have completed or are working on numerous projects, or have supported Carolina TEA on previous successful DB projects in SC. Key Individuals and firms have teamed on the following recent projects:

PROJECT DESCRIPTION	Dellinger	Carolina TEA	Ronnie Melker	Derek Staton	Chris McCray	STV	F&ME	R&D	Telics	Vaughn and Melton	CONTACT
EBP 2020-1 DB		X		X		X	X	X	X	X	Michael Pitts, SCDOT PM
SCDOT emergency bridge replacement DB; 2 bridge replacements over streams using low volume criteria, 2020	Note: Jeff Mulliken (STV) and Heather Robbins (R&D) worked on this project under previous employment.										pittsme@scdot.org 803-737-2566
EBP 2018-2A DB		X		X		X	X	X	X	X	Jae Mattox, SCDOT PM
SCDOT bridge replacement DB; 3 bridge replacements over streams with an intersection relocation, 2018 to 2019	Note: Jeff Mulliken (STV) and Heather Robbins (R&D) worked on this project under previous employment.										mattoxjh@scdot.org 803-737-1805
CSX Bridge at MP SG 326.20 over Todd Branch	X	X					X				Ammar Shubair Ammar
FME performed a VE foundation design for Dellinger as well as performed supplemental geotechnical drilling. VE drilled out pipe piles to add internal drilled shaft to ensure lateral stability in shallow rock.	Note: Carolina TEA also performed a VE on the project - but was not carried forward.										Shubair@CSX.com 904-271-9166
Landfall Residential Bridge DB	X					X					Keith Cooper, PE
Dellinger and STV designed and constructed three flat slab bridges for this upscale golf community in Wilmington, NC including 56 and 307 ft long bridges											keith.cooper@icloud.com 704-618-6200

Each project listed above is similar in size, scope, and 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

Wetland and Stream Mitigation – Matt DeWitt will lead permitting and mitigation, supported by the Palustrine Group. Palustrine is the bank manager for the Beidler Forest Mitigation bank that could serve the Four Holes Swamp Watershed if a previously requested change to the Mitigation Banking Instrument (MBI) is approved. It currently has 199 wetland credits available. Brosnan Forest Coldwater Branch has been approved for wetland and stream mitigation (December 2021) but credits may not be available yet. If mitigation is not available, Palustrine has already identified potential sites where a Permittee Responsible Mitigation Plan could be implemented. Minimal SCDOT support will be needed for Mitigation.

Geotechnical Subsurface Conditions – FME Consultants will lead the geotechnical design. The site is highly variable with layers of corable Santee Limestone at shallow elevations in some areas and layers of very loose Congaree Formation in other locations. This poses design challenges as potentially liquefiable soils are above and below estimated piles tips which could be difficult to achieve due to corable limestone at an elevation higher than anticipated minimum pile tip elevation. The team's experience with design in the Santee Limestone as well as our familiarity with the seismic design requirements in the SCDOT Geotechnical Design Manual will enable our team to mitigate the geotechnical risks and hazards on this project. We have a couple of ideas already of how to mitigate the geotechnical issues at this site.

Market Conditions – The design team presented herein consists of all disciplines and staff necessary to complete all expected services for the completion of this project. Dellinger will self-perform bridge demolition and bridge construction – the critical path elements for the construction schedule. Roadway approach work will be required for MOT prior to this bridge work. Subcontractors will be used for paving, guardrail, rumble strips and other

services while traffic is shifted into the on-site detour. Much of this work will be completed simultaneous to the bridge construction. Dellinger maintains great relationships with local contractors, and recently completed work on the US 301 SBL bridge using many of the same subcontractors as anticipated for this DB project. Our local presence and recent work at this site provides Dellinger with insight for what to expect, and a network of who to use to complete this work on time. SCDOT will review plan submittals and perform routine roles for construction oversight.

Maintenance of Traffic – Carolina TEA, supported by STV, will develop the MOT plan for this site. Noted as allowable in the industry forum, we plan to utilize a single lane in each direction during construction. We will place the crossovers between NBL and SBL in locations that allows the design speed to be maintained while also providing ample sight distance and necessary lay down areas for the bridge replacement and roadway work. Tie-ins will be located beyond limits of roadway profile change. To minimize public impacts, we will complete the project quickly. Designs will facilitate faster construction (use standard plans and minimize approach roadway work). We will have plans approved, utilities relocated, and materials fabricated prior to closing the roadway. From demolition to paving, striping and reopening the road, we will be continuously on site progressing the work. SCDOT will perform standard reviews of the MOT plans.

3.3.3 Project Resources, Strategies, and Execution

Key Individuals and discipline leads for our entire Team will be involved in the process from RFP review, to concept designs, development of construction drawings, construction of the project, and delivery of the appropriate documentation for project close-out.

Project Resources: Dellinger has the financial capacity, bonding capacity, bridge construction crews, and construction equipment available to manage and construct this project. Typical bridge replacement projects performed by Dellinger does not allow for an extended backlog of work. Selective bidding ensures our crews are

available to construct this project on time and under budget as most current backlog will be completed before this project goes to construction.

Dellinger owns a proprietary forming system for flat slab bridges which will be instrumental in the execution of this project. We have the cranes, pile driving equipment, barges and/or temporary trestle and ample crews available to complete this work on an aggressive schedule. Our capacity and relationships with local subcontractors will ensure on-time delivery, as well as the ability to recover the schedule due to unforeseen circumstances.

The design team also has the necessary resources and abilities to complete this work on schedule. Our combined team brings over 300 local design professionals covering every anticipated design discipline. However, the actual work on the project will utilize less than 10% of our available staff.

STRATEGY FOR IMPLEMENTATION OF RESOURCES		
	Construction Work Item	**Resource**
Self-Performance	Project Management, Demolition	Dellinger
	Bridge & Structure Construction	Dellinger
	Grading and Drainage, Erosion Control, MOT, Guardrail, Rumble Strips	Subcontractor
	Design Work Item	**Resource**
	Design Management, QC Reviews	CTEA
	Structures & Load Ratings	CTEA
	Roadway & MOT	CTEA
	Geotechnical	FME
	Utility Coordination	STV
	ROW	TELICS
	Environmental Permitting & Compliance	R&D
	Surveys & SUE	VM

Roadway and MOT designs are critical disciplines to meeting schedule and avoiding unnecessary wetland / stream impacts. STV will supplement and perform quality control checks for CTEA for this work. Bridge design will be performed by CTEA in our Charlotte and Columbia office locations, with QC from our newly opened Greenville, SC office. Geotechnical design is an area where innovative techniques will be explored. FME brings tremendous experience in this region to perform this work.

DBE Participation Outreach: Dellinger seeks the use of local DBE firms in all phases of work. They historically use DBEs for tying reinforcement steel, installation and maintenance of EC, guardrail installation, milled in rumble strips, and slip formed barrier walls – each key to the successful completion of this project. CTEA has added R&D, a women owned firm, to our team to perform permitting, environmental compliance and public involvement work. We will exceed any reasonable DBE goals with our teaming arrangements already in place.

Geographic Location: Dellinger and CTEA are located less than 30 minutes apart. CTEA is located within minutes of SCDOT headquarters. All team members are less than 2 hours from the project site. Dellinger has tremendous history working in the project area and recently completed repairs on the subject SBL bridge.

Dellinger will co-locate routinely at CTEA's office during design, we will meet on-site(s) to discuss issues, and/or TEAMS meetings will be utilized. Discipline leads from our entire design team will attend these in-person and virtual meetings. CTEA's Columbia office provides immediate access and response to SCDOT.

3.4 EXPERIENCE OF KEY INDIVIDUALS

Key Individuals' resumes are included in APPENDIX A. Our Team brings experience and expertise in all phases of roadway and bridge design and construction for the Project.

			Experience		
Title	**Name**	**Firm**	**Req'd**	**Prov'd**	**DB**
Project Manager	Ronnie Melker	Dellinger	7	20	✓
Lead Design Engineer	Derek Staton	CTEA	7	31	✓
Construction Manager	Chris McCray	Dellinger	5	31	✓

3.4.1 All individuals and firms included in the Dellinger Team 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.

3.4.4 Project Management Team

Project Manager: Ronnie Melker has successfully managed and delivered many design-build projects including I-485 Charlotte Outer Loop, and most recently, the I-85 Widening Project in Cabarrus and Rowan Counties, where he performed in the same role. Ronnie is 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.

Ronnie brings 20 years of bridge building experience to this position, including 15 years in management roles. For the duration of the contract, Ronnie will have no other project responsibilities, and will not be used on other

projects. Ronnie is available to be on-site during construction activities and lead weekly status meetings during design and construction phases. Ronnie is a full-time employee of Dellinger.

3.4.5 Design Engineering Team

Lead Design Engineer: CTEA has assembled a design team to provide every design and permitting discipline anticipated for this project. Derek Staton will lead the team and has extensive personal experience designing bridges like the flat slab designs anticipated. 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 solutions. His eye for constructability allows him to solve conflicts before plans go to construction. Derek received his Professional Engineering license in 1996.

Derek is 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, very similar types of design-build projects, where he performed the same role. Derek is the EOR for hundreds of bridges in the Carolinas, and several hundred more across the US.

For the duration of the design phase, Derek will attend all routine 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: Christopher McCray brings over 30 years of Construction Management experience with Dellinger. Christopher will be responsible for scheduling and coordination of all crews and subcontractors and work hand-in-hand with SCDOT District personnel to ensure Project compliance. Christopher will have a direct line of communication to Derek for assistance with design issues during construction – accelerating project delivery. Christopher has performed in this same role on multiple projects. For the duration of Construction,

Christopher 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.

3.5 PAST PERFORMANCE OF TEAM:

Experience of Proposer's Team:

Example projects are included in APPENDIX B and C.

SCDOT scored CTEA above average marks on our performance appraisals for both EBP 2018-2A and 2020-1, and EBP 2018-2A DB won the 2020 Engineering Excellence Award from ACEC-SC. We consistently score 7's and above on our traditional design work with SCDOT. Likewise, Dellinger is above average on Contractor Performance Scores with SCDOT. We look forward to SCDOT talking to our client references for recently completed work.

Quality of Past Performance:

Neither Dellinger, nor any Dellinger 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
US 301 over Four Hole Swamp
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DELLINGER INC. MONROE, N.C.

CAROLINA Transportation Engineers & Assoc., PC

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Ronnie Melker
Vice President- Highway Division

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

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

d. Years of Experience: With this Firm 1 Years With Other Firms 16 Years

Dellinger, Inc.: Vice President- Highway Division- Responsible for all Division Operations, 2021- Present

Blythe Construction: Design Build PM- Responsible for execution of multiple Design Build projects, 2005-2021

e. Education:
Lenoir-Rhyne University / Hickory, NC / Bachelor of Science / Biology

f. Active Registrations:

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

I-3802A C203328 I-85 Widening DB- Rowan-Cabarrus
Key Personnel Role: **Project Manager**
Experience with Current Firm: **Blythe Construction**
Project/Assignment Duration: Project 2015 - 2021, Assigned 2015-2021
Owner Contact Information: N**C**DOT, Chris Fine, lcfine@ncdot.gov, (704) 983-4380
Design/Construction Value: $249 Million
Project Description:
This project consisted of 8 miles of reconstruction of Interstate 85 through Cabarrus and Rowan County. The project included replacement of a total of 15 bridges consisting of 4 mainline bridges, 10 overpass bridges and 1 NSRR bridge over I-85. Ronnie's specific responsibilities included coordination with the design team, project scheduling, and cost control.

R-2248E I-485 Charlotte Outer Loop Design Build
Key Personnel Role: **Project Manager**
Experience with Current Firm: **Blythe Construction**
Project/Assignment Duration: Project 2010 - 2015, Assigned 2010-2015
Owner Contact Information: N**C**DOT, Nat Hunter, PE, ehunter@ncdot.gov, (980) 262-6202
Design/Construction Value: $143 Million
Project Description:
This project consisted of 5.5 miles of new construction of Interstate 485 and associated secondary roadwork in Mecklenburg County. The project was the final leg of the Charlotte Outer Loop. The project included a total of 16 new bridges which included drilled shaft construction, pile driving, and MSE wall construction. Ronnie's specific responsibilities included coordination with the structures design team, project scheduling, and cost control.

<u>University Pointe Blvd</u>
Key Personnel Role: **Project Manager**
Experience with Current Firm: **Blythe Construction**
Project/Assignment Duration: Project 2016 - 2017, Assigned 2016-2017
Owner Contact Information: City of Charlotte
Design/Construction Value: $13 Million
Project Description:
This project consisted of a new overpass bridge over I-85 and associated secondary roadwork in Mecklenburg County. The Project included drilled shaft construction, pile driving, and MSE wall construction. The project also included the construction of 2 bottomless precast culverts. Ronnie's specific responsibilities included coordination with the owner, project 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.

Ronnie Melker is the Vice President of Dellinger's bridge division. He is responsible for the overall performance and execution of all Dellinger bridge projects. Ronnie will be full time on the US 301 bridge replacement over Four Hole Swamp to the extent necessary to meet all SCDOT expectations.

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.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Christopher McCray
Construction Manager

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

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

d. Years of Experience: With this Firm 30 Years With Other Firms 1 Years

Dellinger, Inc.: General Superintendent- Responsible for day to day field operations of project, 1992-Present

e. Education:
University of North Carolina- Pembroke / Pembroke, NC / Bachelor of Science / Education

f. Active Registrations:

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

0038511 BR46020 Replace Bridge over Fishing Creek on SC72 Chester Highway, York County
Key Personnel Role: **Construction Manager**
Experience with Current Firm: **Dellinger, Inc.**
Project/Assignment Duration: Project 2015 - 2017, Assigned 2015-2017
Owner Contact Information: **SC**DOT, District 4
Design/Construction Value: $4.4 Million
Project Description:
This project involved the replacement of a 14 span timber structure with a 422 lf, 4 span bridge with drilled shafts and 54" MBT girders with a concrete deck and approach slabs.

0040554 Replace Bridge of Sandy River on SC72, Chester County
Key Personnel Role: **Construction Manager**
Experience with Current Firm: **Dellinger, Inc.**
Project/Assignment Duration: Project 2015 - 2017, Assigned 2015-2017
Owner Contact Information: **SC**DOT, District 4
Design/Construction Value: $5.4 Million
Project Description:
This project replaced an existing 13 span structure with a new 410 lf bridge that includes installation of drilled shafts, AASHTO Type III girders, and concrete deck and approach slabs.

1316.039106 BR88(077) Bridge Replacement over Cedar Creek, Chesterfield/Darlington
Key Personnel Role: **Construction Manager**
Experience with Current Firm: **Dellinger, Inc.**
Project/Assignment Duration: Project 2013 - 2014, Assigned 2013-2014
Owner Contact Information: SCDOT, District 5
Design/Construction Value: $1.8 Million
Project Description:
This project consisted of removal of an existing bridge and temporary truss and construction of 2 new 120 lf long continuous flat slab bridges.

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.
Christopher McCray is currently assigned to P037966 Bridge over Horse Creek in Richland County and 0039108 Bridge over Manchester Creek in York County. Both projects have a completion date of August 2022.

Appendix B – Work History and Quality Form - Contractor

SCDOT Design Build Project
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CAROLINA Transportation Engineers & Assoc., PC

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 Dellinger'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 Dellinger (in thousands)
Name: 0040309 Replace Bridge over Bolton Branch Creek, Replace Bridge Old Chestnut Ferry Road	Name: C. Ray Miles Construction Co.	Name of Owner: SCDOT Project Manager: Will Fulton Phone: 803.775.3501 Email: fultonjw@scdot.org	Construction 8/1/19	$10,200	$2,077

g. Narrative describing the work performed by Dellinger, Inc..

Dellinger replaced two bridges on this project with the first on Old River Road over Bolton Creek. This Bridge was to be replaced with a three span (40',40',40') flat slab bridge that would be on a sixty degree skew from centerline along with a tight radius curve at the last span of the bridge to match the existing roadway. This construction design posed a challenge in both the forming of the deck along with the forming of the hand formed picture frame barrier wall. The spans had to be hand formed to fit the 40' span lengths along with the skew of the bridge from centerline. The second bridge was on Old Chestnut Ferry Road and was to be replaced with a three span flat slab bridge (30',40',30' configuration). This construction method allowed Dellinger to utilize the forming system on both of the thirty foot spans. This forming system is quick and allows for minimum hand forming required on the thirty foot spans. The center span was constructed with our hand forming system utilized on the first bridge completed on this project. This project showcased Dellinger's knowledge and performance capabilities in the flat slab construction method.

Key Personnel:
Justin Timmons, Project Manager
Shawn Davis, Construction Manager

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

Dellinger's personnel was posed with challenges throughout this project that allowed them to demonstrate their strategic planning to keep the project moving both in a timely and costly manner. Utility conflicts were encountered on End Bent 4 of the Old Chestnut Ferry bridge and Dellinger did not allow this to slow the production on the project. The project manager and superintendent quickly adjusted and continued to build the other portion of the bridge (EB1, B2, B3) while waiting on a resolution on the utilities. Once the first portion of the bridge was complete Dellinger began demo and removal of the existing bridge on Old River Road to continue progress on the project. This adjustment in schedule allowed for the utilities to come to a resolution while Dellinger continued to make positive progress in the schedule.

i. Quality Initiatives. Discuss Dellinger'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.

Top Down construction methods were utilized to construct the substructure of both bridges. Environmental impacts were reduced greatly by utilizing this approach.

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

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 Dellinger (in thousands)
Name: 0039569 Replace Bridge over Turkey Creek on Route S-101 Sumter, SC	Name: Dellinger, Inc.	Name of Owner: SCDOT Project Manager: Will Fulton Phone: 803.775.3501 Email: fultonjw@scdot.org	Construction	2,257	2,257

g. Narrative describing the work performed by Dellinger, Inc..

Project consisted of a 3 span flat slab bridge on drilled shafts. The shafts were roughly 100 ft deep and required slurry construction. There was also an artesian water condition present.

The span configuration was 30', 40', 30' with a 30 degree skew. Typical flat slab deck forms would not fit in the skew formation, so project manager Brandon Clontz drafted a proposed forming method utilizing hp 12x53 sitting on needle beams to allow forming of any span shape or size. With the help of Jim Fitzmorris of KCI calculations were performed to determine the spacing of the HP's and the deflection under dead load. Once calculated timber camber strips were cut to provide the required positive camber in the flat slab deck.

Key Personnel:
Brandon Clontz, Project Manager
Christopher McCray, Construction Manager

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

The Project was very successful. The Project was delivered on time and under budget. Dellinger, Inc. worked diligently with SCDOT personnel to identify and mitigate delays to the Project.

i. Quality Initiatives. Discuss Dellinger'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.

"Top-down" construction methods were used to construct the drilled shafts for the project. This method reduced the environmental impacts on the jurisdictional stream by eliminating the need for construction access in those areas.

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

Not Applicable

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: CAROLINA Transportation Engineers & Assoc., PC	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:
F&ME

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:
Derek Staton, Lead Design Engineer

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".

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: CAROLINA Transportation Engineers & Assoc., PC	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
F&ME

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:
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".

Appendix C – Work History and Quality Form

SCDOT Design Build Project
US 301 over Four Hole Swamp
Project ID 0040308

DELLINGER INC. MONROE, N.C.

CAROLINA Transportation Engineers & Assoc., PC

April 11, 2022

US 301 over Four Hole Swamp Design-Build – Project ID 0040308

Orangeburg County

Quality of Past Performance

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

Ronnie Melker

Project Manager

Appendix D – Legal and Financial

SCDOT Design Build Project
US 301 over Four Hole Swamp
Project ID 0040308

DELLINGER INC. MONROE, N.C.

CAROLINA Transportation Engineers & Assoc., PC

DELLINGER INC. MONROE, N.C.

P.O. Box 929 – Monroe, N.C. 28111-0929

Office No. (704) 283-7551 Fax No. (704) 289-8217

FINANCIAL CAPACITY OF GENERAL CONTRACTOR

To: South Carolina Department of Transportation (hereinafter "SCDOT")
Project ID: 0040308
Estimated Contract Amount: $22,000,000.00
Description: Orangeburg County, US 301 Over Four Hole Swamp

The undersigned, a duly authorized principle officer of Dellinger, 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 Dellinger, Inc. has the financial capacity and resources necessary to complete the Project as proposed in the RFP.

This 11th day of April 2022

Dellinger, Inc.

By:_____
Chad Walters
President

DELLINGER, INC. CORPORATE SEAL 1972 NORTH CAROLINA

State of North Carolina
Union County

Sworn and subscribed before me this 11th day of April 2022.

GRETCHEN PENEGAR NOTARY PUBLIC UNION COUNTY, NC

Gretchen Penegar
Notary Public
My Commission Expires 10-12-2025

Brenden Lee

Account Executive
Travelers Bond & Specialty Insurance
Construction Services
11440 Carmel Commons Blvd.
Charlotte, NC 28226

(704) 544-3702
(866) 216-5977 (fax)

April 4, 2022

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

RE: US 301 Over Four Hole Swamp

Ms. Carmen Wright,

We understand that Dellinger, Inc. is being considered for the above captioned project. Please be advised that Travelers Casualty and Surety Company of America (herein after referred to as "Travelers") have handled all of the bonding requirements for Dellinger, Inc. for over 30 years. We have confidence in the financial and operations strength of the firm and are a strong supporter of their total work program. Dellinger, Inc. has a surety program with Travelers for single projects of $30,000,000 and supporting backlogs approaching $100,000,000. Consideration will be provided for larger parameters upon their request. We are pleased that Dellinger, Inc is pursuing the above referenced project and we recommend them to you as one of the outstanding contractors in the country.

Dellinger, Inc has the ability to provide Performance and Payment Bonds for this project should they be selected. Naturally, as is customary within the surety industry, the issuance of any bid or final bonds is always contingent upon a satisfactory underwriting review at the time a request for bonds is made. This review may include, but not be limited to, acceptable terms, conditions, documents, bond forms and confirmation of an acceptable financing source and payment provisions. It should be understood that any arrangement for surety bonds is a matter strictly between Dellinger, Inc., and Travelers. We assume no liability to third parties or to you by issuance of this letter.

Travelers Casualty and Surety Company of America is listed in the Department of Treasury's Listing of Approved Sureties (Department Circular 570) dated July 1, 2021 and holds an A++ (Superior) rating by A.M. Best with a Financial Size Category XIV by A.M. Best.

Please do not hesitate to contact me if there are any questions or if I may be of further assistance.

Sincerely,

Travelers Casualty and Surety Company of America

Brenden R Lee

Brenden R. Lee
Account Executive

Appendix E – Organizational Conflict of Interest

SCDOT Design Build Project
US 301 over Four Hole Swamp
Project ID 0040308

DELLINGER INC. MONROE, N.C.

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):

_____ April 11, 2022

Signature Date

Ronnie Melker
Print Name

Dellinger, 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
US 301 over Four Hole Swamp
Project ID 0040308

DELLINGER INC. MONROE, N.C.

CAROLINA Transportation Engineers & Assoc., PC

April 11, 2022

US 301 over Four Hole Swamp Design-Build – Project ID 0040308

Orangeburg 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

Ronnie Melker

Project Manager

Appendix G - Addendum Receipt Forms

SCDOT Design Build Project
US 301 over Four Hole Swamp
Project ID 0040308

DELLINGER INC. MONROE, N.C.

CAROLINA Transportation Engineers & Assoc., PC

South Carolina
Department of Transportation

NOTICE OF RECEIPT

US 301 over Four Hole Swamp
Design-Build – Project ID 0040308
Orangeburg 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.

R. Melker

PROPOSER's Signature

April 11, 2022

Date

Ronnie Melker

Printed Name

For: Dellinger

Design-Build Team Name

Appendix H - Key Individual and Contractor – Designer Reference Form

SCDOT Design Build Project
US 301 over Four Hole Swamp
Project ID 0040308

DELLINGER INC. MONROE, N.C.

CAROLINA Transportation Engineers & Assoc., PC

South Carolina
Department of Transportation

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
icfine@ncdot.gov	Chris	Fine	Ronnie Melker	I-3802A C203328 I-85 Widening DB- Rowan-Cabarrus County	Project Manager	Blythe Construction
ehunter@ncdot.gov	Nat	Hunter	Ronnie Melker	R-2248E I-485 Charlotte Outer Loop Design Build	Project Manager	Blythe Construction
dleaver@charlottenc.gov	Dan	Leaver	Ronnie Melker	University Pointe Blvd	Project Manager	Blythe Construction
fultonjw@scdot.org	Will	Fulton	Christoper McCray	0038511 BR46020 Replace Bridge over Fishing Creek on SC72 Chester Highway, York County	Construction Manager	Dellinger
fultonjw@scdot.org	Will	Fulton	Christoper McCray	0040554 Replace Bridge of Sandy River on SC72, Chester County	Construction Manager	Dellinger
fultonjw@scdot.org	Will	Fulton	Christoper McCray	1316.039106 BR88(077) Bridge Replacement over Cedar Creek, Chesterfield/Darlington	Construction Manager	Dellinger
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	CTEA

Post Office Box 191
Columbia, South Carolina 29202-0191

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

AN EQUAL OPPORTUNITY
AFFIRMATIVE ACTION EMPLOYER

South Carolina
Department of Transportation

Email	First Name	Last Name	Company Name	Project Name	Team
fultonjw@scdot.org	Will	Fulton	SCDOT	0040309 Replace Bridge over Bolton Branch Creek, Replace Bridge Old Chestnut Ferry Road	Dellinger
fultonjw@scdot.org	Will	Fulton	SCDOT	0039569 Replace Bridge over Turkey Creek on Route S-101 Sumter, SC	Dellinger
mattoxjh@scdot.org	Jae	Mattox	SCDOT	EBP 2018-2A DB	PII / CTEA
pittsme@scdot.org	Michael	Pitts	SCDOT	EBP 2020-1 DB	PII / CTEA

Post Office Box 191
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AN EQUAL OPPORTUNITY
AFFIRMATIVE ACTION EMPLOYER