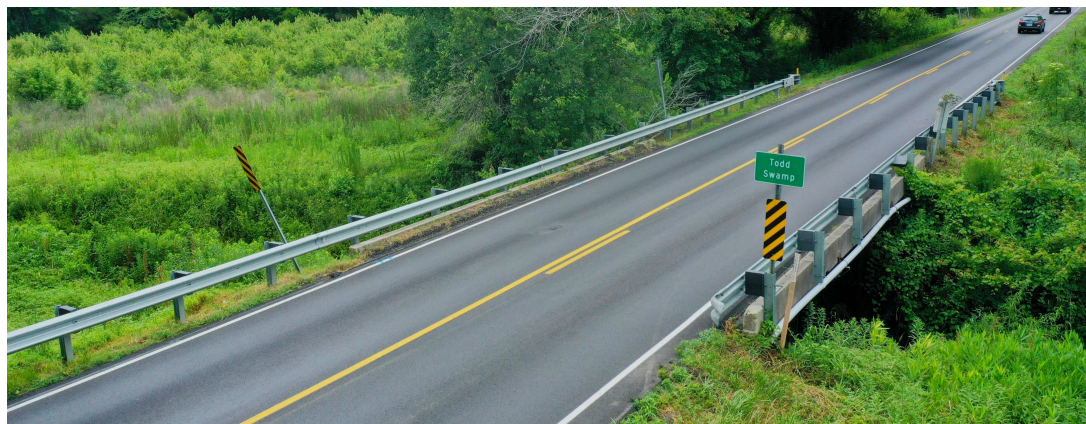


Bridge Package 18 Design-Build Project Contract ID 2662300

Statement of Qualifications

June 20, 2024



CarolinaTEA
Carolina Transportation Engineers & Associates, PC

3.2 INTRODUCTION:

Contracting Entity:	Dellinger, Inc. (Corporation)	
Contact / Managing Office	Ronnie Melker	(980) 219-2172
& Lead Contractor:	Dellinger, Inc. 2631 Old Charlotte Hwy Monroe, NC 28110	rmelker@dellinger-inc.com
Lead Designer Contact:	Derek Staton, President Carolina Transportation Engineers & Associates, PC 3600 Arco Corporate Dr Suite 135 Charlotte, NC 28273	(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 Bridge Package 18 Design Build Project, as described in the Request For Qualifications (RFQ) dated May 22, 2024, and Addendum 1 dated May 31, 2024. Ronnie Melker has the authority to sign the contract.

<u>Unique ID</u>	<u>Full Legal Name</u>
FMM8MGVJQJF9	Dellinger, Inc.
NKE8MYLPKBV6	Carolina Transportation Engineers & Associates, PC

Dellinger and CTEA commit Stephan Marcella, Christopher McCray, Derek Staton and Samuel Cullum (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:



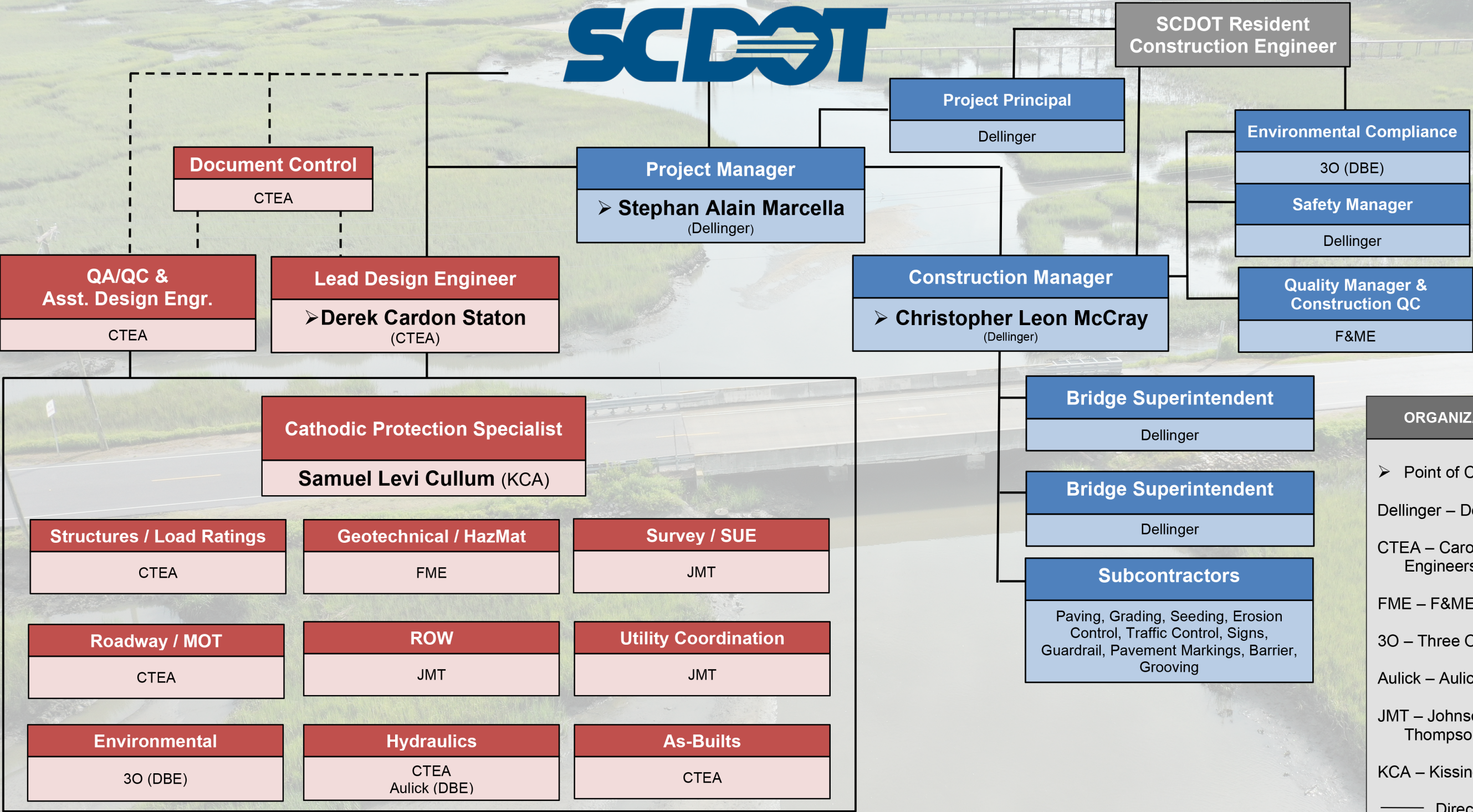
Ronnie Melker, Vice President
Dellinger, Inc.



Derek Staton, President
Carolina Transportation Engineers & Assoc. PC

3.3 TEAM STRUCTURE AND PROJECT EXECUTION:

3.3.1 Organizational Chart, Team Structure and Team Integration



ORGANIZATIONAL CHART KEY

➤ Point of Contact

Dellinger – Dellinger, Inc

CTEA – Carolina Transportation Engineers & Associates, PC

FME – F&ME Consultants, Inc.

3O – Three Oaks Engineering

Aulick – Aulick Engineering, LLC

JMT – Johnson Mirmiran & Thompson, Inc.

KCA – Kissinger Campo & Associates

—— Direct Report

----- Line of Communication

*Named personnel are Key Personnel.

The organizational chart illustrates the chain of command and functional relationships between the key individuals, major participants, critical construction and design disciplines, support services, and how Dellinger and CTEA will work as an integrated team.

Functional Relationships: Stephan Marcella is responsible for all aspects of the design and construction of the project and will report to SCDOT. Stephan will be intimately involved in this project from conception to final delivery and will co-locate with the Lead Design Engineer during plan development. The Lead Design Engineer, Derek Staton, will report to Stephan and be the primary point of contact for design and permitting. He will coordinate with SCDOT for design reviews and project documentation. Construction Manager, Christopher McCray, will manage construction activities and be the primary contact with the SCDOT Resident Construction Engineer. Christopher will ensure a superintendent is on-site during construction for each bridge site. Christopher will coordinate with Derek for all construction engineering services required.

Stephan and Derek will coordinate daily during design development. Derek will present design alternatives for consideration and relay design schedules 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 Stephan and Christopher to keep parties engaged through design package acceptance. Construction insights and preferences will be incorporated in the plans from these design meetings.

During construction, F&ME will serve in the quality control capacity, Three Oaks will perform environmental compliance reviews, and CTEA will provide shop drawing reviews and construction support. Derek will attend monthly construction meetings. Derek and Stephan will continue weekly meetings throughout construction and will pull in additional team members as needed to resolve construction conflicts or take advantage of opportunities. Christopher 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.

This same level of communication and coordination has allowed our team members to deliver multiple DB projects on schedule, or early.

Previous Teaming History: Dellinger and CTEA personnel have decades of experience working together while with previous employers. We have pursued Design-Build projects in North and South Carolina as the Dellinger / CTEA Team. CTEA has provided construction engineering services as well as value engineering designs to Dellinger for projects they have won and completed, and Dellinger is currently building a bridge replacement project in Lancaster County that CTEA and many of the team members below designed. The design team has a strong recent history of producing Design-Build projects for SCDOT. Recent examples include:

PROJECT DESCRIPTION	Dellinger	Carolina TEA	Stephan Marcella	Derek Staton	Christopher McCray	Sam Cullum	F&ME	Aulick	JMT	Three Oaks	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		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		Jae Mattox, SCDOT PM mattoxjh@scdot.org 803-737-1805
CSX Railroad Bridge CTEA provided VE design services to Dellinger for the redesign of foundations on a bridge repair project.	X	X	X	X	X		X				Christopher Harmon, Sr. Engineer Christopher_Harmon@csx.com 904-359-1084
S-26 Bridge Replacement over Horton Creek CTEA provided design, Dellinger is currently performing construction. CTEA is continuing to provide construction services.	X	X	X	X	X			X		X	Edwin Sharpe, SCDOT PM sharpeed@scdot.org 803-737-1256

For each of the projects identified, our Key Individuals and other team members performed the same role as identified for this project. CTEA and KCA are teamed to pursue the advertised Engineering On Call for SCDOT, but do not have prior work experience together. KCA brings a wealth of bridge repair experience to the team including the Oak Island project listed in the appendices.

3.3.2 Project Resources, Strategies, and Execution

Project Resources: Dellinger has the financial capacity, bonding capacity, bridge construction crews, and construction equipment available immediately to manage and construct this project. We anticipate a condensed construction schedule, starting in Q4 2024, and have adequate capacity to start design and construction immediately. Dellinger anticipates employing two bridge construction crews on this project to ensure timely completion. Dellinger routinely builds cored slab and flat slab bridges as anticipated for this project, and have a history in South Carolina for producing quality bridge repair projects. We have access to all necessary tools, forms, materials and expertise to complete this project efficiently and effectively. 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 team include F&ME for geotechnical design and construction quality control, Three Oaks for permitting and Environmental Compliance, and JMT for ROW, surveys, utility coordination and SUE. KCA brings bridge repair services to the team including specialists with Cathodic Protection Systems. Subcontractors will be selected for the project during the pursuit, and Dellinger 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	Dellinger
	Bridge Demolition	
	Bridge Construction	
	Bridge Repairs	
	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: Dellinger seeks the use of local DBE firms in all phases of work, and historically use DBEs for tying reinforcement steel, EC, guardrail, cored slab fabrication, grading, seeding, and deck pans. We have Aulick (DBE) and Three Oaks (DBE) as dedicated partners for permitting, public involvement, environmental compliance, and hydraulic design. We will continue to seek the services of quality DBE firms for this contract and know we will exceed SCDOTs goals of 0.2% for Professional Services and 14.2% for total contract value.

Geographic Location: Dellinger's corporate headquarters in Monroe and CTEA's corporate headquarters in Charlotte are located less than 30 miles apart. Dellinger will attend pursuit meetings 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 headquarters, just 3 blocks away. Dellinger's construction footprint covers all of South Carolina, including recent projects in the Pee Dee and Horry County. Their presence will enhance project execution and delivery.

3.4 EXPERIENCE OF KEY INDIVIDUALS

The Dellinger Team brings experience and expertise in all phases of roadway and bridge design and construction for the Project. While the page limitations of the resumes do not allow us to showcase all project types, we have selected example projects that highlight our ability to design and construct cored slab and flat slab bridges, bridge replacement and bridge repairs, and fast-paced Design-Build 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. Design-Build projects and bridge replacement / repair projects are highlighted.

3.4.4 Project Management Team

Stephan and Chris are full-time employees of Dellinger.

Project Manager:

Title	Name	Firm	Experience		
			Req'd	Prov'd	DB
Project Manager	Stephan Marcella	Dellinger	7	24	✓
Construction Manager	Christopher McCray	Dellinger	5	34	✓
Lead Design Engineer	Derek Staton	CTEA	7	32	✓
Cathodic Protection Specialist	Sam Cullum	KCA	5	19	✓

Stephan Marcella is in charge of and responsible for delivery of the project in accordance with the contract. Supported by Ronnie Melker, VP Highway Division, Stephan has full authority to make decisions on behalf of the Team and communicate these decisions to SCDOT. Stephan can make decisions quickly, expediting project delivery and facilitating negotiations.

Stephan will be the primary contact for communications with SCDOT and will attend and lead all regularly scheduled meetings.

3.4.5 Design Engineering Team

Lead Design Engineer: Derek Staton has extensive personal experience designing bridges like the cored slab and flat slab designs anticipated. His in-depth knowledge of permitting, roadway design, maintenance of traffic, bridge design and rehabilitations, geotechnical design and hydraulic design, and 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 ranging from \$2 million to over \$230 million with multiple bridge replacements, including EBP 2018-2A DB, EBP 2020-1 DB and Bridge Package 16 where he performed the same role for SCDOT. 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.

Cathodic Protection Specialist: Sam Cullum with KCA will lead the bridge repairs, and specifically the cathodic protection system design, installation and testing. Sam is registered with the National Association of Corrosion Engineers as a Cathodic Protection 1 (Tester) and Cathodic Protection 2 Certification. Sam is a professional engineer with 19 years of experience, including Contract Manager for the SCDOT Statewide Bridge Preventative Maintenance Contract. Sam's Cathodic Protection design and

testing services were utilized on the Holden Beach Bridge Preservation Project in 2018.

For the duration of the project, Sam will be on site for construction, testing, and reporting of the CP system. Sam will attend all routine project meetings for bridges with cathodic protection systems and be available as needed by SCDOT.

3.4.6 Construction Management Team

Construction Manager: Christopher McCray complements Stephan with the construction management of the Project. He will work with SCDOT District personnel to ensure project compliance and is responsible for all aspects of construction. Christopher will have a direct line of communication to Derek for assistance with design issues during construction – accelerating project delivery. The Team will utilize two bridge crews as well as a grading crew in front of them and a paving crew following them at each site. Christopher will ensure each crew has a construction superintendent on site during construction activities. For the duration of construction, Christopher will attend weekly status meetings and be available at the request of the SCDOT.

3.5 PAST PERFORMANCE OF TEAM:

Experience of Proposer's Team: Dellinger is a quality local bridge contractor. Specialty services include cored slab bridge construction, flat slab bridge construction and bridge repair contracts. These specialty items match exactly with the anticipated scope of the Bridge Package 18. Dellinger is also very familiar with construction in Horry County having completed numerous projects there.

CTEA has worked continuously for the SCDOT Office of Alternative Delivery since 2018. We have pursued and completed two emergency bridge replacement packages on schedule and anticipate completing Bridge Package 16 two years early. SCDOT scored CTEA with above average marks on our performance appraisals for both EBP 2018-2A and 2020-1 DB projects and we anticipate excellent scores on Bridge Package 16 as that project is progressing extremely well. Both emergency projects won the Engineering Excellence Award from ACEC-SC.

Projects that showcase our ability to perform this work can be found in Appendix B.

Quality of Past Performance:

Neither Dellinger, nor any 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? If litigated, explain the results.		✓
Have any design-build projects or projects of similar scope 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 Resumes



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	Christopher Leon 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 <u>33</u> Years With Other Firms <u>1</u> Years	<p>Dellinger, Inc.: General Superintendent- Responsible field operations of all projects throughout North Carolina and South Carolina ensuring that construction project complies with all safety regulations and risk factors of projects are established, managed and mitigated to ensure that projects are complete in a safe and timely fashion. Liaise with local authorities, engineers and public to ensure that project is communication is maintained and no issues are present.</p> <p>1992- Present</p>
e. Education:	University of North Carolina- Pembroke / Pembroke, NC / Bachelor of Science / Education
f. Active Registrations: SCDOT Erosion Certified / SCDOT WZTC Certified	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<p><u>3666720 P041673, P041730 District 2, Package 5 Bridge Repairs on US176 and SC213, Pomaria, SC</u></p> <p>Key Personnel Role: Construction Manager</p> <p>Experience with Current Firm: Dellinger, Inc.</p> <p>Project/Assignment Duration: Project 2023 - 2023, Assigned 2024-2024</p> <p>Owner Contact Information: SCDOT, District 2, Herbert Latten, LattenHD@scdot.org</p> <p>Design/Construction Value: \$995,479.74</p> <p>Project Description:</p> <p>US-176 bridge (P041673) over Crims Creek - The scope of work included the removal of existing asphalt, partial and full depth repair of decks, removal and replacement of expansion joints, resurfacing and restriping of bridge deck and roadway, removal and replacement existing beam repairs with section loss, installation of pile wraps and timber sway/slash bracing, cleaning and painting of entire steel superstructure, embankment repair and placement of rip rap, and end bent repair with flowable fill.</p> <p>SC-213 (P041730) over Crims Creek - The scope of work included roadway approach milling, resurfacing, and restriping; partial and full depth patching of bridge deck; removal and replacement of existing expansion joints; steel pile repair and strengthening; replacement of steel sway bracing; cleaning and painting of steel substructure; embankment and scour repair; installation of geotextile and rip rap</p> <p><u>8864270 P041773, P041772 District 57 Laurens & Spartanburg , US 29 and SC101 Emergency Bridge Repair, Spartanburg, SC</u></p>

Key Personnel Role: Construction Manager
Experience with Current Firm: Dellinger, Inc.
Project/Assignment Duration: Project 2022 - 2023, Assigned 2022-2023
Owner Contact Information: SCDOT, Division 54 Statewide, William Yarborough
yarborouwd@scdot.org
Design/Construction Value: \$2,339,744.50

Project Description:

SC-101 (P041773) over Durbin Creek Bridge Repair Laurens County - The scope of work included repairs involving Type 2 -Reinforced Concrete repairs, Reinforced concrete Tee Beam Type-A Repairs, Deck Joint stripping and sealing, Deck repairs for cracking in the top of deck, diaphragms and bents using Type 1 and Type 2 Concrete Repairs.

US-29 (P041772) (East Main Street) over NSRR Bridge Repair - The scope of work included extensive deck repairs and waterproofing with proper traffic control to allow the repairs to take place safely. The Bridge also required joint repairs. There was also milling and resurfacing while using polymer asphalt expansion joint along with new asphalt over lay.

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: SCDOT, District 4, John Huskins, HuskinsJG@scdot.org
Design/Construction Value: \$4.4 Million

Project Description:

Replacement of an existing 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: SCDOT, District 4, Jeremiah Bradley, BradleyJW@scdot.org
Design/Construction Value: \$5.4 Million

Project Description:

Replacement of 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, Heather Ford, FordHL@dot.state.sc.us
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 all projects in North and South Carolina.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	Stephan Alain Marcella Senior Project Manager
b. Role of Key Individual for this Project:	Senior Project Manager
c. Name of Firm with which you are now associated:	Dellinger, Inc. 
d. Years of Experience: With this Firm <u>≤ 1</u> Years With Other Firms <u>23</u> Years	<p>DELLINGER INC: Sr. Project Manager – Estimating, contracts, material and subcontractor procurement and management, cost and schedule control, and planning / field support. 01/2024 to present</p> <p>BLYTHE CONSTRUCTION: Project Manager – Responsible for the management of all structures (bridges, box culverts, shoring, and MSE/retaining walls) related construction activities and design coordination. 2017 to 2023</p> <p>FLATIRON CONSTRUCTORS: Sr. Structures Project Engineer – Responsible for all substructure and superstructure related activities including subcontract and material contract buyout and management, field activities support, planning and schedule management. 2015 to 2017</p> <p>CHERRY HILL CONSTRUCTION (A Tutor Perini Company): Sr. Project Engineer – Train and mentor new construction engineering team on a troubled project with high turnover to implement best practices. Managed CPM schedule and played key role in tracking scope changes and time impacts, . 2014 to 2015</p> <p>CORMAN CONSTRUCTION: Project Engineer/Project Manager – Supported field activities through long-term planning, implementing CPM schedule, mitigate cost and schedule impacts 2013 - 2014</p> <p>AECOM: Project Controls Engineer – Contract administrative support at PMO. Coordination of construction activities between engineer of record and contractor. Participated in processing and negotiating changes/claims. Provided schedule analysis and engineering associated with changes. 2011 – 2013</p> <p>ATKINS: Construction Project Administrator – Oversaw all construction activities on roadway improvement projects, commercial site development, and consultant to South Florida Water Management District. 2009 – 2011</p> <p>JAMES HARDIE BUILDING PRODUCTS: Territory Manager / Sales Engineer – Developed and implemented sales strategy for the South Florida Territory. Provide technical input for designers for the use and application Hardie Pipe and assisted contractors with the installation of the products. 2006 – 2008</p> <p>APAC SOUTHEAST INC., - Major Projects Group: Project Engineer: Set-up and implemented best practices for construction engineering team. Managed and trained field engineers to support construction activities and support of field operations. Coordination between contractor and Owners reps. 2005 – 2006</p> <p>KIEWIT SOUTHERN (formerly Gilbert Southern): Field Engineer/Estimating/Field Superintendent – Managed subcontractors and vendors, planning and execution of construction activities, cost and schedule controls. 2000 - 2005</p>
e. Education:	University of Florida / Gainesville, FL / Bachelor of Science / 2000 / Civil Engineering – Construction Engineering/Structures
f. Active Registrations:	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	

Project No. 1

Key Personnel Role: Senior Project Manager
Experience with Current Firm: Dellinger, Inc., Less than 1 year
Project/Assignment Duration: SCDOT District 2 Package 5 Bridge Repairs / Project January 2024 through May 2024
Owner Contact Information: SCDOT, Herbert Latten, ElattenHD@scdot.org, (803) 374-9723
Design/Construction Value: \$995,479.74

Project Description:

This project included the repair of two bridges:

US-176 bridge (P041673) over Crims Creek - The scope of work included the removal of existing asphalt, partial and full depth repair of decks, removal and replacement of expansion joints, resurfacing and restriping of bridge deck and roadway, removal and replacement existing beam repairs with section loss, installation of pile wraps and timber sway/slash bracing, cleaning and painting of entire steel superstructure, embankment repair and placement of rip rap, and end bent repair with flowable fill.

SC-213 (P041730) over Crims Creek - The scope of work included roadway approach milling, resurfacing, and restriping; partial and full depth patching of bridge deck; removal and replacement of existing expansion joints; steel pile repair and strengthening; replacement of steel sway bracing; cleaning and painting of steel substructure; embankment and scour repair; installation of geotextile and rip rap.

Project No. 2

Key Personnel Role: Structures Project Manager
Experience with Current Firm: Blythe Construction, 6 years
Project/Assignment Duration: NCDOT I-485 Express Lane Project (Project I-5507 / R-0211 EC / U-u-4714AB) / 4 years
Owner Contact Information: NCDOT Div. 10, Brian Davis, PE (Resident Engineer), (919)730-5137
Design/Construction Value: \$346M

Project Description: The I-485 Express Lane Project added one express lane in each direct on I-485 between I-77 and US 74. In addition, one general purpose lane in each direction was added between Rea Road and Providence Road. The project included twelve bridges, MSE Walls, retaining walls, soundwalls, and 8 box culverts.

Project No. 3

Key Personnel Role: Structures Project Manager
Experience with Current Firm: Blythe Construction, 6 years
Project/Assignment Duration: I-85 Widening Project (Cherokee and Spartanburg Counties)
Owner Contact Information: SCDOT, Shane Paris, PE (Resident Engineer), parrissl@scdot.org (864)490-0466
Design/Construction Value: \$435M

Project Description: The I-85 Widening Project consisted of widening and rehabilitation of the existing Interstate 85 beginning at Mile Marker 77 past Mile Marker 98. One lane in each direction was added and four interchanges were reconstructed along with the rehabilitation of the existing ramps at four other exits. Five bridges over I-85 were constructed and the existing bridges demolished. Two mainline bridges were widened, and two new bridges were constructed offline. Multiple retaining walls and MSE were constructed.


Project No. 4

Key Personnel Role: Structures Project Engineer
Experience with Current Firm: Flatiron Constructors, 2.5 years
Project/Assignment Duration: I-85 / I-385 Interchange (Greenville)
Owner Contact Information: SCDOT
Design/Construction Value: \$231M

Project Description: The I-85 / 385 Project replaced existing loop ramps with direct connect, high level flyover; reconfiguration and replacement of existing ramps; construct additional lanes along I-85 and I-385; construct twelve new bridges and rehab two existing bridges; construct retaining walls and MSE Walls.

Stephan Marcella is currently assigned to NCDOT Harnett County Bridge Replacement project schedule to be completed by January 2025 and SCDOT Sumter County Bridge Replacement Project to be completed by January 2025.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Derek Cardon 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) <div style="text-align: right; margin-top: 10px;">  </div>
d.	Years of Experience: With this Firm <u>8</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, 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</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.

Project won the 2022 ACEC-SC Engineering Excellence Award.

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 Improvement Phase I

Key Personnel Role: Structures Lead

Experience with Current Firm: Carolina TEA

Project/Assignment Duration: Project 2017 – Present, Assigned 2017 - Present

Owner Contact Information: SCDOT, Craig Winn, Winncl@SCDOT.org, (803) 737-6376


Design/Construction Value: \$350,000,000 Construction (est)

Project Description: Bridge Inspection, seismic study, retrofit, and/or replacement of the US 278 bridges over Mackay Creek and Skull Creek (the Intracoastal Waterway). The 2,230 ft Mackay Creek east-bound lane is structurally deficient and will be replaced. The remaining bridges (2,230 ft Mackay Creek west-bound lane and 2,823 ft Skull Creek bridges) will be replaced as well. Two causeways within the project limits may need to be widened and may become part of the structures scope of work. The team is tasked with studying the existing bridges to determine the viability of widening and/or retrofitting the existing structures to perform adequately for anticipated seismic levels for the area.

- 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: Samuel Levi Cullum, PE Vice President/Structures Department Manager
b.	Role of Key Individual for this Project: Senior Structures Engineer
c.	Name of Firm with which you are now associated: Kisinger Campo & Associates, Corp. (KCA) <div style="text-align: right; margin-top: 10px;">  <div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> KISINGER CAMPO & ASSOCIATES </div> </div>
d.	Years of Experience: With this Firm <u>15</u> Years With Other Firms <u>4</u> Years Please list chronologically (most recent experience first) your employment history, including company name, position, duration of employment, and general responsibilities. This section shall show the required years of progressive experience. Project specific experience shall be included in Section g below: KCA: Regional Manager – Responsible for all engineering projects within region, 2015 – present <ul style="list-style-type: none"> Serves as KCA's Structures Department Manager in Raleigh, NC, 2015 – present PM on KCA's SMU LSC for bridge replacement planning and design Managed continuing services contracts for KCA for the last 12 years Contract Manager for SCDOT S-246-22, SCDOT Statewide Bridge Preventative Maintenance Selected to ACEC/NC Structures Committee to meet and coordinate with NCDOT SMU KCA: Senior Structures Engineer – Responsible for overseeing structures projects as assigned, 2012 – 2015 KCA: Staff Engineer – Responsible for structures design duties as assigned, 2009 – 2012
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of Kentucky / Lexington, Kentucky / Master of Science / 2006 / Civil Engineering University of Kentucky / Lexington, Kentucky / Bachelor of Science / 2005 / Civil Engineering Asbury College / Wilmore, Kentucky / Bachelor of Arts / 2003 / Physical Science
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2010 / FL / PE / 71034 2016 / NC / PE / 043571 2022 / SC / PE / 40458 2010 / KY / PE / 27035 NACE International CP1-Cathodic Protection Tester, 49001 CP2
g.	Document the extent and depth of your experience and qualifications relevant to the Project. (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function. These projects do not need to demonstrate progressive experience.) <u>Project Example No. 1-5</u> Key Personnel Role: PM/Structures EOR Experience with Current Firm: Yes, KCA Project Description: Old Oak Island Bridge Preservation, NCDOT SMU Division 3, Brunswick County, NC. KCA was tasked by the NCDOT SMU to complete this bridge preservation project in 7 weeks from first notice. The project consisted of replacing 28 cored slab spans between Labor Day and Memorial Day under full closure to avoid the peak tourist season. The project included various other repairs. KCA also provided a transportation management plan (TMP) to facilitate repairs while keeping access to Oak Island available to motorists via an off-site detour. KCA coordinated with the Division Environmental Officer regarding threatened and endangered species, the Division Construction Engineer, and USCG. » Contact: Tim Sherrill, PE; 919.707.6423; tmsherrill@ncdot.gov » Completion Date: Design – April 2018; Construction – April 2019

Key Personnel Role: PM/Structures EOR

Experience with Current Firm: Yes, KCA

Project Description:

Holden Beach Bridge Preservation, NCDOT SMU Division 3, Brunswick County, NC.

This project consisted of providing necessary repairs and maintenance to the only road bridge carrying vehicles to Holden Beach in Brunswick County. The scope of work included galvanic CP in the channel pier footings, bearing replacement, fender replacement, polyester polymer concrete overlay, concrete repair throughout, joint replacement, electrical repairs, and approach roadway resurfacing. KCA also provided a TMP to facilitate repairs while keeping access to Holden Beach available to motorists. In addition, KCA coordinated with the Division Environmental Officer regarding threatened and endangered species, the Division Construction Engineer, and USCG.

» Contact: Tim Sherrill, PE; 919.707.6423; tmsherrill@ncdot.gov

» Completion Date: Design – May 2018; Construction – Complete Spring 2019

Key Personnel Role: PM/Quality Control

Experience with Current Firm: Yes, KCA

Project Description

Ocean Isle Bridge Preservation, NCDOT SMU Division 3, Brunswick County, NC.

This project consisted of providing necessary repairs and maintenance to the only vehicular bridge carrying vehicles to Ocean Isle in Brunswick County. The scope of work included galvanic CP in the channel pier footings, bearing replacement, latex modified concrete overlay, concrete repair throughout, joint replacement, barrier retrofit for pedestrians/bicyclists, and approach roadway resurfacing. KCA also provided a TMP to facilitate repairs while keeping access to Ocean Isle available to motorists. In addition, KCA coordinated with the Division Environmental Officer regarding threatened and endangered species, the Division Construction Engineer, and USCG.

» Contact: Tim Sherrill, PE; 919.707.6423; tmsherrill@ncdot.gov

» Completion Date: Design – December 2020; Construction – Completed Fall 2021

Key Personnel Role: PM/Structures EOR

Experience with Current Firm: Yes, KCA

Project Description:

B-5770: Bridge Replacement on Salisbury Ridge Road over NC 150, NCDOT Division 9, Forsyth County, NC.

This project consisted of the replacement of Bridge No. 243 in Forsyth County. In addition to the roadway and bridge design, the project included the design of stormwater drainage, erosion control, and permit drawings for the bridge replacement. KCA performed all aspects of hydraulics design, production, erosion control, and permit drawings for this project. This replacement of a bridge on a city-maintained street included coordination of Winston-Salem needs for sidewalk and bike lanes as well as providing for future pedestrian facilities on Peters Creek Parkway.

» Contact: Tierre Peterson, PE, 919.707.6488, trpeterson@ncdot.gov

» Completion Date: Design – April 2020

Key Personnel Role: PM/Structures EOR

Experience with Current Firm: Yes, KCA

Project Description:

BUILD Grant Bridge Replacements, NCDOT SMU.

KCA was selected for various NCDOT BUILD Grant Bridge Replacement projects. Our work tasks have included all aspects including planning, roadway, hydraulics, erosion control, bridge survey report, structures, MOT, and signing and pavement marking (S&PM) plans. Designs have included special details for bringing high-speed internet to some of the areas in the project vicinity. These projects also included development of right-of-way (R/W) plans and utility coordination. KCA coordinated with multiple resource agencies for permits including the NC Department of Water Resources (NCDWR), NC Division of Coastal Management (NCDCM), U.S. Army Corps. of Engineers (USACE), and U.S. Coast Guard (USCG)

» Contact: Tierre Peterson, PE; 919.707.6488; trpeterson@ncdot.gov

» Completion Date: Design – February 2020; Letting – 2021

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

N/A

Appendix B



Work History and Quality Forms (3.5.1)



WORK HISTORY AND QUALITY FORM – LEAD CONTRACTOR

a. Project Name, Delivery Method (DBB, DB, etc.), & 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:3666720 District 2, Package 5 Bridge Repairs Delivery Method: Location: Pomaria, SC	Name: 	Name of Owner: SCDOT, Division 2 Project Manager: Herbert Latten Phone: 803-374-9723 Email: LattenHD@scdot.org	Construction Award 01/2024 Construction Completion 07/2024	\$1,149	\$1,149
g. Narrative describing the work performed by Dellinger, Inc.					
<p>Repair two bridges. The first bridge located on US-176 over Crims Creek Bridge required deck, beam, and pile repairs. These repairs were challenging due to the originally scoped repairs not being sufficient to repair the existing conditions. The second bridge, SC-213 over Crims Creek, required deck repairs and substructure strengthening. Although not identified in the plans, asbestos was discovered in the existing joints. The substructure repairs for both bridges, US-176 and SC-213, presented challenges due to access and procurement issues due to the “emergency repair” that was required. This project showcased Dellinger’s knowledge and performance capabilities. On US-176 the team discovered the outside girders had catastrophic section loss, and Dellinger was able to identify the plan repairs would not be sufficient to place traffic on the bridge. Due to open communication, a better repair procedure was developed and implemented for SCDOT.</p> <p>KEY PERSONNEL: Stephan Marcella, Senior Project Manager and Chris McCray, Construction Manager.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Dellinger’s performance on the project to identify Dellinger with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Dellinger has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Dellinger’s personnel faced many challenges on this project. Through open communication with the SCDOT, innovation, and utilization of past experience provided successful solutions to unforeseen repair circumstances. On US 176 – the exterior girders had existing repairs with more section loss than what was identified in the plans and not identified by the inspection team. The Project and Construction Manager had to continuously work together to relay field conditions versus plan requirements to ensure a repair method could be achieve that would allow the bridge to be safely opened to traffic. This repair project was also bid so that a very stringent schedule had to be maintained for all operations but more specifically for US-176, as another project was having traffic diverted to US-176.</p>					
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.					
<p>To eliminate potential environment impacts by mobilizing equipment under the bridge, Dellinger, Inc. hand placed the rip rap to eliminate environmental impacts. To ensure production, quality, and safety goals were achieved, Delinger, Inc. utilized crews that specialized in different areas of the scope (e.g. concrete crew to perform deck repair and pile wraps). Dellinger, Inc. also kept open lines of communication with the owner to avoid issues and claims. Dellinger, Inc. utilized the expertise of Stephan Marcella and Chris McCray to communicate with SCDOT to ensure the applications for repair achieved the best value, quality, and safe outcome for all.</p>					
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 – 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: 4084120 Leesburg Rd Widening	Name: Eagle Construction	Name of Owner: SCDOT Project Manager: Travis Jolly Phone: 803.796.9540 Email: JollyTG@scdot.org	Construction 12/2026	\$49,000	\$5,561.52
g. Narrative describing the work performed by Dellinger, Inc..					
<p>Dellinger Inc. is currently performing the replacement of the existing bridge over Mill Creek on SC 262 (Leesburg Rd) with Eagle Construction. The Project is a Phased replacement of an existing flat slab bridge. The new bridge will consist of a 3 Span Flat Slab structure supported by drilled shafts. The new bridge is 83 feet wide and 110 feet long with concrete approach slabs and pedestrian railing walls. Dellinger Inc. will also perform demolition of the existing flat slab structure, installation of temporary shoring, and installation of permanent retaining walls located throughout the Project.</p> <div><div>Key Personnel: Ronnie Melker, Project Manager Christopher McCray, Construction</div><div></div></div>					
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 from the outset of the project. Drilled shaft installation was complicated by the presence of artisanal water flow. Dellinger worked in conjunction with their drilled shaft sub to mitigate the delays and move the Project forward to maintain the Project 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.					
Dellinger, Inc. is currently using a modular form system provided by our partner Torre Engineering to construct Flat Slab spans of different lengths as warranted by the Project Design.					
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 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: Derek Cardon Staton, PE <div>CarolinaTEA</div> <div>Carolina Transportation Engineers & Associates, PC</div>	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.		 	
		<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. 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.</p>			
<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>		<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. 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.</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.					
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 – CONTRACTOR/DESIGNER

a. Project Name, Delivery Method (DBB, DB, etc.), & 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 KCA’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 KCA (in thousands)
Name: Old Oak Island Bridge Preservation Delivery Method: DBB Location: Brunswick County, NC	Name: Samuel L. Cullum, P.E. (Lead Designer)	Name of Owner: NCDOT Project Manager: Timothy M. Sherrill, P.E. Phone: 919.707.6423 Email: tmsherrill@ncdot.gov	Design Complete: 05/2018 Construction Complete: 05/2019	\$15,802,512.70 (Bid amount)	\$ 170,112.36
g. Narrative describing the work performed by KCA.					
<p>Old Oak Island Bridge Preservation, NCDOT SMU Division 3, Brunswick County, NC.</p> <p>KCA was tasked by the NCDOT SMU to complete this bridge preservation project in 7 weeks from first notice. The project consisted of replacing 28 cored slab spans between Labor Day and Memorial Day under full closure to avoid the peak tourist season. The project included galvanic cathodic protection pile jackets in the pile bent substructure portions of the bridge, and a bulk galvanic anode cathodic protection system at the channel wall piers. The project included v a PPC overlay, barrier retrofit and update with a higher rail for bicycle traffic, and various other repairs. KCA also provided a transportation management plan (TMP) to facilitate repairs while keeping access to Oak Island available to motorists via an off-site detour. KCA coordinated with the Division Environmental Officer regarding threatened and endangered species, the Division Construction Engineer, and USCG.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of KCA’s performance on the project to identify KCA personnel that have successfully completed projects on time and on or under budget, and to identify KCA’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
KCA worked tirelessly during this season to ensure the project was delivered on time and within budget. Our team had multiple on-site meetings with both SMU and NCDOT Construction personnel, and met prior to bid with SMU contracts officers to ensure all updates were made to the contract letting plans.					
i. Quality Initiatives. Discuss KCA’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.					
Due to the truncated timetable of the project and the unique nature of the work, our team split duties among key activities of cathodic protection, barrier rail retrofit, and span replacements. Multiple engineers performed calculations and drafting and then had it checked and quality control reviewed by the other two engineers. This lead our team to many meetings to discuss key project issues, and subsequent solutions.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, KCA shall provide a detailed explanation below.					
Not Applicable. All answers are “No”.					

Appendix C

Work History and Quality Form (3.5.2)





June 20,2024

Bridge Package 18

Design-Build – Contract ID 2662300

Horry County

Quality of Past Performance

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

Ronnie Melker

Vice President

Appendix D

Legal and Financial





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")
Contract ID: 2662300
Estimated Contract Amount: \$10,000,000
Description: Horry County – Bridge Package 18

Pursuant to the requirements of paragraph 3.6.1 of the contract, the undersigned being a duly authorized principal officer of Dellinger, Inc., hereby certifies that Dellinger, Inc. has the financial capacity and resources necessary to complete the Project as proposed in the RFQ.

This 11th day of June 2024

Dellinger, Inc.

By: 

Dean Kite
President

State of North Carolina
Union County

Sworn and subscribed before me this 11th day of June 2024.





Notary Public

My Commission Expires 09-25-2028

June 10th, 2024

SC Department of Transportation
Attn: Ms. Renee Frazier
955 Park Street, Room 101
Columbia, SC 29201

RE: Dellinger, Inc. – SCDOT | Design-Build Project: Bridge Package 18 – Horry County, SC

Currently Dellinger, Inc. has a single bonding capacity of \$40,000,000.00 and an aggregate capacity of \$150,000,000.00. Berkshire Hathaway Specialty Insurance Company has an AM Best Rating of “A++” and a Financial Strength Rating of “XV” and is licensed to conduct business in all states. They are listed on the Department of Treasury’s Listing of Certified Companies.

It is our opinion that Dellinger, Inc. is qualified to perform the above captioned project. Dellinger, Inc. has a reputation for high quality performance and management. Operations are conducted with fiscal responsibility, proficient technical and managerial skills, and ethics of the highest caliber. The Dellinger, Inc. team consists of dedicated professionals committed to a quality construction product.

Should the captioned project be awarded to and accepted by Dellinger, Inc., we are prepared to consider providing the required bonds on their behalf. Our support is conditioned upon completion of the underwriting process, including satisfactory review of contract documents, confirmation of financing and our ongoing review of the operational and financial capacity of Dellinger, Inc. Please understand this letter is not an assumption of liability, nor is it a bid, performance or payment obligation.

It is a pleasure to share with you our favorable experience and high regard for Dellinger, Inc. Please do not hesitate to let us know if we can be of further assistance.

Berkshire Hathaway Specialty Insurance Company



Bryan M. Caneschi
Attorney-in-Fact



Power Of Attorney

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY NATIONAL INDEMNITY COMPANY / NATIONAL LIABILITY & FIRE INSURANCE COMPANY

Know all men by these presents, that **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at One Lincoln Street, 23rd Floor, Boston, Massachusetts 02111, **NATIONAL INDEMNITY COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at 3024 Harney Street, Omaha, Nebraska 68131 and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Connecticut and having an office at 100 First Stamford Place, Stamford, Connecticut 06902 (hereinafter collectively the "Companies"), pursuant to and by the authority granted as set forth herein, do hereby name, constitute and appoint: **Bryan M. Caneschi, Catherine Thompson, Amy R. Waugh, Noah W. Pierce, 1120 South Street, Suite 650 of the city of Charlotte, State of North Carolina**, their true and lawful attorney(s)-in-fact to make, execute, seal, acknowledge, and deliver, for and on their behalf as surety and as their act and deed, any and all undertakings, bonds, or other such writings obligatory in the nature thereof, in pursuance of these presents, the execution of which shall be as binding upon the Companies as if it has been duly signed and executed by their regularly elected officers in their own proper persons. **This authority for the Attorney-in-Fact shall be limited to the execution of the attached bond(s) or other such writings obligatory in the nature thereof.**

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of August 24, 2023. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively. **The following seals of the Companies and signatures by an authorized officer of the Company may be affixed by facsimile or digital format, which shall be deemed the equivalent of and constitute the written signature of such officer of the Companies and original seals of the Companies for all purposes regarding this Power of Attorney, including satisfaction of any signature and seal requirements on any and all undertakings, bonds, or other such writings obligatory in the nature thereof, to which this Power of Attorney applies.**

**BERKSHIRE HATHAWAY SPECIALTY
INSURANCE COMPANY,**

By:

David Fields, Executive Vice President



**NATIONAL INDEMNITY COMPANY,
NATIONAL LIABILITY & FIRE INSURANCE COMPANY,**

By:

David Fields, Vice President



NOTARY

State of Massachusetts, County of Suffolk, ss:

On this 24th day of August, 2023, before me appeared David Fields, Executive Vice President of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY** and Vice President of **NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, who being duly sworn, says that his capacity is as designated above for such Companies; that he knows the corporate seals of the Companies; that the seals affixed to the foregoing instrument are such corporate seals; that they were affixed by order of the board of directors or other governing body of said Companies pursuant to its Bylaws, Resolutions and other Authorizations, and that he signed said instrument in that capacity of said Companies.

[Notary Seal]



Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this **June 10, 2024**.



Ralph Tortorella, Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSI Surety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at Jennifer.Porter@bhspecialty.com THIS POWER OF ATTORNEY IS VOID IF ALTERED
To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at claimsnotice@bhspecialty.com, via fax to (617) 507-8259, or via mail.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

Section 6.(b) The President, any Vice President or the Secretary, shall have the power and authority:

- (1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and
- (2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

A. The officers shall be a President, one or more Vice Presidents, a Secretary, one or more Assistant Secretaries, a Treasurer, and one or more Assistant Treasurers none of whom shall be required to be shareholders or Directors and each of whom shall be elected annually by the Board of Directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the Board of Directors, and shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the Board of Directors; and the Board of Directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the corporation.

NATIONAL INDEMNITY COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

A. The officers shall be a president, one or more vice presidents, one or more assistant vice presidents, a secretary, one or more assistant secretaries, a treasurer, and one or more assistant treasurers, none of whom shall be required to be shareholders or directors, and each of whom shall be elected annually by the board of directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the board of directors. The president and secretary shall be different individuals. Election or appointment of an officer or agent shall not create contract rights. The officers of the Corporation shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the board of directors; and the board of directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the Corporation.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

Appendix E

Organizational Conflict of Interest



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 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

6/17/24

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





June 18, 2024

Bridge Package 18

Design-Build – Contract ID 2662300

Horry County

Confidential 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
Vice President, Highway Division

Appendix G

Addendum Receipt Form



NOTICE TO PROPOSERS

Bridge Package 18
Design-Build – Contract ID 2662300
Horry County

May 31, 2024

NOTICE TO PROPOSERS - Enclosed is **Addendum 1** to the Request for Qualifications (RFQ) for the Bridge Package 18 design-build project. The information provided in this notice and the addendum shall be made part of the contract documents.

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

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

- Section 2.2.2
- Section 3
- Section 3.4.5
- Section 6.6



NOTICE OF RECEIPT
Bridge Package 18
Design-Build – Contract ID 2662300
Horry County

Addendum 1

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

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

Confirmation Statement:

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



PROPOSER's Signature

06/11/24

Date

Ronnie Melker, VP Hwy Div.

Printed Name

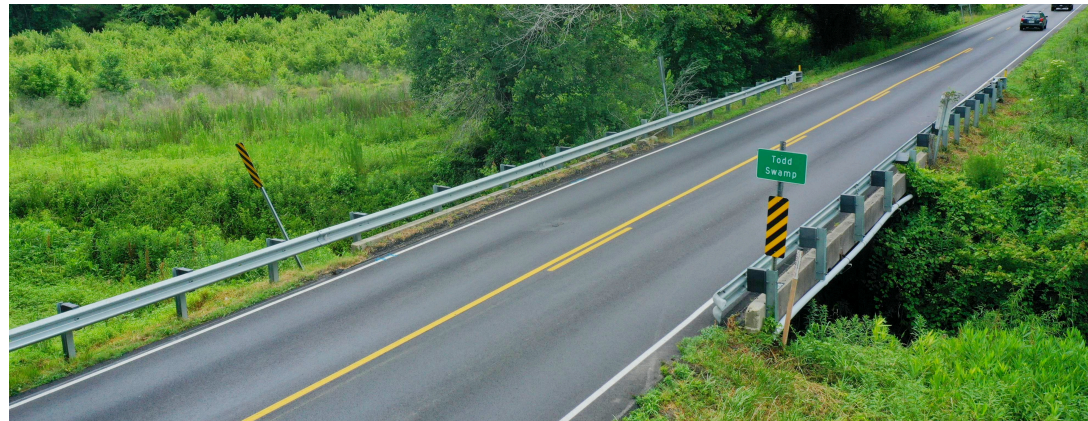
For: Dellinger/ CTEA

Design-Build Team Name



Appendix H

Key Individual and Contractor/Designer Reference Form(s)



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
ElattenHD@scdot.org	Herbert	Latten	Stephan Marcella	SCDOT District 2 Package 5 Bridge Repairs	Sr. Project Manager	Dellinger, Inc.
bddavis1@ncdot.gov	Brian	Davis	Stephan Marcella	NCDOT I-485 Express Lane Project	Structures Project Manager	Blythe Construction
parrissl@scdot.org	Shane	Paris	Stephan Marcella	I-85 Widening Project (Cherokee and Spartanburg Counties)	Structures Project Manager	Blythe Construction
ElattenHD@scdot.org	Herbert	Latten	Christopher McCray	3666720 P041673, P041730 District 2, Package 5 Bridge Repairs on US176 and SC213	Construction Manager	Dellinger, Inc.
yarborouwd@scdot.org	William	Yarborough	Christopher McCray	8864270 P041773, P041772 District 57 Laurens & Spartanburg, US 29 and SC101 Emergency Bridge Repair	Construction Manager	Dellinger, Inc.
HuskinsJG@scdot.org	John	Huskins	Christopher McCray	0038511 BR46020 Replace Bridge over Fishing Creek on SC72 Chester Highway	Construction Manager	Dellinger, Inc.
BradleyJW@scdot.org	Jeremiah	Bradley	Christopher McCray	0040554 Replace Bridge of Sandy River on SC72	Construction Manager	Dellinger, Inc.
FordHLL@dot.state.sc.us	Heather	Ford	Christopher McCray	1316.039106 BR88(077) Bridge Replacement over Cedar Creek,	Construction Manager	Dellinger, Inc.
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
tmsherrill@ncdot.gov	Tim	Sherrill	Sam Cullum	Old Oak Island Bridge Preservation, NCDOT SMU Division 3	PM/ Structures EOR	KCA
tmsherrill@ncdot.gov	Tim	Sherrill	Sam Cullum	Holden Beach Bridge Preservation, NCDOT SMU Division 3	PM/ Structures EOR	KCA
tmsherrill@ncdot.gov	Tim	Sherrill	Sam Cullum	Ocean Isle Bridge Preservation, NCDOT SMU Division 3	PM/Quality Control	KCA
trpeterson@ncdot.gov	Tierre	Peterson	Sam Cullum	B-5770: Bridge Replacement on Salisbury Ridge Road over NC 150, NCDOT Division 9	PM/ Structures EOR	KCA
trpeterson@ncdot.gov	Tierre	Peterson	Sam Cullum	BUILD Grant Bridge Replacements, NCDOT SMU	PM/ Structures EOR	KCA



Email	First Name	Last Name	Company Name	Project Name	Team
LattenHD@scdot.org	Herbert	Latten	SCDOT	District 2, Package 5 Bridge Repairs	Dellinger
JollyTG@scdot.org	Travis	Jolly	SCDOT	Leesburg Rd Widening	Dellinger/Eagle
pittsme@scdot.org	Michael	Pitts	SCDOT	EBP 2020-1 DB	PII / CTEA
tmsherrill@ncdot.gov	Timothy	Sherrill	NCDOT	Old Oak Island Bridge Preservation	KCA



Appendix I

Unique Entity ID





June 18, 2024

Bridge Package 18

Design-Build – Contract ID 2662300

Horry County

Unique ID

FMM8MGVJQJF9 Dellinger, Inc.

NKE8MYLPKBV6 Carolina Transportation Engineers & Associates, PC