

Bridge Package 21 Design-Build Project

Contract ID 5368980

Oconee and Spartanburg Counties



S-197 over South Tyger River



S-168 over Little Choestoea Creek



S-168 over Tributary to Choestoea Creek



S-51 over Snow Creek



S-133 over Little Cane Creek

DUE • 07.22.25
DIGITAL TRANSMITTAL

NHM Constructors, Inc.

GFT
Ingenuity That Shapes Lives™

3.2 Introduction

3.2.1 - NHM Constructors, Inc.

Authority to Execute Contract
Mark Newman
NHM Constructors, Inc. (Corporation)
PO Box 6385
Asheville, NC 28816
(O): 828.670.6652 | (C): 828.778.4595
mnewman@nhmconstructors.com

Project Management Office
1121 Brevard Road
Asheville, NC 28806
Construction Managed from field office

3.2.3 & 3.2.4 - Lead Contractor/Designer

Lead Contractor
NHM Constructors, Inc.
Unique Entity ID: CRLANJB3ZK67

Lead Designer
GFT Infrastructure, Inc
Unique Entity ID: GDNCA387GRN5

TranSystems Corporation and Gannett Fleming, Inc. recently completed a merger forming GFT Infrastructure, Inc.

3.2.2 - Procurement Points of Contact

Mark Newman
NHM Constructors, Inc.
PO Box 6385
Asheville, NC 28816
(O): 828.670.6652 | (C): 828.778.4595
mnewman@nhmconstructors.com

Matt Rekers, PE
GFT Infrastructure, Inc.
1859 Summerville Avenue, Suite 600
Charleston, SC 29405
(O): 843.266.9300 | (C): 864.415.0992
mwrekers@gftinc.com

3.2.5 - Commitment of Key Individuals

All key personnel identified will be committed to the project per requirements of the RFQ and to meeting SCDOT’s quality and schedule expectations. NHM Constructors and GFT Infrastructure confirms the availability of key staff for the duration of the project.



Mark Newman
Vice President
NHM Constructors



John Bergman
SC Area Leader
GFT Infrastructure

3.3 TEAM STRUCTURE & PROJECT EXECUTION

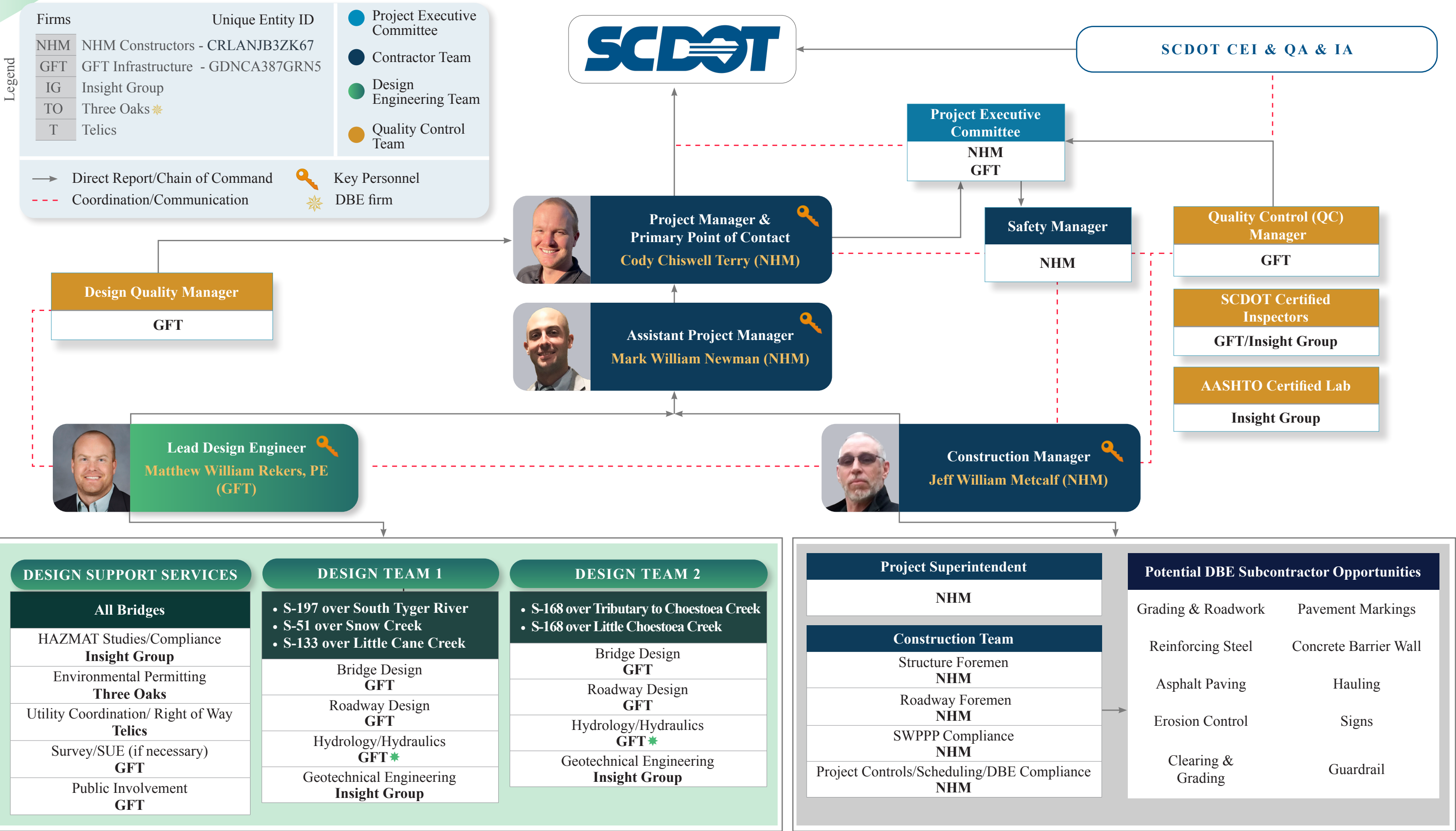
3.3.1 Organization Chart, Team Structure, & Team Integration

Bridge Package 21 will be led by NHM Constructors, Inc. (NHM). NHM is a prequalified prime contractor with SCDOT. NHM will be the sole entity to contract with SCDOT, responsible for the overall Design-Build (DB) project and will self-perform most of the key elements on the project including major bridge construction, demolition, and ancillary roadway components.

Table 1 illustrates the team structure, and the organizational chart (**Figure 1**) demonstrates the “Chain of Command,” lines of communication, and functional relationships.

TABLE 1: Firm	Role	Responsibility
NHM Constructors, Inc.	Lead Contractor	Overall project, bridge and roadway approaches construction, demolition, maintenance of traffic (MOT), erosion/sediment control, quality control (QC), and removal and disposal of lead paint and asbestos.
GFT	Lead Designer	Overall design management, bridge design, roadway design, hydrologic/hydraulic analysis and design, quality assurance (QA)/QC, construction phase services, as-built plans, public involvement, and construction QC.

3.3.1 Figure 1: Organization Chart



*with support from Three Oaks (DBE)

Team Structure: NHM has enlisted GFT as the lead designer. GFT has teamed with Insight Group for geotechnical investigations, Telics for right of way and utility coordination, and Three Oaks for environmental permitting.



Project Manager Cody Terry will be the primary person responsible for, and in charge of, delivery of the project in accordance with RFQ/RFP requirements. He will be SCDOT's primary contact for contractual communications and lead weekly status meetings during the design and construction phases. He has full authority in all design and construction matters. Cody has been a leader on construction projects for over 10 years, ranging up to \$10M. His experience includes providing turnkey packages to owners including estimating, managing, coordinating, and budgeting for many bridge replacement and rehabilitation projects across North and South Carolina, including the rehabilitation of the bridges on S-168 over Little Choestoea Creek. He has been a leader for projects involving offset alignments, phased construction, temporary bridges, crutch bents, utility relocations, shoring and tough water access over his career.



Assistant Project Manager Mark Newman has more than 10 years of experience in construction management, specifically managing the construction and/or rehabilitation of structures for SCDOT, NCDOT and TDOT. At NHM, Mark is responsible for the management, estimating, budgeting, and scheduling of many projects. He will manage the contractual matters and scheduling of the NHM crews to ensure resources are assigned and designated for projects. Mark believes in the idea that communication on all levels is essential for a successful project.



Lead Design Engineer Matthew Rekers, PE will be responsible for the overall design and plan development, coordinating all design disciplines, attending all project meetings in person, and be available as needed by SCDOT. Due to the accelerated project schedule, and with recent experience from Bridge Package 32, Matt will divide Bridge Package 21 into two design bundles which will be advanced simultaneously as shown on the organization chart. One GFT Design Team will focus on the two S-168 bridges, due to their proximity and similar nature. A second GFT Design Team will design the remaining three bridges. Matt has gained recent experience managing fast paced SCDOT DB projects, including US 17A/21 over CSX and Bridge Package 32, both emergency projects with an accelerated schedule.

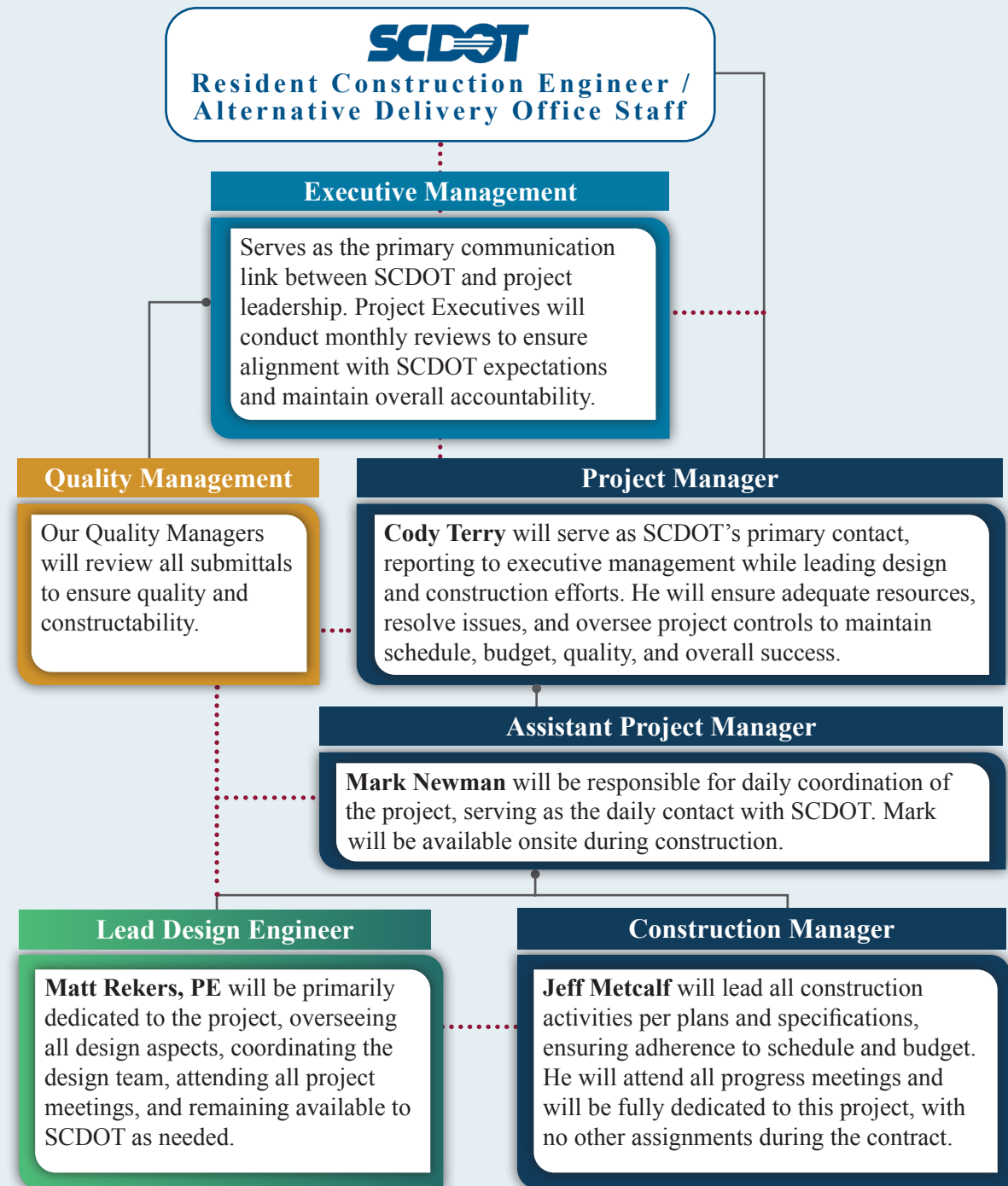


Construction Manager Jeff Metcalf will manage construction activities and be the primary contact with SCDOT's Resident Construction Engineers. He will be responsible for daily planning and management of construction activities with project superintendents, managing individual job sites and attending weekly progress meetings. Jeff will ensure a construction superintendent is onsite during all construction activities. He

has over 35 years of heavy/civil/ highway construction management experience with an extensive background in delivering complex bridge projects involving fast-track timelines, high-volume traffic maintenance, and difficult site access issues.

Team Integration: NHM's Team will apply lessons learned from recent SCDOT and NCDOT DB jobs to ensure effective teamwork with clear lines of authority and responsibility with open channels of communication. The Design and Construction Teams are structured to provide efficient cross-communication and integration between design and construction staff for the duration of the project. **Project Manager** **Cody Terry** will be the primary person-in-charge of the project. **Figure 2** demonstrates the functional reporting responsibilities, and how we will function as an integrated team. Cody will report directly to SCDOT and Executive Management and be available for regular meetings with the Department. He will work closely with the Lead Design Engineer to ensure design elements are constructable and the overall project is delivered on schedule. **Assistant Project**

Figure 2: Functional Relationships



Manager Mark Newman will be available to be onsite during all construction activities, responsible for daily project coordination, and attend weekly status meetings during the design and construction phases. **Lead Design Engineer Matt Rekers, PE**, will be responsible for all aspects of design. Upon award, Matt will finalize the design milestone schedule and ensure design submittals are delivered on time and in accordance with RFP and SCDOT standards. He will develop the QC plan and coordinate with the dedicated Design Quality Manager, who review subconsultants' plans, calculations, and reports at each milestone. **Construction Manager Jeff Metcalf** will oversee all construction, including management of field supervisors and subcontractors. Jeff will be solely dedicated to this project.

NHM and GFT previously worked together on multiple recent projects in South Carolina and North Carolina, especially considering the recent merger between TranSystems and Gannett Fleming to form GFT. The team's recent projects and collaboration working together is shown below in **Table 2**.

TABLE 2: Working Together as a Team and Collaborating on the Same Projects	NHM	GFT	Insight	Telics	3 Oaks
SCDOT, Bridge Package 16 DB, Pickens County, SC (2023-Current) NHM – Subcontractor; GFT – Design Subconsultant and CE&I (former TranSystems Corporation) Contact: SCDOT, Melissa Espinoza, EspinozaM@scdot.org, 864-244-1010 DB contract to replace five load restricted primary bridges in Pickens County. The project includes replacing the existing bridges and associated roadway work.	☑	☑			
NCDOT, Hurricane Helene Emergency, Buncombe County, NC (2025-Current) NHM – General Contractor; GFT (former Gannett Fleming) – Lead Design Contact: Summit Design (NCDOT Owner's Representative), Rob Cousins, PE, Rob.Cousins@summitde.com, 919-732-3883 DB contract to replace four structures damaged by Hurricane Helene with cored slab bridges. The project includes onsite temporary detours.	☑	☑			
NCDOT, Emergency Express DB Replacement of Bridge 585, Buncombe County, NC (2021-2023) NHM – General Contractor; GFT (former Gannett Fleming) – Lead Design Contact: NCDOT, Tom Veazey, tveazey@ncdot.gov, 828-250-3270 DB contract for the replacement of a bridge damaged by Hurricane Fred utilizing a cored slab bridge and installation of an onsite temporary detour.	☑	☑			
SCDOT, Bridge Package 32 DB, Bamberg, Calhoun and Orangeburg Counties, SC (2025-Current) GFT (former TranSystems Corporation) – Design Lead & Construction QC; Insight Group – Geotechnical; Telics – Utility Coordination Contact: SCDOT, Tyler Clark, PE; ClarkTA@scdot.org; (803) 737-4596 DB project to replace the existing washed out structures with five new cored slab structures with asphalt overlay and one reinforced concrete flat slab.		☑	☑	☑	
SCDOT, US 17A/21 over CSX Emergency Bridge Replacement DB, Yemassee, SC (2023-2024) GFT (former TranSystems Corporation) – Design Lead & Construction QC; Insight Group – Geotechnical; Three Oaks – Environmental Support Contact: SCDOT, Tyler Clark, PE; ClarkTA@scdot.org; (803) 737-4596 Emergency bridge replacement DB project to replace the existing damaged bridge with new continuous three span prestressed beam bridge.		☑	☑		☑
SCDOT, US 301 over Four Hole Swamp DB, Orangeburg County, SC (2022-2024) GFT (former TranSystems Corporation) – Design Lead & Construction QC; Telics – Utility Coordination and Right of Way; Three Oaks – Permitting Contact: SCDOT, Brooks Bickley, PE, DBIA; BickleyBJ@scdot.org; (803) 737-4685 DB project to replace the existing dual structures with 300' reinforced concrete flat slabs.		☑		☑	☑

3.3.2 Project Resources, Strategies, & Execution

Project Resources: NHM is a full-service contractor specializing in site work, heavy highway, bridge, bridge rehabilitation, culvert, and retaining wall construction. NHM is capable of self-performing site grading, pipe installation, and erosion control installation - unique features that most bridge contractors cannot deliver. Since 2020, NHM has been involved in over 15 projects as a prime contractor or subcontractor on SCDOT projects involving bridge rehabilitation or bridge construction with a total contract value exceeding \$25M. Following SCDOT's directive, NHM has been responsible for putting multiple bridges in the Upstate back in service. Utilizing an experienced workforce and an extensive fleet of equipment for construction of multiple bridges concurrently, NHM's current projects under construction total over \$55M and largely include roadway improvements, bridge construction, and bridge rehabilitation over water, roads and railroads. We have over 125 employees and over 285 pieces of equipment to support and maintain 25 crews composed of seven structures crews, 16 grading crews, and two drainage crews. NHM is committed and will be able to schedule crews to perform bridge replacements on multiple sites concurrently. **Table 3** illustrates NHM's Labor and Team Resources.

TABLE 3: Team Resources *NHM will self-perform all major scopes of construction work to maintain schedule control*

Potential Construction Category	Self Perform	Potential Construction Category	Sub Contract	Design Discipline	GFT	Insight	Telics	Three Oaks
Construction Management	✓	Clearing and Grubbing	✓	Structural/Bridge Design	✓			
Pile Foundations	✓	Roadway Striping	✓	Roadway Design	✓			
Caps	✓	Erosion Control Installation	✓	Hydrology & Hydraulic Design	✓			✓
Beam Erection	✓	Guardrail	✓	Geotechnical Design/HAZMAT	✓	✓		
Deck	✓	Drilled Shaft	✓	MOT	✓			
Approaches	✓	Hauling	✓	Utility Coordination			✓	
Demolition	✓	Barrier Walls	✓	Surveying	✓			
Site Utility Coordination	✓	Grooving	✓	Environmental Permitting	✓			✓
E&S Control Maintenance	✓	Traffic Control	✓	Right of Way	✓		✓	
Storm Drainage Piping	✓	Paving	✓	Public Involvement	✓			✓
Rip Rap Slope Protection	✓	Flatwork	✓	SUE	✓			
Subcontractor Support	✓	Reinforcing Steel	✓	Construction Support (RFIs, Shop Drawings, As-Built, etc.)	✓	✓		

GFT's 25 design staff in Charleston, SC are supported by 5,000+ company-wide staff that can provide additional resources, if needed, to deliver this project. The Charleston staff has a proven track record of delivering project milestones on schedule for SCDOT DB projects, such as US 301 over Four Hole Swamp, US 17A/21 over CSX, and Bridge Package 32 and is immediately available to apply lessons learned on this project. Most recently on SCDOT Bridge Package 32, final plans were provided to SCDOT for six bridge sites on an aggressive two-week delivery interval. In addition to GFT's staff, our design subconsultants have also worked with GFT on many of our recent successful DB projects, as shown in **Table 2**, and are also immediately available for this project, especially due to the end of the design phase of Bridge Package 32. Our design capabilities are shown in **Table 3**.

Project Strategies & Execution: GFT will be responsible for all aspects of design including oversight of design subconsultants and Construction QC. The design team will work with NHM to advance technical concepts that provide value to the five bridge package sites wherever possible. GFT's roadway, structures, and hydraulic teams will work together to identify opportunities to reduce environmental and right of way impacts by minimizing bridge lengths. Our team will work together to identify and mitigate risk in the design/construction schedule and sequencing, including acquisition of right of way, permitting, and utility relocations as GFT is currently performing with NHM on NCDOT's Emergency Hurricane Helene DB four bridge package. Utilizing two design teams will allow GFT to advance the first two sites to RFC simultaneously which will then allow NHM to mobilize crews to start construction at two sites. As simultaneous design progresses, there may be potential to mobilize additional crews so up to three sites are under construction at the same time. NHM will define the project's critical path immediately upon commencement of construction and keep an active construction schedule for all projects in order to identify critical paths and construction tracking submittals to SCDOT. NHM will employ various DBE subcontractors to meet the 12.1% DBE goal, with traffic control being an early identified area for DBE emphasis. GFT has included Three Oaks for hydraulic support, environmental support, and wetland permitting to ensure the 0.1% DBE goal from Professional Services is met. Depending on the site and the sequence of design, NHM will be ready to begin foundations immediately after the demolition of the existing structures (and after obtaining Notice of Intent (NOI) if impacts exceed one acre). As the foundation crew moves forward, a second concrete crew will form caps for the superstructure construction. As the begin and end spans are completed, multiple grading crews will begin grading approach work, roadway resurfacing, and shoulder improvements, which become the critical path. GFT and NHM are already planning early work design packages to expedite material deliveries and mitigate price escalations.

Experience delivering similar bridge projects, and particularly bridge bundles, will be key to the project's success. NHM has a recent history with two of the five bridges within Bridge Package 21, as we performed repairs on the S-168 bridge over Tributary to Choestoea Creek and S-168 bridge over Little Choestoea Creek in 2024 (P042477). This recent work history and previous involvement with the Resident Construction Engineer gives NHM a unique knowledge and perspective of the sites. GFT has recent direct experience working on SCDOT bridge bundles with the Bridge Package 32 project. On this project, GFT identified the need for multiple design teams, weekly staggered design review submittals, and the need for abundant internal coordination/communication. We learned from Bridge Package 32, the bridge hydraulics are critical to being determined and finalized within the pursuit phase, which is what we plan to perform on Bridge Package 21. This will allow us to hit the ground running with the chosen alternative for each project site upon award. Design scheduling will take into account utility conflicts, NOI needs, and right of way impacts, so the first projects on the design schedule can also progress to construction the earliest. Our team's extensive similar bridge experience is shown in [Table 4](#) and [Table 5](#).

TABLE 4: Bridge Bundle Experience		
Firm	Contract Name	Description
NHM/GFT	NCDOT Hurricane Helene Emergency Express DB - Group 10	4 emergency bridge replacements for bridges damaged by Hurricane Helene
NHM	SCDOT Pickens/Oconee Bridge Rehabilitation	4 bridge emergency bridge repair bundle to put closed bridges back in service
NHM	NCDOT Highway 135	4 bridge emergency bridge repair package to improve bridge load ratings
NHM	SCDOT US-276 Improvement	2 bridge replacement over water and Blue Ridge Southern Railroad
NHM	SCDOT Highway 25	Substructure repairs and LMC overlay on multiple structures
NHM	Henderson County, NC Ecusta Trail	Construction of 6 pedestrian bridges along the Ecusta Trail in Henderson County
NHM	NCDOT C204242	LMC overlay on 6 structures on I-40 in Swannanoa, subcontractor to Southern Road and Bridge
NHM	SCDOT Roper Mountain Road	Construction of single-span bridge, 4 CIP walls, and 1 soldier pile wall for Eagle Construction
GFT	SCDOT Bridge Package 32 DB	6 emergency bridge replacements on accelerated schedule with multiple site simultaneous design and construction

TABLE 5: Cored Slab and Box Beam Bridge Experience				
Firm	Type	Client	Bridge Name	Description
NHM/GFT	Design/Construction	NCDOT	Helene Recovery	4 Structures - 65', 45', 50', 2 span 130'
NHM/GFT	Design/Construction	NCDOT	Bridge 585 over Hominy Creek	50' span cored slab
NHM	Construction	NCDOT	Bridge 221 over Little Savannah Creek	55' span cored slab
NHM	Construction	NCDOT	Bridge 434 over Glady Fork Creek	40' span cored slab
NHM	Construction	NCDOT	Bridge 555 over unnamed creek	35' Span Cored Slab
NHM	Construction	Spartanburg County, SC	Four Mile Branch Road over Four Mile Creek	60' cored slabs

TABLE 5 (CONTINUED): Cored Slab and Box Beam Bridge Experience





Firm	Type	Client	Bridge Name	Description
NHM	Construction	NCDOT	Bridge 215 over Fines Creek	45' span cored slab
NHM	Construction	SCDOT	Route SC-14 over Green Creek	70' span cored slab
NHM	Construction	NCDOT	Bridge 95 over I-40	4 span cored slab, approximately 50' each
NHM	Construction	NCDOT	Bridge 267 over Catawba River	3 span cored slab - 40', 60', 30'
NHM	Construction	NCDOT	Bridge 63 over West Fork of French Broad River	3 span cored slab - 30', 70', 25'
GFT	Design	Greenville County, SC	Dillard Road over Enoree River	105' box beam
GFT	Design	Anderson CTC, SC	Minor Street over Tributary	30' cored slabs
GFT	Design	Oconee County, SC	Crestwood Drive over Little Creek	70' cored slabs (superelevated)
GFT	Design	SCDOT	S-671 over Corner Creek	60' cored slabs
GFT	Design	SCDOT	S-1210 over Tampa Creek	50' cored slabs
GFT	Design	SCDOT	S-634 over Cooper Swamp	70' cored slabs
GFT	Design	SCDOT	S-458 over Indian Camp Branch	70' cored slabs (superelevated)
GFT	Design	SCDOT	S-39 over Cooper Swamp	30'-50' cored slabs
GFT	Design	SCDOT	S-191 over Roberts Swamp	30'-60' cored slabs
GFT	Design	VDOT	Route 636 over South Fork Roanoke River	35'-47'-47' voided/cored slabs
GFT	Design	GDOT	CR 225 over Little Panther Creek	70' box beam

Geographical Location of the Firms: NHM will manage the project from our Asheville office, located one to two hours from the project sites. NHM currently has bridge and grading crews located in the Upstate and Western North Carolina, with at least two crews ready to mobilize and begin construction upon NTP and early design package approval. GFT will manage the design from their Charleston office. GFT's Columbia, Charlotte, and Raleigh offices can also be used for team communication as needed. Additionally, Insight, Telics, and Three Oaks offices are all located in South Carolina. Microsoft Teams and SharePoint will be utilized for project meetings, communication, and resolutions. The proximity of the offices to the site and SCDOT headquarters will allow for enhanced communication, planning, and brainstorming via face-to-face and virtual meetings, coupled with in-person project meeting attendance.

Communication is an integral part of the DB process, and we are committed to communicating effectively to all partners and stakeholders. GFT and NHM will hold a weekly meeting to discuss design progress, conflict resolution, schedule, and upcoming construction activities. Additionally, GFT will hold a weekly design team meeting to coordinate progress between roadway, drainage, and structures staff and with our subconsultants.

3.4 EXPERIENCE OF KEY INDIVIDUALS

Please see [APPENDIX A](#) for resumes of our Key Individuals. All team members currently hold or will obtain licenses required for performing work on the project under state and local laws. The NHM Team commits key staff to fill designated roles, who will be available for the duration of the project and will satisfy the minimum requirements for the following key staff roles: Project Manager, Assistant Project Manager, Construction Manager, and Lead Design Engineer, as shown in **Table 6**.

TABLE6: Key Individuals		
Position/Name/Firm		Key Qualifications <i>(click staff name to view Key Individual resumes)</i>
	Project Manager Cody Terry NHM Constructors, Inc.	<ul style="list-style-type: none"> • 10 years of experience • Has managed multiple bridge bundles and emergency bridge repair contracts for SCDOT • Excels at problem solving and responding to on-site problems in a quick manner to allow for continuous workflow and successful projects for both SCDOT and NHM
	Assistant Project Manager Mark Newman NHM Constructors, Inc.	<ul style="list-style-type: none"> • 10 years of experience • Has managed numerous bridge replacement projects involving cored slab bridges • Believes in the idea that communication on all levels is essential for a successful project
	Lead Design Engineer Matt Rekers, PE GFT Infrastructure, Inc.	<ul style="list-style-type: none"> • 11 years of experience • Design Lead on several recent SCDOT DB projects, including US 17A/21 over CSX and Bridge Package 32 • Engineer of Record for six cored slab bridges and one box beam bridge in South Carolina, including five recent cored slab bridges within Bridge Package 32 using the updated Structural Drawings and Details (effective 7/30/2024)
	Construction Manager Jeff Metcalf NHM Constructors, Inc.	<ul style="list-style-type: none"> • 35 years of heavy/civil/highway construction management experience • Extensive background in delivering complex bridge projects involving fast-track timelines • Served as Construction Manager on NCDOT's Emergency DB Bridge 585 and Hurricane Helene Roadway Repairs

3.5 PAST EXPERIENCE OF TEAM - Please see [APPENDIX B](#) for the Work History and Quality Form-Contractor/Designer. No team member has been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity or are any such actions pending against them within the last five years.

3.6. LEGAL & FINANCIAL - Please see [APPENDIX D](#) for the required legal and financial information.

3.7 ORGANIZATIONAL CONFLICTS OF INTEREST - Please see [APPENDIX E](#) for the Disclosure of Potential Conflict of Interest Certification.

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APPENDIX A

Key Individual Resume Forms

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

- a. Name & Title:
Cody Terry, Project Manager
- b. Role of Key Individual for this Project:
Project Manager
- c. Name of Firm with which you are now associated:
NHM Constructors, Inc.
- d. Years of Experience: With this Firm 10 Years With Other Firms 0 Years
- NHM: Project Manager – Responsible for estimating, project coordination, communicating with owners, cost management, and successfully closing out projects, 2019 – Present
NHM: Assistant Project Manager – Responsible for project takeoffs, estimating, scheduling, organizing, and communications, 2015 – 2019
- e. Education:
University of North Carolina at Charlotte / Charlotte, NC / Bachelor of Science / 2009-2013 / Business Administration with Concentration in Management, Cum Laude
- f. Active Registrations:
None
- g. Document the extent and depth of your experience and qualifications relevant to the Project.

SC 14 Over Green Creek Bridge (P040183), Greenville, SC

Key Personnel Role: Project Manager
Experience with Current Firm: NHM Constructors, Inc.
Project/Assignment Duration: 2020-2021
Owner Contact Information: SCDOT, Will Yarborough, yarborouwd@scdot.org, (864) 590-2981
Design/Construction Value: \$900,000.00

Project Description:

This emergency project required constructing **a new 70' single-span cored slab bridge with drilled in piles over an existing culvert**. Due to the urgency of the project, geotechnical and soil conditions were not available before construction commenced. When issues surfaced with these unknown conditions, Cody worked quickly with SCDOT to come up with a solution for bridge layout and coordinate new drilling conditions for his drilling subcontractor.



Emergency Bridge Repairs (P042477, P042700, P042889), Pickens & Oconee Counties, SC

Key Personnel Role: Project Manager
Experience with Current Firm: NHM Constructors, Inc.
Project/Assignment Duration: 2024-2024
Owner Contact Information: SCDOT, Ari Leinonen, leinonenaw@scdot.org, (864) 777-5012
 SCDOT, Sean Futch, futchsa@scdot.org, (803) 543-4133
Design/Construction Value: \$2,600,000.00

Project Description:

There were four bridges to be repaired on this project, **two are the Choestoea Bridges included in this DB package**. The scope across these four bridges included bridge demolition, temporary bridge strengthening and installation, tee beam saddle installation on multiple bents over water, pile wraps, pile strengthening, and cleaning and painting of steel piles. Cody worked efficiently to plan and coordinate delivery for all materials needed to complete these projects within a +/- 10-month timeline.



McDaniel Avenue Deck Replacement (P041180), Greenville, SC

Key Personnel Role: Project Manager
Experience with Current Firm: NHM Constructors, Inc.
Project/Assignment Duration: 2022-2023
Owner Contact Information: SCDOT, Jeff Jordan, jordanjc@scdot.org, (864) 979-4168
City of Greenville, Lucas Bryson, lbryson@greenvillesc.gov, (864) 616-8665
Design/Construction Value: \$1,000,000.00 (SCDOT) \$2,000,000.00 (City of Greenville)

Project Description:

The goal of this SCDOT project located in downtown Greenville was to remove the existing superstructure, repair the concrete backwalls, and replace the superstructure with new steel girders and a poured deck. The Swamp Rabbit Trail runs underneath this location, so along with the detour required for McDaniel Avenue, a trail detour for foot traffic was also a necessity. When a conflict with a sewer main hanging from this bridge owned by the City of Greenville surfaced, Cody coordinated and partnered with the City and SCDOT to replace 600 linear feet of ductile iron pipe (DIP) and five sewer manholes in conjunction with the bridge work for convenience to the city. Both projects were completed within an 11-month timeline.



NCDOT DN00502 Transylvania County Bridge Replacement on Silversteen Road

Key Personnel Role: Project Manager
Experience with Current Firm: NHM Constructors, Inc.
Project/Assignment Duration: 2024-2025
Owner Contact Information: NCDOT, Tyler Rogers, trogers1@ncdot.gov, (828) 593-7028
Design/Construction Value: \$1,700,000.00

Project Description:

This bridge replacement was designed as a multi-span cored slab bridge with drilled shaft interior bents. Access to this site was tough due to its location in the Pisgah National Forest. Along with the cored slab bridge, the scope included bridge demolition, grading, storm drainage, rock blasting, utility coordination, and heavy erosion control measures to protect the endangered “Hellbender” species. When it was discovered that one of the two interior bents was unexpectedly designed to be located within the river, Cody worked with NCDOT, NC Wildlife, and the Forest Service to safely relocate the wildlife to be impacted in this area and design a temporary dike that would allow for drilled shaft installation.



- 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.
Cody 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: Mark Newman, Project Manager/Vice President
b.	Role of Key Individual for this Project: Assistant Project Manager
c.	Name of Firm with which you are now associated: NHM Constructors, Inc.
d.	Years of Experience: With this Firm <u>9</u> Years With Other Firms <u>1</u> Years NHM Constructors, Inc. (March 2025-Current) Vice President/Corporate Secretary NHM Constructors (March 2016 – February 2025) Project Manager, Structures Division <ul style="list-style-type: none"> Responsible for all aspects relating to bidding work: estimation, takeoffs, soliciting subcontractors Responsible for managing projects related to structure rehabilitation and structure construction to include tasks such as scheduling of crews for self-performing work, scheduling of subcontractors, attending site coordination meetings, cost management, acquisition of construction materials, safety coordination and implementation, lifting plans, and coordination and communication with owner/owner's representative RoundPoint Mortgage Servicing Corp (Oct 2014- Feb 2016) Foreclosure Litigation Specialist <ul style="list-style-type: none"> Assisted clients in collection actions Baucom, Claytor, Benton, Morgan & Wood (Aug 2013-July 2014) Associate Attorney <ul style="list-style-type: none"> Prepared and argued various cases and motions in State and Federal Court involving construction defects, tort actions, complex business issues and contract matters. Taylor & Murphy Construction Co, Inc. (May-August 2006-2008) Intern/Laborer/Operator <ul style="list-style-type: none"> During summer months of college, I gained actual experience operating equipment on heavy highway projects, tying rebar, forming, pouring concrete and learned about how to perform the work I manage today.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Charlotte School of Law/ Charlotte, NC/Juris Doctor/ 2013 / Licensed to Practice in NC 2013 / Licensed to Practice in SC 2014 Western Carolina University/ Cullowhee, NC / Bachelor of Science in Construction Management / Bachelor of Science in Business Administration & Law / 2010
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: None
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <div style="margin-top: 10px;"> <u>Upgrades to US-276, Waynesville, NC</u> Key Personnel Role: Project Manager Experience with Current Firm: NHM Constructors, Inc. Project/Assignment Duration: Feb 2024 - Current Owner Contact Information: NCDOT, Max Buchanan, PE, ext-mlbuchanan@ncdot.gov, 704-582-1852 Design/Construction Value: \$8,743,150.65 Project Description: NHM was retained by Buchanan & Sons, Inc. to construct 2 three-span structures on HWY 276. One structure is over Blue Ridge Southern Railroad while the other is over Richland Creek. Both structures are built using phased construction. As Project Manager, understanding the impact of environmental restrictions is critical for project delivery. On this project, a Bat Mortarium prevented bridge demolition of the bridge over Richland Creek beginning on April 1 within two months from beginning the project. To keep the project on schedule, we identified the need for immediate action, convinced NCDOT for the need of an impervious dike which was omitted from the plans when one bent was located within the creek and demolished the bridge within the appropriate timeframe. </div>



Hurricane Helene Emergency Express DB Bridge Replacement Group 10, Division 13

Key Personnel Role: Project Manager
Experience with Current Firm: NHM Constructors, Inc.
Project/Assignment Duration: Feb 2025 - Current
Owner Contact Information: NCDOT, Rob Cousins, PE, rob.cousins@summitde.com, 919-732-3883
Design/Construction Value: \$7,561,270.00

Project Description:

The NHM/GFT Team is working on the replacement of four structures in Buncombe County that were damaged by Hurricane Helene. **All four structures will be replaced with one- or two-span cored slab bridges.** The team is currently working on identifying issues at each site and development of the required plan set. Immediately upon award, we developed the approach to prioritize sites with the greatest problems (i.e. utilities, right of way, construction access, greatest amount of storm destruction). This has allowed for the most possible time to address problems as they occur with the purpose of providing NCDOT with structures that are back in service.

Replacement of Bridge 221 over Little Savannah Creek

Key Personnel Role: Project Manager
Experience with Current Firm: NHM Constructors, Inc.
Project/Assignment Duration: Aug 2016 - May 2017
Owner Contact Information: NCDOT, Tyler Rogers, PE, rtrogers1@ncdot.gov, 828-593-7028
Design/Construction Value: \$817,511.00

Project Description:

This project involved the **construction of a cored slab bridge** in Jackson County. Due to site constraints, performing a single crane pick would have been cost prohibitive. Therefore, Mark elected to utilize an engineered launching frame which allows the slab to be offloaded and trolleyed across the structure where the second piece of equipment lifts and sets the slab into place.



Bridge 95 over I-40 in Burke County, NC

Key Personnel Role: Project Manager
Experience with Current Firm: NHM Constructors, Inc.
Project/Assignment Duration: July 2022 – Dec 2023
Owner Contact Information: NCDOT, Brandon Houck, mbhouck@ncdot.gov, 828-803-5505
Design/Construction Value: \$1,474,716.00

Project Description:

NCDOT contracted NHM to replace bridge 95 over I-40 which was originally a steel girder bridge with a four-span cored slab bridge. The substructure was to remain intact during construction and elevated to allow for additional clearance on I-40. It was immediately clear upon looking at the site that the plans failed to consider multiple aspects of the project due to the fact it was a rehabilitation contract. NHM caught these issues early and brought it to NCDOT's attention during the preconstruction meeting to give NCDOT plenty of time to determine the appropriate solution.



- 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.
Mark Newman is not assigned to any other projects at this time and will be dedicated to assisting the Project Manager for this project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Matt Rekers, PE, Senior Structural Engineer
b.	Role of Key Individual for this Project: Lead Design Engineer
c.	Name of Firm with which you are now associated: GFT Infrastructure, Inc.
d.	Years of Experience: With this Firm <u>11</u> Years With Other Firms <u>0</u> Years
<p>TranSystems: Engineer in Training (Richmond, VA & Charleston, SC) – Performed load ratings for approximately 25 bridges and co-designer for multiple VDOT projects – Rte 11 Replacements over Tinker Creek and Rte 639 over Elliotts Creek.</p> <p><u>Structural Engineer:</u> Designer of North Abutment/South Abutment, Wall 1, 4, 5 & 6 of CSX over I-85 substructure SC 34 over Wilson Creek – Project Manager / Bridge EOR SC 34 over Norfolk Southern – Project Manager / Bridge & Structures EOR Rte 636 over South Fork Roanoke River (35'-47'-47' Voided/Cored Slabs), Dillard Rd over Enoree River (105' Box Beams) – Bridge EOR Minor St over Tributary (30' Cored Slabs) – Bridge EOR</p> <p><u>Senior Structural Engineer:</u> S-52/Lanham Rd over Horn Creek – Project Manager / Bridge EOR S-165/Old Wire Rd over Wolf Creek – Project Manager / Bridge EOR S-458/Mayfield Heights Rd over Cherokee Creek – Project Manager / Bridge EOR S-671/Samuel Rd over Corner Creek (60' cored slabs) – Project Manager US 301 over Four Hole Swamp Design-Build Project – Bridge EOR US 17A/21 over CSX Emergency Bridge Replacement Design-Build Project – Design Lead / Bridge EOR Low Country Rapid Transit – Structural Lead / Structures EOR / Bridge EOR Bridge Package 32 Design-Build Project (five projects with cored slabs) – Design Lead / Bridge EOR</p>	
e.	Education: University of South Carolina, Columbia, SC / Bachelor of Science / 2012 / Civil Engineering Clemson University, Clemson, SC / Masters of Science / 2014 / Structural Engineering
f.	Active Registrations: Professional Engineer: 2017 / SC / Civil / 34612
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>Bridge Package 32 Design-Build Project (Contract ID 5772040)</u> Key Personnel Role: Design Lead/ Bridge Engineer of Record Experience with Current Firm: GFT Infrastructure (formerly TranSystems) Project/Assignment Duration: Project 2025-Ongoing Owner Contact Information: SCDOT, Tyler Clark, PE, ClarkTA@scdot.org, (803) 737-4596 Design/Construction Value: \$2,800,000.00 / \$15,233,000.00 Project Description: Matt is the Design-Build team's Design Lead for the six bridge replacements that were washed out within the November 2024 storm event. The six bridge replacements consist of cored slab and flat slab structures: two were multi-span cored slabs; three were single-span cored slabs; and one was a three-span reinforced concrete flat slab. Matt was responsible managing all design tasks within the project including roadway, drainage, bridge hydraulics, geotechnical and bridge design, in addition to utility coordination and environmental permitting. To date, five of the six bridge replacements have reached RFC submittals, with two having started construction.</p> <p><u>US 17A/21 over CSX Emergency Bridge Replacement Design-Build Project – Design/Build (P042942)</u> Key Personnel Role: Design Lead/ Bridge Engineer of Record Experience with Current Firm: GFT Infrastructure (formerly TranSystems) Project/Assignment Duration: Project 2023-2024 Owner Contact Information: SCDOT, Tyler Clark, PE, ClarkTA@scdot.org, (803) 737-4596 Design/Construction Value: \$800,000.00 / \$14,630,000.00</p>

Project Description:

Matt was the Design-Build team's Design Lead for this **accelerated bridge replacement**, and was ultimately responsible for design project management, bridge, roadway, and drainage. The existing US17A/21 bridge over CSX was heavily damaged beyond repair by a derailed train in September 2023. The project was performed on an aggressive schedule, due to the roadway being a hurricane evacuation route. The design team, led by Matt, delivered Preliminary Bridge Plans three days after award, signed and sealed/RFC roadway plans 59 days after award, and signed/sealed/RFC bridge plans 71 days after award. The project was substantially completed and opened to traffic in September 2024.

US 301 over Four Hole Swamp Design-Build Project (P0040308)

Key Personnel Role: Bridge Lead/Engineer of Record
Experience with Current Firm: GFT Infrastructure (formerly TranSystems)
Project/Assignment Duration: Project 2022-2024
Owner Contact Information: SCDOT, Brooks Bickley, PE, BickleyBJ@scdot.org, (803) 737-4685
Design/Construction Value: \$1,800,000 / \$19,400,00.00

Project Description:

Matt was the Bridge Engineer of Record for the pursuit of the project and development of the bridge construction plans. He helped the Design Lead (Walker Roberts) oversee coordination between design disciplines and communication with the contractor. In addition to his role as Bridge Engineer of Record, he helped develop the road and bridge geometry, oversaw development of the roadway plans, and coordinated design reviews and comment resolution with SCDOT.

S-52/Lanham Road Bridge Replacement over Horn Creek (P041960)

Key Personnel Role: Project Manager/ Bridge Engineer of Record
Experience with Current Firm: GFT Infrastructure (formerly TranSystems)
Project/Assignment Duration: 2023-2025 (Design) – In Construction
Owner Contact Information: SCDOT, Tyke Redfearn PE, WTRedfearn@scdot.org, (803) 737-1430
Design/Construction Value: \$990,000.00 / \$2,880,000.00

Project Description:

SCDOT's Supplemental Design Criteria for Low Volume Bridge Replacement Projects is being utilized for the project. The previous 150' long bridge consisted of five 30' spans, and debris accumulation was a common maintenance headache which ultimately led to the bridge failing. For the new bridge a skewed integral continuous three span PSC Type III beam with reinforced concrete deck alternative will be constructed. The roadway grade is being raised approximately four feet to meet the previous bridge's low chord and for freeboard to the design year flood elevation. Matt was Project Manager and Bridge Engineer of Record for this **accelerated project**, which was let for construction in 2024 and is currently in construction.

S-165/Old Wire Rd Bridge Replacement over Wolf Creek (P039994)

Key Personnel Role: Project Manager/ Bridge Engineer of Record
Experience with Current Firm: GFT Infrastructure (formerly TranSystems)
Project/Assignment Duration: Project 2022-2025
Owner Contact Information: SCDOT, Tameika Bostic., BosticTL@scdot.org, (803) 737-0457
Design/Construction Value: \$740,000.00 / \$2,30,000.00

Project Description:

The S-165/Old Wire Road bridge in Marlboro County was washed out adjacent to McMeekin Millpond during Hurricane Florence in 2017, and the roadway had been closed since. The old mill spillway/dam was a point of contention for the bridge replacement, and after ownership was settled, SCDOT decided to expedite the delivery of the final construction plans to letting. GFT initiated services for the project within the Bridge Design On-Calendar multiple Limited Notices to Proceed and completed all design services within four months. A single-span fully integral PSC Type IV beam with reinforced concrete deck alternative was chosen for the replacement. Ground improvements including pin piles and geogrid are being utilized at the bridge embankments for slope stability. A DHEC permit was obtained for the dam/spillway to be removed as part of the bridge replacement, and multiple utilities were relocated, including a bored waterline and overhead power line. Matt was Project Manager and Bridge Engineer of Record for the project and his involvement helped lead to the successful opening of the bridge/roadway in early 2025.

- 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.
Matt will not be 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: Jeff Metcalf, Structures Division Manager
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: NHM Constructors, Inc.
d.	<p>Years of Experience: With this Firm <u>9</u> Years With Other Firms <u>33</u> Years</p> <p>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:</p> <p>NHM Constructors, Inc.: Structures Division Manager – Responsible for all aspects of operations within NHM Structures Division. Specific Focus includes Crew assignment to job tasks, safety, bidding construction projects, client engagement, schedule and quality control, 2016 – present</p> <p>Consultant-Owner/Self-Employed - planning, managing, and troubleshooting construction projects, 2006 – 2015</p> <p>Cianbro Corp: Project Engineer, Project Superintendent, Sr. Project Mgr. & Construction Mgr. – Extensive experience on bridge construction and bridge rehabilitation contracts for multiple DOT's throughout the Northeast and Atlantic Regions of the United States, 1983 – 2005</p>
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):</p> <p>LeHigh University / Bethlehem, PA / Bachelor of Science / 1983 / Civil Engineering</p> <p>Asheville-Buncombe Technical College / Asheville, NC / Associates Degree / 1980 / Civil Engineering</p>
f.	<p>Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:</p> <p>None</p>
g.	<p>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.)</p> <p><u>SCDOT Design-Build Package 16 (PO41231)</u></p> <p>Key Personnel Role: Construction Manager</p> <p>Experience with Current Firm: NHM Constructors, Inc.</p> <p>Project/Assignment Duration: 2024-Current</p> <p>Owner Contact Information: SCDOT, Melissa Espinoza, Espinozam@scdot.org, (864-244-1010)</p> <p>Estimated Construction Value: \$950,000.00</p> <p>Project Description:</p> <p>NHM Constructors has been retained by Palmetto Infrastructure to construct one of the bridges on their multi-bridge Design Build Package 16 contract with SCDOT. This structure is a three-span bridge over Twelve-Mile Creek in Pickens County. Construction features cast-in-place deck on drilled shafts and driven piles. Similar to Jeff's anticipated role as Construction Manager for Package 21, he has been responsible for maintaining schedule, crew flow and resource allocation. Additionally, as the point of contact for NHM, Jeff prioritizes communication with all parties involved with the project.</p> <p><u>NCDOT Design-Build Culverts</u></p> <p>Key Personnel Role: Construction Manager</p> <p>Experience with Current Firm: NHM Constructors, Inc.</p> <p>Project/Assignment Duration: 2016-2017</p> <p>Owner Contact Information: Owle Construction, Dean Weber, dweber@owleconstruction.com (828-776-2533)</p> <p>Estimated Construction Value: \$428,000.00</p> <p>Project Description:</p> <p>This project includes subcontracted construction of five cast-in-place culverts replacing existing bridges. The sites are in Madison, Buncombe, Yancey and Mitchell Counties. Due to the site conditions and contract parameters, Jeff assessed and identified solutions to the construction challenges faced on each site. The challenges included water control, phased construction, shoring challenges, subgrade conditions, traffic control, and communication with neighboring stakeholders. While challenging, Jeff was able to use my experience to bring innovative solutions to these complex problems.</p>

Eastern Band Cherokee Indians (EBCI) – Bridge over Soco Creek**Key Personnel Role:** Construction Manager**Experience with Current Firm:** NHM Constructors, Inc.**Project/Assignment Duration:** 2020-2021**Owner Contact Information:** Owle Construction, Dean Weber, dweber@owleconstruction.com (828-776-2533)**Estimated Construction Value:** \$400,000.00**Project Description:**

NHM was retained by Owle Construction to **construct a 50' span cored slab bridge over Soco Creek** in Cherokee. The bridge was founded on driven pile and spread footing. The project had limited space and access to build the phased structure. Due to the proximity of the end bent to the creek and the sensitivity of the trout waters, significant water control was necessary to build the structure according to plan. In coordination with our foreman, NHM designed and installed an impervious dike to protect the stream during construction. This was especially challenging as sheeting could not be used due to the presence of bedrock and the cobble in the stream made it difficult to generate a seal.

P032258 S-50 over I-26 Bridge Jacking**Key Personnel Role:** Construction Manager**Experience with Current Firm:** NHM Constructors, Inc.**Project/Assignment Duration:** 2020**Owner Contact Information:** SCDOT, Will Yarborough, yarborough@scdot.org**Estimated Construction Value:** \$1,800,000.00**Project Description:**

NHM was awarded this contract with SCDOT which consisted of jacking and raising the superstructure of the bridge to interstate clearance standards and concrete deck repairs. During construction, SCDOT added the placement of a Latex Modified Concrete Overlay due to the poor deck condition. NHM was able to coordinate and provide the overlay at an expediate basis. Additionally, an adjacent bridge repair was added to this contract on an emergency basis (Bridge on SC-49 over Rocky Branch Creek). The repair scope included the installation of four crutch bents to support the center spans and remove load from interior timber bents which were failing.


- 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.
Jeff is not required to be on-site full-time for the duration of construction.

APPENDIX B

Work History and Quality Form


(Section 3.5.1)

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Contractor – NHM Constructors, Inc.


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 NHM’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 NHM (in thousands)
Name: SCDOT Emergency Bridge Repairs (P042477, P042700, P042889) Delivery Method: D-B-B Location: Pickens & Oconee Counties, SC	Name: Kisinger Campo & Associates	Name of Owner: SCDOT Project Manager: Ari Leinonen (RCE) Phone: 864-777-5012 Email: LeinonenAW@scdot.org	04/2024 01/2025	\$2,579	\$2,251
g. Narrative describing the work performed by NHM Constructors, Inc.					
<p>NHM Constructors, Inc., as Lead Contractor, successfully completed emergency repairs to four bridges that were closed to traffic in order to get them back in service for SCDOT. One of these locations required strengthening measures to be added to an existing temporary bridge which was owned by SCDOT before installation by NHM. There were many challenges involved with this site as the members for the temporary bridge differed from what was shown in the plans provided. Quick and accurate field dimensioning as the structure was erected was required in order to provide SCDOT and KCA the info needed to keep this project on track. Another location involved installation of saddle beams over the Little River with tough access. The final two locations were the two S-168 Choestoea bridges included in this DB package, where after steel pile strengthening, and pile wraps were installed for both, the roads were opened back up to the public. Other miscellaneous items that were a part of the scope of this contract were bridge demolition, rip rap installation, miscellaneous concrete repairs, joint repairs, paving, and striping. Cody Terry worked closely with SCDOT and KCA throughout these projects as while working on maintenance projects, changes are inevitable. There were many locations throughout the bridges where detailed concrete and steel repairs did not cover the damaged portions of the bridges. Not only did Cody identify and recommend a solution for extending the repairs, but he also swiftly secured the materials needed for installation to allow for continuous flow of work without interruption. Cody’s team communication and problem-solving skills will contribute to the successful completion of SCDOT’s Package 21 project.</p>				<div>Team Involvement:<ul style="list-style-type: none">■ Cody Terry – Project Manager■ Jeff Metcalf – Construction Manager</div> <div>Relevance:<ul style="list-style-type: none">■ SCDOT Involvement■ S-168 over Choestoea (2 bridges)■ Bridge Bundles</div>	
h. Self-Assessment. The information provided in this section should be a self-assessment of NHM’s performance on the project to identify NHM with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Each one of these projects presented its own individual difficulties. NHM met with SCDOT immediately after award of contract to review each location and identify possible conflicts with construction. Due to long lead times on structural steel items, NHM was able to organize a unique work schedule that allowed for constant workflow across these four sites to eliminate potential delays. This project was delivered safely and on time to SCDOT.					
i. Quality Initiatives. Discuss NHM’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.					
NHM takes pride in attempting to identify potential issues with construction and addressing them on the front end. Before bidding, after award, and throughout construction, each job is constantly monitored by the Project Manager and NHM team to ensure a quick reaction time to any problem that may present itself.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, NHM shall provide a detailed explanation below.					
“No” to all questions					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER


Lead Contractor – NHM Constructors, Inc.

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 A’s or B’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 A or B (in thousands)
Name: 585 Bridge Replacement Delivery Method: Design Build Location: Buncombe County, NC	Name: GFT Infrastructure, Inc. (formerly Gannett Fleming, Inc.)	Name of Owner: North Carolina Department of Transportation (NCDOT) Project Manager: Tom Veazey Phone: (828) 250-3270 Email: tveazey@ncdot.gov	12/2023	\$797.093	\$797.093
g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<p>Hurricane Fred damaged the existing structure causing the need to replace the bridge. NHM/GFT was awarded a DB contract to design an onsite temporary structure and reconstruct the new structure in the same location as the damaged structure. Following design, NHM Constructors, Inc., as Lead Contractor, installed the temporary detour, including a temporary structure to allow traffic to be shifted onto the temporary bridge. Once traffic was shifted, NHM replaced the existing structure with a single span 50’ cored slab bridge. Once the bridge was completed, traffic was shifted onto the permanent bridge and the detour was removed. The challenge with this structure was how different the rock elevation was from one side of the structure to the other. At End Bent 1, the presence of rock was almost immediate after excavation for the end bent, while at End Bent 2, we had no issues with driving pile for the foundation. However, due to the planning and preparation of the team during the design phase, NHM was aware and prepared to perform that pile excavation.</p>			<div></div> <div><p>Team Involvement:</p><ul style="list-style-type: none">■ Mark Newman – Project Manager■ Jeff Metcalf – Construction Manager■ Rick Nelson, PE – Design Lead■ Rick Tipton, PE – Roadway Engineer<p>Relevance:</p><ul style="list-style-type: none">■ Design Build■ Accelerated Schedule■ Single-Span Cored Slab Bridge</div>		
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>As mentioned above, pile excavation was required. Rather than subcontracting this work or renting the appropriate equipment to perform the work, NHM used an excavator mounted rock drill that we have used on past projects for temporary shoring applications. We learned during this project that using this equipment in this application is not something we want to do moving forward as it does not advance the schedule as needed and does not help with project delivery.</p>					
i. Quality Initiatives. Discuss A’s or B’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>It is essential we identify at project outset the potential issues that can effect cost and/or delay schedule. Therefore, we identified early in the project issues with the location of a power pole and line running parallel to the existing structure. In coordination with the utilities, we were able to relocate the pole. Additionally, to drive the schedule, NHM performed as much work as practically possible prior to relocation so as not to delay project schedule.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
The responses to each question in Section 3.5.2 is “No”					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
GFT Infrastructure, Inc.

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 A’s or B’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 A or B (in thousands)
Name: Package 32 Design Build Project Location: Bamberg, Calhoun & Orangeburg, SC	Name: Crowder Construction Company	Name of Owner: South Carolina Department of Transportation (SCDOT) Project Manager: Mr. Tyler Clark, PE Phone: (803) 737-4596 Email: ClarkTA@scdot.org	Construction: begin June 2025 Professional Services: July 2025 (Construction Phase ongoing)	\$15,233	\$2,800 (Est.)
g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<div><div><p>GFT Infrastructure (formerly TranSystems) was the lead designer for the Package 32 Design Build, performing design work was performed out of our Charleston, SC office and Atlanta, GA office (bridge hydraulics only). GFT provided lead services for project management, roadway design, roadway drainage design, bridge design, seismic design, bridge hydraulic design, and construction phase services. The project replaced the six bridges which has severely washed out within a storm event in November 2024 with new cored slab bridges, which are being performed within a close and detour. During the pursuit, SCDOT allowed the design teams flexibility to evaluate each site’s hydrologic and hydraulic conditions, which our team took advantage. Our team evaluated multiple options for each site and after consulting with our Contractor, we determined the most efficient bridge replacement solution for each site. Due to the limited widths associated with most of the roadways within this package, our team decided that smaller span lengths would be most advantageous to reduce the crane size associated with cored slab / box beam picks.</p><p>Although interior bent construction was required with these alternatives, it was determined by the team that the advantage of a smaller crane for smaller structure picks and interior bents versus single span picks with larger box beam weights was not in our teams favor, and ultimately we believe this decision might have been a factor for us ultimately winning the project. In addition, we feel that hydrology/hydraulics was also absolutely key to a successful bid for this project. Without the typically required span arrangements and the variable nature associated with this project, including four box culverts and two multi-pipes, our hydraulic team had their work cut out for them. We evaluated multiple structure lengths, sizes, boxes with roadway, and hydraulics in mind to give our Contractor the best available solution.</p></div><div></div><div><p>Design Team Involvement:</p><ul style="list-style-type: none">▪ Matt Rekers, PE – Design Lead▪ Walker Roberts, PE – Road EOR▪ Jacob Law, PE – Bridge Hydro EOR▪ Mason Conner, PE – Road Drainage EOR▪ Nick LaCour, PE – Geotech EOR▪ Cory Wood – Utility Coordination Lead<p>Relevance:</p><ul style="list-style-type: none">▪ SCDOT Design Build▪ Accelerated Schedule▪ Bridge Bundling▪ Single and Multi-Span Usage of Cored Slabs (new standards and details)</div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
GFT met all design submittals within the Design Schedule Review (as part of Submittal 000), including the six different first final packages, and six resubmittals, which we made sure to make a priority as we are aware this helps SCDOT set their review schedules. All design services were performed on or under budget.					
i. Quality Initiatives. Discuss A’s or B’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 construction scheduling concerns, GFT was asked to revise our first submittal by our DB contractor on Package 32 (S-1210 over Tampa Creek) to adjust the elastomeric bearings from the new standard reinforced elastomeric bearings to the prior standard plain elastomeric bearing after RFC. GFT was able to provide the Revised RFC 1 within one week of this request.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
The responses to each question in Section 3.5.2 is “No”					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
GFT Infrastructure, Inc.

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 A’s or B’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 A or B (in thousands)
Name: US 301 Bridge Replacements over Four Hole Swamp Location: Orangeburg County, SC	Name: Crowder Construction Company	Name of Owner: SCDOT Project Manager: Brooks Bickley, PE Phone: (803) 737-4685 Email: BickleyBJ@scdot.org	Construction: September 2024 Professional Services: September 2024	\$19,340	\$1,800
g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<div><div><p>GFT Infrastructure (formerly TranSystems) was the lead designer for the US 301 Bridge Replacements over Four Hole Swamp DB project.</p><p>All design work was performed out of our Charleston, SC office and Atlanta, GA office (bridge hydraulics only). GFT provided lead services for project management, roadway design, roadway drainage design, bridge design, seismic design, bridge hydraulic design, traffic control and construction phase services. The project replaced the existing dual bridges over Four Hole Swamp with a new 300’ flat slab bridges. The bridges were replaced on the existing alignment, with a crossover as traffic is high on US 301 (AADT = 11,000). From the beginning of the pursuit, our team had concerns with the existing backwater requirements, which were less than 1.0’ per typical SCDOT requirements. However, after confidential conversations with SCDOT, an RFP addendum was released allowing for 1.5’ backwater. Not only were hydraulic issues prevalent, but geotechnical issues with the cemented Santee Limestone formation and weak zones were of concern. Multiple span configurations and foundation alternatives were evaluated during the pursuit, and ultimately we identified a three-unit, eight-span reinforced concrete flat slab superstructure with R/C caps and 24” square PSC piles for the interior bents and steel H-piles for end bents was most beneficial for the site conditions. The project also included safety improvements along the 1.4-mile corridor, which included shoulder widening and guardrail construction. The project was substantially completed and opened to both directions of traffic on August 27, 2024.</p></div><div></div><div><p>Design Team Involvement:</p><ul style="list-style-type: none">▪ Walker Roberts, PE – PM/Road EOR▪ Matt Rekers, PE – Bridge EOR▪ Kenny Wagner, PE – Seismic EOR▪ John McWhorter, PE – Bridge Hydro EOR▪ Christy Shumate – Environmental Lead▪ Cory Wood – Utility Coordination Lead<p>Relevance:</p><ul style="list-style-type: none">▪ SCDOT Design Build▪ Accelerated Schedule▪ Bridges over Waterway</div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The project’s design was completed on time and under budget without any design change orders. GFT prioritized the Traffic Control plans and Safety Improvement Plans to ensure Crowder could begin construction as soon as possible after award. Additionally, the bridge plans were submitted as separate packages (southbound and northbound) to additionally accelerate the construction schedule. During construction, GFT provided bent reinforcement modifications and design verification for approximately 14 of the 18 bents that had out of tolerance piles, which were provided typically within one day of submittal which helped keep the project construction on schedule. Additionally, multiple design memorandums were provided by GFT regarding piles which didn’t meet minimum tip elevations, including revisions to the Seismic Reports to ensure the design intent was still met.</p>					
i. Quality Initiatives. Discuss A’s or B’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>Upon driving the first pile, it was determined a larger diameter pre-drill would be required to penetrate into the Santee Limestone; therefore, the GFT team immediately re-analyzed the bridge and geotechnical aspects of using a larger pre-drill diameter and a revised RFC Bridge Plan set and RFC Seismic Report were promptly issued to allow Crowder to continue with construction without substantial delays and avoiding claims.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
The responses to each question in Section 3.5.2 is “No”					

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APPENDIX C

Work History and Quality Form

(Section 3.5.2)

The NHM - GFT team does not have any projects completed in the last five years that meet any of the below stated criteria from 3.5.2.

3.5.2 Quality of Past Performance

1. Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project on which they were a Lead Contractor or member of a joint venture?

For all projects, the response is “no”.

2. Has the Lead Contractor or any member of the joint venture submitted a contract claim exceeding \$250,000 on any project on which they were a Lead Contractor or member of a joint venture? If so, explain the contract claim and any results.

For all projects, the response is “no”.

3. Have any design-build projects or projects of similar scope been delayed more than 30 days such that liquidated damages were assessed?

For all projects, the response is “no”.

4. Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?

For all projects, the response is “no”.

5. 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?

For all projects, the response is “no”.

6. Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?

For all projects, the response is “no”.

7. Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?

For all projects, the response is “no”.

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APPENDIX D

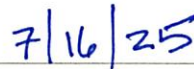
Legal & Financial

PROPOSER'S AFFIDAVIT OF FINANCIAL CAPACITY

NHM Constructors, Inc. has the financial capacity and resources necessary to complete the Bridge Package 21 Design-Build Project, Contract ID 5368980, Oconee & Spartanburg Counties as proposed herein. A letter from our bonding company attesting to our good standing and bonding capacity is attached.



William M. Newman, President



Date

Buncombe County
North Carolina

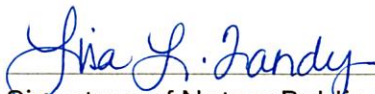
I certify that, William M. Newman, personally appeared before me this day, and acknowledged to me that he signed the above.

Lisa L Tandy

Notary's printed or typed name



Date



Signature of Notary Public

09-16-2026

My Commission Expires





Surety Department

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

Ms. Renee Frazier
Office of Project Delivery
Office of Chief Council, Office of Alternative Delivery
South Carolina Department of Transportation
955 Park Street, Room 101 (302,421)
Columbia, South Carolina 29201

July 14, 2025

Subject: NHM Constructors, Inc.
SCDOT Bridge Package 21, Design-Build Project, Contract ID 5368980
Oconee and Spartanburg Counties

Dear Ms. Frazier:

We are pleased to confirm our surety bond relationship with NHM Constructors, Inc. NHM Constructors, Inc. has been a client of ours for over 12 years, in which we have approved bonds in the \$50,000,000 range with an aggregate work program in excess of \$100,000,000. Currently, we handle their surety needs through Philadelphia Indemnity Insurance Company, which is one of the leading surety companies in the country. They are authorized to transact business in the State of South Carolina and have an A. M. Best rating of "A++ (Superior)" and are on the current Department of the Treasury's Listing of Approved Sureties {Dept. Circular 570}.

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

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

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

Sincerely yours,

PHILADELPHIA INDEMNITY INSURANCE COMPANY



Angela Y. Buckner
Attorney-in-Fact



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PHILADELPHIA INDEMNITY INSURANCE COMPANY

One Bala Plaza, Suite 100
Bala Cynwyd, PA 19004-0950

Power of Attorney

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

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

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

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

IN TESTIMONY WHEREOF, PHILADELPHIA INDEMNITY INSURANCE COMPANY HAS CAUSED THIS INSTRUMENT TO BE SIGNED AND ITS CORPORATE SEAL TO BE AFFIXED BY ITS AUTHORIZED OFFICE THIS 5TH DAY OF OCTOBER 2024.

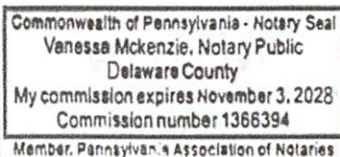


(Seal)

John Glomb, President & CEO
Philadelphia Indemnity Insurance Company

On this 5th day of October, 2024 before me came the individual who executed the preceding instrument, to me personally known, and being by me duly sworn said that he is the therein described and authorized officer of the PHILADELPHIA INDEMNITY INSURANCE COMPANY; that the seal affixed to said instrument is the Corporate seal of said Company; that the said Corporate Seal and his signature were duly affixed.

Notary Public:



residing at:

Linwood, PA

My commission expires:

November 3, 2028

I, Edward Sayago, Corporate Secretary of PHILADELPHIA INDEMNITY INSURANCE COMPANY, do hereby certify that the foregoing resolution of the Board of Directors and the Power of Attorney issued pursuant thereto on the 5th day October 2024 are true and correct and are still in full force and effect. I do further certify that John Glomb, who executed the Power of Attorney as President, was on the date of execution of the attached Power of Attorney the duly elected President of PHILADELPHIA INDEMNITY INSURANCE COMPANY.

In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 14th day of July, 2025.



Edward Sayago, Corporate Secretary
PHILADELPHIA INDEMNITY INSURANCE COMPANY

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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:

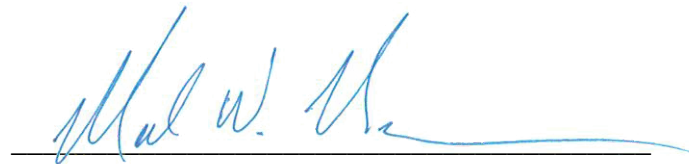
 X Determined that no potential organizational conflict of interest exists.

 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

07/15/2025

Date

Mark Newman

Print Name

NHM Constructors, 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

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APPENDIX F

*Confidential or Proprietary Information
Summary List*

Information contained within our Statement of Qualifications is not confidential or proprietary.

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APPENDIX G

Addendum Receipt Form(s)

NOTICE OF RECEIPT
Bridge Package 21
Design-Build – Contract ID 5368980
Oconee and Spartanburg Counties

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.

 07/16/2025

PROPOSER's Signature Date

Mark Newman

Printed Name

For: NHM Constructors, Inc.

Design-Build Team Name



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APPENDIX H

*Key Individual and Contractor/Designer
Reference Form(s)*

[illegible]

[illegible]