

Bridge Package 21 Design-Build Project Contract ID 5368980 Oconee and Spartanburg Counties

Statement of Qualifications

July 22, 2025



3.2 INTRODUCTION:

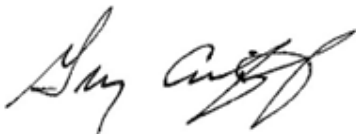
Contracting Entity:	Palmetto Infrastructure, Inc. (Corporation)	
Contact / Managing Office & Lead Contractor:	Greg Canniff, President 3620 Pelham Rd. PMB 349 Greenville, SC 29615	(864) 879-2166 gcanniff@palmettoii.com
Lead Designer Contact:	Derek Staton, President CTEA 3700 Arco Corporate Dr Suite 405 Charlotte, NC 28273	(980) 722-6065 derek.staton@carolina-tea.com

Our Team is comprised of Palmetto Infrastructure, Inc. (PII) as the Lead Contractor and Carolina Transportation Engineers & Associates, PC (CTEA) as the Lead Designer. This Team is pleased to present our qualifications and approach to the completion of Bridge Package 21 Design-Build Project, as described in the Request For Qualifications (RFQ) dated June 30, 2025. Greg Canniff has the authority to sign the contract.

<u>Unique ID</u>	<u>Full Legal Name</u>
J7HRJNQLYXM5	Palmetto Infrastructure, Inc.
NKE8MYLPKBV6	Carolina Transportation Engineers & Associates, PC

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

Commitment Signatures:



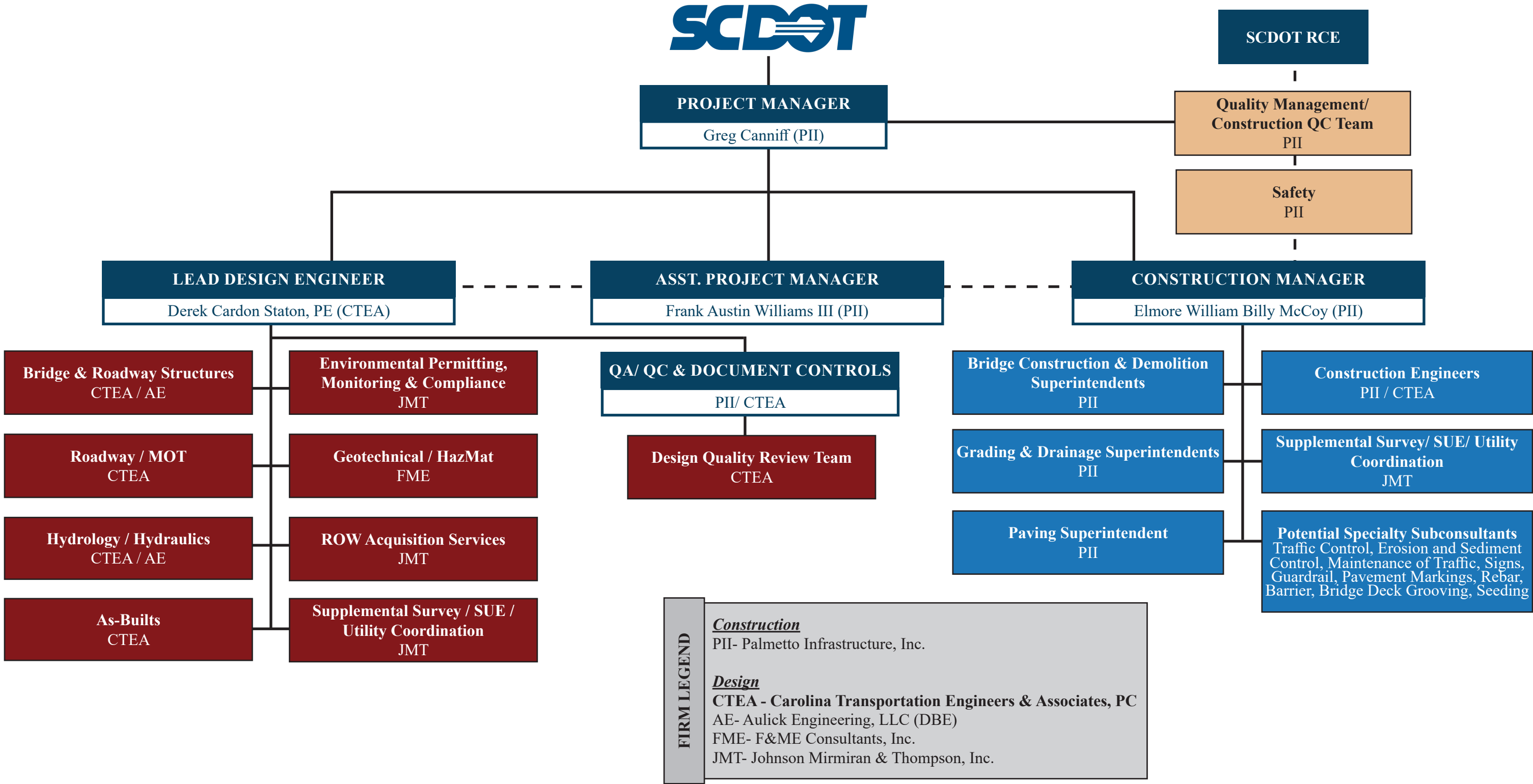
Greg Canniff
President
Palmetto Infrastructure, Inc.



Derek Staton, PE
President
Carolina Transportation Engineers & Assoc., PC

3.3 TEAM STRUCTURE AND PROJECT EXECUTION: Greg and Derek are the Presidents of PII and CTEA respectively. Both have the full authority to make any decisions. This unique situation allows design and construction decisions to be made immediately and with full support of the companies. Greg, assisted by Frank, will lead the overall project and will contract with SCDOT. Derek will lead the design, permitting and construction engineering services. Billy will lead construction. Greg, Derek, Billy and Frank have all worked together on four recent design-build projects replacing a total of ten bridges for SCDOT, the most recent one being Design-Build Bridge Package 16 in Pickens County, which will be nearing completion as Bridge Package 21 goes to construction.

3.3.1 Organizational Chart



Functional Relationships: Greg Canniff, assisted by Frank Williams, is responsible for all aspects of the design and construction of the project and will report to SCDOT. Greg will be intimately involved in this project from conception to final delivery. Greg will co-locate with the Lead Design Engineer during plan development. The Lead Design Engineer, Derek Staton, will report to Greg and be the primary point of contact for design and permitting, and will coordinate with SCDOT for design reviews and project documentation. Assistant Project Manager, Frank Williams, will report to Greg and assist in the day-to-day management of the project. Construction Manager, Billy McCoy, will manage construction activities and be the primary contact with the SCDOT Resident Construction Engineer. Billy will ensure a superintendent is on-site during construction for each bridge site.

Greg and Derek will coordinate daily during design and throughout construction. Derek will present design alternatives to Greg for consideration and relay design schedules to Greg for maintenance of the overall project schedule. Decisions made will be passed along to the design team. Weekly meetings will be held for the entire design



S-197 over South Tyger River

team plus Greg, Billy and Frank to keep parties engaged through design package acceptance. Construction insights and preferences will be incorporated in the plans from these design meetings.

During construction, FME will review and approve pile driving logs, drilled piers and embankment materials, as requested. JMT will perform environmental monitoring and compliance reviews, and CTEA will provide shop drawing reviews and construction support, as well as coordinate these subconsultants. Derek will attend monthly construction meetings, until design is complete, and as requested thereafter. Greg will hold weekly meetings throughout construction and will pull in additional team members as needed to resolve construction conflicts or take advantage of opportunities. Billy and Frank have a direct line of communication with Derek to resolve construction conflicts, address plan ambiguities, and/or request changes for unforeseen issues or changed conditions in the field.

All Key Individuals are currently working together on Design-Build Bridge Package 16, which is well ahead of schedule, and EBP 2018-2A DB and EBP 2020-1 DB, two DB projects previously completed on time in SC. Projects are completed on time and to the client's satisfaction when the team is integrated and communicating with each other, SCDOT and local stakeholders - as we do.

Previous Teaming History: Greg and Derek have decades of experience working together. Prior to the EBP projects for SCDOT, they won and completed several design-build projects in South Carolina while employed at Lane and HDR, respectively. Greg, Billy and Frank have similar history (Greg and Billy worked together for years at UIG prior to PII and they have been together at PII for many years). This Team has pursued, designed, and/or constructed projects for SCDOT and the City of Greenville continuously for the past 7 years. Recent examples include:

PROJECT DESCRIPTION	Palmetto Infrastructure	Carolina TEA	Greg Canniff	Derek Staton	Billy McCoy	Frank Williams	JMT	FME	Aulick	CONTACT
Bridge Package 16 DB	X	X	X	X	X	X	X			Carolyn Fisher, SCDOT PM fischerp@scdot.org 803.612.0471
SCDOT replacement of 4 load restricted bridges (5 in total) in Pickens County, SC, 2023 to present	<i>PII performed as Lead Contractor, CTEA performed as Lead Designer</i>									
EBP 2020-1 DB	X	X	X	X	X	X	X	X	X	Zach Herron, SCDOT PM herronzk@scdot.org 864.716.2380
SCDOT emergency bridge replacement DB; 2 bridge replacements over streams using low volume criteria, 2020	<i>PII performed as Lead Contractor, CTEA performed as Lead Designer</i>									
EBP 2018-2A DB	X	X	X	X	X		X	X	X	Jae Mattox, SCDOT PM mattoxjh@scdot.org 803.737.1805
SCDOT bridge replacement DB; 3 bridge replacements over streams with an intersection relocation, 2018 to 2019	<i>PII performed as Lead Contractor, CTEA performed as Lead Designer</i>									
SRT over Haywood & Laurens Roads	X	X	X	X	X	X		X	X	Nick DePalma ndepalma@greenville.gov 864.933.2242
Value engineering redesign during construction. Pedestrian trusses over Haywood Road and Laurens Road with multi-span cored slab approaches on pile bents, 2022-2024	<i>PII performed as Lead Contractor, CTEA performed as Lead Designer</i>									

For each of the projects identified, our Key Individuals and other team members performed the same or similar role as identified for this project. PII and CTEA routinely work on larger projects, but these bridge replacements include the exact type of work this Team is set up to perform well. They are located close to our design and construction offices and are very similar to ongoing design and construction projects we are completing in the area.



PII/CTEA Routinely Collaborate on Site to Bring Value to Projects (Package 16 site visit shown).

3.3.2 PROJECT RESOURCES, STRATEGIES, AND EXECUTION

Project Resources: PII has the financial capacity, bonding capacity, management team, bridge construction crews, and construction equipment available immediately to manage and construct this project. PII will complete the SC 183 bridges (Bridge Package 16) in late summer to early fall of 2025. US 123 SB will be completed in spring 2026, with only subconsultant work ongoing through the summer. PII will have local crews and equipment available to move to Package 21 as soon as design work is accepted and RFC drawings are complete. PII's availability aligns perfectly with the proposed schedule for a January 2026 award. CTEA will develop designs, obtain approvals, and initiate permitting and right-of-way acquisition before construction begins. PII has no backlog after Package 16 is complete, and anticipates a minimum of two bridge crews and one grading crew continuously on this project. If schedule demands are condensed, PII will provide additional crews. ***We will complete this project on time- as demonstrated on every PII DB project to date.***

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 CTEA roadway and hydraulics design staff are new hires, 100% available for this assignment.

CTEA will self-perform project management, roadway design, maintenance of traffic, hydraulic design, bridge engineering, and associated plan production. These disciplines are the key to developing a winning proposal and we will develop the conceptual/ preliminary plans during the project pursuit.

Subconsultants on the PII Team include F&ME for geotechnical design and construction QC, Aulick Engineering for hydraulic and bridge design support, and JMT for environmental permitting, monitoring and compliance, surveys, SUE, ROW and utility coordination. CTEA has successfully partnered with each of our subconsultants on recently completed design-build projects and current projects. They bring extensive resources to the team and will be available as needed to ensure schedules are met. Subcontractors will be selected for the project during the pursuit. PII has long-standing relationships with many paving, grading

STRATEGY FOR IMPLEMENTATION OF RESOURCES		
Self-Performance	Construction Work Item	Primary
	Project Management	PII
	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	

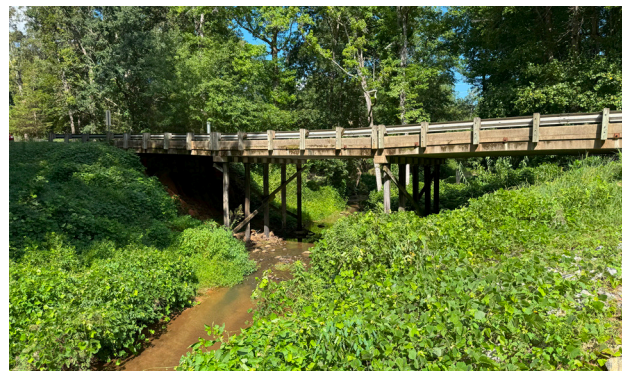
and other subcontractors in the project area.

DBE Participation Outreach: PII and CTEA will use and promote WBE, DBE and SBE subconsultants and subcontractors. We value the expertise these partners bring to our team. PII seeks the use of local DBE firms in all phases of work, and historically use DBEs for tying reinforcement steel, erosion control, guardrail, box beam and cored slab fabrication, grading, seeding, and deck pans. Aulick Engineering (WBE) is a dedicated partner for bridge design and hydraulics. PII/ CTEA will meet the stated DBE goals for the project.

Geographic Location: PII's corporate headquarters and CTEA's Greenville office are located less than 10 miles apart and are 20 to 60 miles from the five bridge replacement sites. This allows for reduced response times, frequent on site face to face collaboration and enhances real time coordination with utilities, subcontractors and SCDOT. PII will co-locate at CTEA's office during the pursuit, and we will collectively visit the sites to identify constraints and issues and determine the best mitigation strategy and design. Design leads from our entire team attend these meetings.

SCDOT will benefit from these sites and the Resident Construction Engineer's office being so close to the "home base" of both PII and CTEA. Equipment repair or replacement can be taken care of in an hour, rather than losing a day's travel to retrieve a part from the shop. CTEA can be on site within an hour to assist PII with unforeseen challenges during construction. Field utility coordination meetings can be scheduled within much smaller windows as travel demands are lessened. These benefits will be reduce PII's risks on the job and lower our bid price. Further, Greg has been working in the upstate for decades and has developed excellent relationships with local subonctractors. We have high confidence in our ability to meet schedules due to our location and our relationships, and will reduce liquidated damage risks accordingly.

CTEA's office in Columbia provides immediate access and response to SCDOT Headquarters, just 3 blocks away. JMT and Aulick also have staff in the Upstate near these projects and in Columbia near SCDOT. JMT's upstate survey crews can be on site within an hour to resolve issues, gather as-built information or perform construction stakeout. The PII Team's footprint will enhance project execution and delivery, and allow for immediate access, to resolve issues and facilitate communication. PII and CTEA will deliver this package on an aggressive schedule.



S-51 over Snow Creek

3.4 EXPERIENCE OF KEY INDIVIDUALS

The PII Team brings experience and expertise in all phases of roadway and bridge design and construction for the Project. Bridge Package 16 DB, EBP 2020-1 DB and EBP 2018-2A DB prove this team's ability to deliver a quality fast-paced design-build project on schedule and on budget, with no unresolved issues. The resume page limitations do not allow us to showcase all of our experience, so we have selected example projects that showcase our ability to design and construct cored slab and box beam bridges in a fast paced design-build environment. We believe this best exemplifies 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.

3.4.4 Project Management Team

Greg, Billy and Frank are full-time employees of PII. Derek is a full-time employee of CTEA.

Project Manager: Greg has managed

successful fast-paced design-build projects including the Greenville Southern Connector, I-85 & I-77

Title	Name	Firm	Experience		
			Req'd	Prov'd	DB
Project Manager	Greg Canniff	PII	7	43	✓
Asst. Project Manager	Frank Williams	PII	5	36	✓
Construction Manager	Billy McCoy	PII	5	34	✓
Lead Designer	Derek Staton	CTEA	7	34	✓

Interchange and HOV Lanes, and recently, EBP 2018-2A DB, EBP 2020-1 DB, and Bridge Package 16 DB where he performed the same role. Greg is the founder, owner and president of PII, and built the company to perform this exact type of bridge replacement project quickly and efficiently.

Greg is in charge of and responsible for delivery of the project in accordance with the contract, with full authority to make decisions on behalf of the Team and communicate these decisions to SCDOT. As President, Greg does not need to check with an executive management team and can make decisions immediately, expediting project delivery and facilitating negotiations. He brings 43 years of bridge building experience to this position, including 35 years in management roles. Greg will attend and lead weekly status meetings through design and construction and will be available at the request of SCDOT. Even though PII will utilize an assistant Project Manager for Package 21, this project will be Greg's primary focus from Notice of Award until construction is well underway, or even nearing completion.

Assistant Project Manager: Frank complements Greg with the daily management of the Project and will schedule and coordinate subcontractors. He performed a similar role on the recent Swamp Rabbit Trail Projects in Greenville and EBP 2020-1 DB. Frank performed as the paving manager, safety manager and QA/QC lead on Bridge Package 16 DB. Under previous employment, Frank has served as Project Manager on numerous construction contracts throughout the Upstate. For the duration of construction, Frank will be dedicated solely to managing this Project, shall have no other assigned Project responsibilities, and shall not be utilized on any other projects. Frank will be on-site during construction activities and attend weekly status meetings during design and construction phases and will be available at the request of SCDOT.



S-133 over Little Cane Creek

3.4.5 Design Engineering Team

Lead Design Engineer: Derek has extensive design-build experience on SCDOT projects and personal experience designing bridges like the cored slab and box beam designs anticipated, as well as AASHTO girder bridges if necessary. His in-depth knowledge of permitting, roadway design, bridge design, geotechnical design and hydraulic design allows him to balance the requirements of each discipline to develop the best engineering solution at each site. His eye for constructability solves conflicts before plans go to construction. Derek will be in charge of and responsible for all aspects of the design and permitting subject to Greg's oversight. He has 27 years of experience in the structures design and management of Design-Build projects ranging from \$2 million to over \$2 billion with multiple new bridges and bridge replacements, including



S-168 over Little Choestoea Creek

Bridge Package 16 DB, EBP 2020-1 DB, EBP 2018-2A DB, and Emergency Express DB Bridge Replacement for Hurricane Helene relief for NCDOT. For the duration of the design phase, Derek will attend project meetings, be primarily dedicated to the design of the Project, and be available as needed by SCDOT.

Derek is the President and full-time employee of CTEA and can make commitments on behalf of the firm.

3.4.6 Construction Management Team

Construction Manager: Billy complements Greg with the construction management and is responsible for all aspects of construction of the Project. He will work with SCDOT District personnel to ensure project compliance. Billy will have a direct line of communication to Derek for assistance with design issues during construction – accelerating project delivery. He performed this same role on Bridge Package 16 DB, EBP 2018-2A DB and EBP 2020-1 DB. Bridge Package 16 is anticipated to wrap up construction before Bridge Package 21 will go to construction. This will allow a seamless transition for Billy. The Team will utilize at least two bridge crews from PII, as well as a grading crew and a paving crew. Billy will ensure each crew has a construction superintendent on site during construction activities. For the duration of construction, Billy will attend weekly status meetings and be available at the request of SCDOT.

3.5 PAST PERFORMANCE OF TEAM:

Experience of Proposer's Team: PII and CTEA have worked together continuously over the past seven years. This work includes design-build pursuits & execution, bridge construction engineering, and value engineering submittals. Our team has produced two emergency design-build packages for SCDOT on time and on budget, and we



S-168 over Tributary to Choestoea Creek

are nearing completion on Bridge Package 16 DB where we anticipate a very early delivery. We value engineered two pedestrian bridges for the City of Greenville that were delivered on budget and ahead of schedule. Additionally, our staff have been working together for decades.

SCDOT scored CTEA and PII with above average marks on our performance appraisals on our most recent scores for Bridge Package 16 DB, as well as our final performance appraisals for EBP 2018-2A and 2020-1 DB projects. Both of these completed projects won the Engineering Excellence Award from ACEC-SC. PII overcame a leaking force main sewer at S-51 (EBP 2018-2A) and a post-award flood that changed site conditions at S-174 (EBP 2020-1) – but still finished the projects on time. We add quality to our projects by working with local neighbors to reduce impacts to their properties (SC 183 close and detour) and mitigate issues such as utility delay and relocation at US 123 (Bridge Package 16 DB), and recycle materials whenever possible like was done with farm use of bridge precast panels from S-816 (EBP 2020-1).

Currently, PII and CTEA are teamed on the successful delivery of Bridge Package 16 DB, which includes replacing five bridges in Pickens County. The team has completed the design work for all five bridges, with one bridge (SC-124 over Georges Creek) fully constructed and operational, and a second (US 123 NB) nearly complete. Through meticulous planning and efficient coordination, PII and CTEA are on track to complete the project well ahead of schedule and on budget, demonstrating our commitment to excellence for SCDOT.

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

Quality of Past Performance: Neither PII, nor any PII Team members, have been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity; nor are any such actions pending against the company (Team) within the past five years. See also Appendix C.

3.6 LEGAL AND FINANCIAL

See Appendix D.

3.7 ORGANIZATIONAL CONFLICTS OF INTEREST

See Appendix E.

3.8 PREQUALIFICATION CERTIFICATE

Will be provided in our response to the RFP should our team be shortlisted.



S-133 over Little Cane Creek



S-197 over S. Tyger River



S-51 over Snow Creek

Appendix A

Key Individual Resumes



S-197 over S. Tyger River



S-133 over Little Cane Creek



S-51 over Snow Creek




*S-168 over Little
Choestoea Creek*



*S-168 over Tributary to
Choestoea Creek*

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Gregory Canniff President – Owner
b.	Role of Key Individual for this Project: Project Manager
c.	Name of Firm with which you are now associated: <div style="display: flex; justify-content: space-between; align-items: center;"> Palmetto Infrastructure, Inc.  </div>
d.	Years of Experience: With this Firm <u>17</u> Years Other Firms <u>26</u> Years <p>Palmetto Infrastructure, Inc.: President - Owner – Responsible for all phases of business from bid to build; oversee administrative aspects of company, ensure quality and on-time delivery of projects, negotiate change orders and additional services. Manage DB Projects. As Project Manager, Greg is responsible for project administration, start-up, staffing, and contract negotiation with subcontractors. He oversees quality control and quality assurance, schedule requirements, cost accountability, and coordinates all project team members, ensuring owners a successful project delivery.</p> <p>Rea Contracting LLC/Lane Industries: Bridge Division Manager – Responsible for all areas of bridge division (estimating, personnel, projects, equipment, market analysis). Design Build Structures Manager for two dozen DB projects in the Carolinas. 2002 – 2008</p> <p>United Contractors, Inc.: Vice President – Responsible for coordination of designs, negotiations of suppliers and subcontractors, construction management. Performed as the Structures Manager for DB Projects. 1999 – 2002</p> <p>Carolina Bridge Company: Vice President – Responsible for estimating and bidding all projects; develop contracts for subcontractors and suppliers; produce project schedules and submittals. 1991 – 1999</p> <p>Wilbur Smith Associates: Resident Engineer – Responsible for engineering and inspection staff performing QC and on-site inspection. 1989 – 1991</p> <p>Carolina Bridge Company: Engineer, Project Manager – Performed design and construction project management. 1983 – 1989</p> <p>Martin Engineering: Superintendent – Responsible for field layout, steel erection, material testing and QC. Coordinated subcontractors, field supervision. 1982 – 1983</p>
e.	Education: Clemson University / Clemson, SC / Master of Engineering / 1996 / Civil Engineering Clemson University / Clemson, SC / Bachelor of Science / 1982 / Civil Engineering
f.	Active Registrations:
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <p><u>Bridge Package 16 Design-Build Project, Pickens County, SC</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Yes, Palmetto Infrastructure, Inc.</p> <p>Project/Assignment Duration: Project 2023 to Present, Assigned 2023 to Present</p> <p>Owner Contact Information: SCDOT, Michael Pitts, pittsme@scdot.org, (803) 737-2566</p> <p>Design/Construction Value: \$31,927,317 Construction</p> <p>Project Description: Palmetto Infrastructure is the lead contractor for the design-build replacement of 5 load restricted structures in Pickens County, SC. Two bridges on US 123 spanning Georges Creek, one bridge on SC 124 spanning Georges Creek, one bridge on SC 183 spanning Twelvemile Creek and one bridge on SC 183 spanning Gregory Creek. Required tasks include bridge replacements, using on or off alignment detours, roadway improvements for bridge approaches, improving geometric deficiencies while minimizing impacts to adjacent properties and environmental features. As the project manager, Greg's responsibilities include assembling the design and construction teams, development of the price and schedule for submittal to SCDOT including pricing of subconsultants, management of the construction, coordination of design and permitting team, scheduling, and cost control.</p>

City of Greenville Swamp Rabbit Trail Pedestrian Bridges Design Build

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

Project Description:

Project included two pedestrian bridges over Haywood and Laurens Rd with driven composite concrete and H-Pile Foundations with 280' cored slab approach spans and structural steel truss over roadways with associated roadway approach. Greg's specific responsibilities included assembling the design and construction teams, development of the price and schedule for submittal to the City of Greenville including pricing of subconsultants, management of the construction, coordination of design and permitting team, scheduling, and cost control.

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

Emergency Bridge Package 2020-1 DB

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

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

Emergency Bridge Package 2018-2A DB

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

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

Pickens County SC File 39.111B


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

Project Description: Original contract required a No Cost Design / Build Change Order initiated by Greg to improve constructability and eliminate change orders. Walls and bridge were changed due to constructability and the temporary railroad structure was deleted. The needed offline structure was incorporated into a new 3-Span bridge on drilled shaft foundation. Retaining walls were redesigned to a drilled in pile wall as the detailed sheet pile could not be installed due to cohesive soils. SCDOT was given the design in Stage II, and after additional design the bridge was widened. Retaining walls and an Amtrak platform were added in a unit price traditional contract. Project required coordination and solving construction challenges with SCDOT, NSRR and Amtrak. Palmetto Infrastructure Inc. was able to partner with SCDOT to navigate a challenging project to delivery.

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

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

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Frank Austin Williams III Project Manager
b.	Role of Key Individual for this Project: Assistant Project Manager
c.	Name of Firm with which you are now associated: Palmetto Infrastructure, Inc. 
d.	Years of Experience: With this Firm <u>5</u> Years With Other Firms <u>31</u> Years Palmetto Infrastructure, Inc.: Project Manager – Responsible for all phases of business from bid to build; oversee administrative aspects of company, ensure quality and on-time delivery of projects, negotiate change orders and additional services. Manage DB Projects. As Asst. Project Manager, Frank assists Greg with project administration, start-up, staffing, and contract negotiation with subcontractors. He oversees quality control and quality assurance, project safety, schedule requirements, cost accountability, and coordinates all project team members, ensuring owners successful project delivery. 2020 – Present. Rogers Group Inc.: Area manager/Project Manager for Anderson, Pickens and Oconee Co. – Responsible for all phases of construction and project management for grading, paving and public road construction. Also responsible for building per plans and specifications, scheduling crews for projects, scheduling subcontractors, tracking job cost, coordinating with owner representatives and Resident Engineers. Enforced the company Safety Program and implemented traffic control for public safety. Maintain Job records, daily crew worksheets and oversee multiple projects. 2016 - 2020 Ashmore Brothers, Inc.: Project Manager in Greenville/Spartanburg area until 1997 and then became Area Manager Anderson, Pickens and Oconee Co.– Responsible for all phases of construction and project management for grading, paving and public road construction. Also responsible for building per plans and specifications, scheduling crews for projects, scheduling subcontractors, tracking job cost, coordinating with owner representatives and Resident Engineers. Enforced the company Safety Program and implemented traffic control for public safety. Maintain Job records, daily crew worksheets and managed multiple private and public projects. 1989 – 2016
e.	Education: Clemson University / Clemson, SC / Bachelor of Science / 1981 / Industrial Engineering
f.	Active Registrations:
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>Bridge Package 16 Design-Build Project, Pickens County, SC</u> Key Personnel Role: Construction Quality and Safety Manager Experience with Current Firm: Yes, Palmetto Infrastructure, Inc. Project/Assignment Duration: Project 2023 to Present, Assigned 2023 to Present Owner Contact Information: SCDOT, Michael Pitts, pittsme@scdot.org, (803) 737-2566 Design/Construction Value: \$31,927,317 Construction Project Description: Palmetto Infrastructure is the lead contractor for the design-build replacement of 5 load restricted structures in Pickens County, SC. Two bridges on US 123 spanning Georges Creek, one bridge on SC 124 spanning Georges Creek, one bridge on SC 183 spanning Twelvemile Creek and one bridge on SC 183 spanning Gregory Creek. Required tasks include bridge replacements, using on or off alignment detours, roadway improvements for bridge approaches, improving geometric deficiencies while minimizing impacts to adjacent properties and environmental features. As the Construction Quality and Safety Manager for the project, Frank is responsible to ensure that construction meets quality standards and the specifications and complies with safety regulations. He works with the construction team and suppliers regarding material certifications and quality control measures, oversee testing and inspection of materials, documents compliance issues and provides resolutions, and assures regular safety meetings are held.

City of Greenville Swamp Rabbit Trail Pedestrian Bridges Design Build

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

Project Description: Project included two pedestrian bridges over Haywood and Laurens Rd with driven composite concrete and H-Pile Foundations with 280' cored slab approach spans and structural steel truss over roadways with associated roadway approach. Frank's specific responsibilities included management support, Quality Control and crew supervision during reinforcing steel placement and concrete pours.

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

Emergency Bridge Package 2020-1 DB

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

Project Description: Project included 2 emergency bridge replacement projects and associated approach roadway reconstruction in York and Anderson Counties. Frank's specific responsibilities included management support during construction, consultant coordination, and Quality Control for subgrade and asphalt paving contractors. Project requirements included completion in 215 days. Palmetto obtained substantial completion on time.

SCDOT File 42.15170

Key Personnel Role: Construction Manager
Experience with Current Firm: No, Rogers Group, Inc.
Project/Assignment Duration: Project 2018-2020, Assigned 2018-2020
Owner Contact Information: SCDOT, Will Yarborough, yarborouwd@scdot.org, (864) 590-2981
Design/Construction Value: \$6,058,298 Construction

Project Description: Project included concrete curb and sidewalk, full depth patching, milling and asphalt paving. Frank's specific responsibilities included crew scheduling, traffic control coordination for multi-lane highway, public notification, safety management program, coordination of subcontractors, 4 week look-ahead schedule, quality control, smoothness/rideability per contract.

Greenville County Road Program GLDTC 542.02


Key Personnel Role: Construction Manager
Experience with Current Firm: No, Rogers Group, Inc.
Project/Assignment Duration: Project 2018-2020, Assigned 2018-2020
Owner Contact Information: CoTransCo, Terry Bragg, tabragg@charter.net, (864) 483-4370
Design/Construction Value: \$8,968,993 Construction

Project Description: Project included concrete curb and sidewalk, full depth patching, milling, concrete modified recycled base and asphalt paving for 36.49 miles of roadway. Frank's specific responsibilities included crew scheduling, traffic control coordination for multi-lane highway, public notification, management of safety program, coordination with multiple subcontractors, look-ahead scheduling, quality control, smoothness/rideability per contract.

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

The Assistant Project Manager shall be available to be on-site during all construction activities, attend weekly status meetings during the design and construction phases, and be available at the request of the SCDOT.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Elmore William (Billy) McCoy Construction Manager
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: Palmetto Infrastructure, Inc. 
d.	<p>Years of Experience: With this Firm <u>14</u> Years With Other Firms <u>20</u> Years</p> <p>Palmetto Infrastructure, Inc.: Construction Manager – Responsible for all phases of construction and construction management for bridge replacement projects. He is responsible for the review of plans, scheduling of work, tracking of job costs, managing daily field operations and coordinating with the owner's engineers as well as on-site safety management, subcontractor coordination and the supervision of all construction work, ensuring it is completed to the owner's satisfaction. Billy oversees construction at multiple sites, will implement and inspect traffic control, and maintain job site records. 2011 - Present</p> <p>United Contractors, Inc.: Bridge Supervisor – Responsible for bridge crew and project oversight at the jobsite. 1999 – 2011</p> <p>United Contractors, Inc.: Crane Operator – Responsible for operating equipment for bridge construction including barge and water work. 1994 – 1999</p> <p>United Contractors, Inc.: Carpenter – Responsible for bridge construction as assigned. 1993 – 1994</p> <p>United Contractors, Inc.: Laborer – Responsible for bridge construction as assigned. 1991 – 1993</p> <p>As shown through this progression of work, Billy has constructed and managed the construction of bridges for his entire career. He fully understands every component of bridge construction from utility relocations to site prep work, to site close out work. Billy maintains accurate daily logs for work performed</p>
e.	Education: Richlands High School, Richlands, VA National Commission for the Certification of Crane Operators
f.	Active Registrations: Certified Crane Operator Commercial Driver's License Certified Rigger
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>Bridge Package 16 Design-Build Project, Pickens County, SC</u></p> <p>Key Personnel Role: Construction Manager</p> <p>Experience with Current Firm: Yes, Palmetto Infrastructure, Inc.</p> <p>Project/Assignment Duration: Project 2023 to Present, Assigned 2023 to Present</p> <p>Owner Contact Information: SCDOT, Michael Pitts, pittsme@scdot.org, (803) 737-2566</p> <p>Design/Construction Value: \$31,927,317 Construction</p> <p>Project Description: Palmetto Infrastructure is the lead contractor for the design-build replacement of 5 load restricted structures in Pickens County, SC. Two bridges on US 123 spanning Georges Creek, one bridge on SC 124 spanning Georges Creek, one bridge on SC 183 spanning Twelvemile Creek and one bridge on SC 183 spanning Gregory Creek. Required tasks include bridge replacements, using on or off alignment detours, roadway improvements for bridge approaches, improving geometric deficiencies while minimizing impacts to adjacent properties and environmental features. As the construction manager, Billy's responsibilities include scheduling subconsultants, managing daily field operations, working with SCDOT resident to ensure MOT, environmental compliance and quality control testing was performed in accordance with contract requirements, and ensuring project completion on schedule.</p>

City of Greenville Swamp Rabbit Trail Pedestrian Bridges Design Build**Key Personnel Role:** Construction Manager**Experience with Current Firm:** Palmetto Infrastructure**Project/Assignment Duration:** Project 2021, Assigned 2021**Owner Contact Information:** City of Greenville, Nick DePalma, 864-933-2242**Design/Construction Value:** \$4,994,755 Design & Construction**Project Description:** Project include Design & Build of Two Pedestrian Bridges over Haywood Rd. and Laurens Rd. Structures

consisted of composite concrete and steel H-Pile foundation with a poured in place cap. Superstructure of cored slabs with a structural steel truss over roadway. Billy's specific responsibilities included scheduling subconsultants, managing daily field operations, working with CI to ensure MOT, environmental compliance and quality control testing was performed in accordance with contract requirements, and ensuring project completion on schedule

Emergency Bridge Package 2020-1 DB**Key Personnel Role:** Construction Manager**Experience with Current Firm:** Palmetto Infrastructure, Inc.**Project/Assignment Duration:** Project 2020, Assigned 2020**Owner Contact Information:** SCDOT, Zach Herron, herronzk@scdot.org, (864) 716-2380**Design/Construction Value:** \$3,173,140 Construction**Project Description:** Project included 2 emergency bridge replacement projects and associated approach roadway reconstruction in York and Anderson Counties. Billy's specific responsibilities included scheduling subconsultants, managing daily field operations, working with SCDOT resident to ensure MOT, environmental compliance and quality control testing was performed in accordance with contract requirements, and ensuring project completion on schedule. Project requirements included completion in 215 days. Palmetto obtained substantial & final completion on time.**Emergency Bridge Package 2018-2A DB****Key Personnel Role:** Construction Manager**Experience with Current Firm:** Palmetto Infrastructure, Inc.**Project/Assignment Duration:** Project 2018-2020, Assigned 2018-2019**Owner Contact Information:** SCDOT, AJ Thomas Bostic, bosticta@scdot.org, (843) 317-4001**Design/Construction Value:** \$5,127,593 Construction**Project Description:** This project included 3 emergency bridge replacement projects and associated approach roadway reconstruction in Dillon and Marlboro Counties. Billy's specific responsibilities included review of plans, ordering materials, maintaining a safe project worksite, oversee all bridge construction activities, and project closeout activities. Billy maintained a direct line of communication with the design team to identify project issues and promote solutions. His construction knowledge and project organization allowed this project to be completed on time. Project requirements included completion in 200 days. Palmetto obtained substantial completion on time. SCDOT noted the Palmetto / Carolina TEA Team was the only DB Team to meet design deliverable dates in 2019, and the only DB Team to meet Substantial and Final completion dates.**Pickens County SC File 39.111B****Key Personnel Role:** Construction Manager**Experience with Current Firm:** Palmetto Infrastructure, Inc.**Project/Assignment Duration:** Project 4/13/10 – 8/7/19**Owner Contact Information:** SCDOT, Joe D. Laws, LawsJD@scdot.org, (864) 849-0034**Construction Value:** \$16,400,987.40 Contract/ \$9,435,351.60 Subcontract**Project Description:** Original contract required a No Cost Design/Build Change Order that was PII's concept. Walls and bridge were changed due to constructability and the temporary railroad structure was deleted. The needed offline structure was incorporated into new three-span bridge on drill shaft foundation. Retaining walls were redesigned to a drilled pile as the detailed sheet pile could not be installed due to cohesive soils. SCDOT was given the design in Stage II, and after additional design the bridge was widened. Retaining walls and an Amtrak platform were added in a unit price traditional contract. Project required coordination and construction challenges with SCDOT, NSRR and Amtrak. Palmetto Infrastructure Inc. was able to partner with SCDOT to navigate a challenging project to delivery.


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

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

Current assignments include:

Bridge Package 16, SCDOT, Pickens County, SC, Construction Manager Completion January 2026

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 & Lead Structural 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.

Bridge Package 16 Design-Build Project, Pickens County, SC

Key Personnel Role: Lead Design Engineer

Experience with Current Firm: Yes, Carolina TEA

Project/Assignment Duration: Project 2023 to Present, Assigned 2023 to Present

Owner Contact Information: SCDOT, Carolyn Fisher, fisherccp@scdot.org, (803) 612-0471

Design/Construction Value: \$31,927,317 Construction

Project Description: Carolina TEA is the lead designer for Palmetto Infrastructure for the design-build replacement of 5 load restricted structures in Pickens County, SC. Two bridges on US 123 spanning Georges Creek, one bridge on SC 124 spanning Georges Creek, one bridge on SC 183 spanning Twelvemile Creek and one bridge on SC 183 spanning Gregory Creek. Required tasks include bridge replacements, using on or off alignment detours, roadway improvements for bridge approaches, improving geometric deficiencies while minimizing impacts to adjacent properties and environmental features. As the lead bridge design manager, Jeff's responsibilities include bridge design and plan preparation oversight, quality control, constructability reviews and coordination with other involved disciplines. Design will be completed in 2024. **Project won the 2022 ACEC-SC Engineering Excellence Award.**

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.

Appendix B

Work History and Quality Forms (3.5.1)



S-197 over S. Tyger River



S-133 over Little Cane Creek



S-51 over Snow Creek






*S-168 over Little
Choestoea Creek*







*S-168 over Tributary to
Choestoea Creek*



WORK HISTORY AND QUALITY FORM – CONTRACTOR

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Palmetto’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Palmetto (in thousands)
Name: EBP 2020-1 DB Location: York & Anderson Counties, SC	Name: 	Name of Owner: SCDOT Project Manager: Zach Herron Phone: 864-716-2380 Email: HerronZK@scdot.org	Construction 12/2020 Design 07/2020	\$ 3,173	\$ 3,173
g. Narrative describing the work performed by Palmetto Infrastructure.					
<p>Project included the replacement of bridges over waterways on secondary roads. Each site utilized a roadway closure and detour during construction. The existing bridges were damaged in flooding, and were required to be completed on an accelerated schedule. All work was completed safely, and on-time, with no disputes or issues. This includes recovering from a second flood, immediately post award, that changed the site and scope of work at S-174. The existing bridge completely collapsed during the second flood, and embankment material leading up to the bridge was washed away. The roadway embankment, and slope protection had to be recreated prior to completing the bridge replacement.</p> <div><div><p>S-816 over Mud Creek (left photo): 160’ 3-span bridge (45’-70’-45’) on 15 degree skew. End bents utilized steel pile foundations, interior bents used concrete composite piles with steel stingers, superstructure consisted of 24” cored slab units with AWS overlay. Span arrangement was modified from SCDOT layout to push interior bents away from the top of bank. Steel piles at interior bent were driven to refusal first, then composite concrete pile was added on. This allowed the contractor to splice the steel portion only – and manufacture the concrete pile to predetermined lengths. Flowable fill and rip rap are used to protect the interior bents from scour.</p></div><div></div><div><div><p>Key Personnel: Greg Canniff, Project Manager Frank Williams, Assist. Project Manager Billy McCoy, Construction Superintendent Derek Staton, Lead Design Engineer</p><p>Design Work Location: Charlotte, NC</p></div><div><p>S-174 over Six and Twenty Creek (center photo): 70’ single span bridge widened to accommodate roadway curvature. End bents utilized steel pile foundations, superstructure consisted of 24” cored slab units with AWS overlay. The roadway embankment of the bridge was reconstructed to pre-storm conditions as allowed by the Nationwide Permit. This helped control the bridge length and minimize roadway work. Palmetto worked with SCDOT and Dr. Wortham, the local landowner, to reduce ROW takes and reduce clearing at this site – a forested venue with a waterwheel used for weddings and social gatherings. Large rip rap (several feet in diameter) were retained from the existing embankment and reused to protect the upstream toe of slope.</p></div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Palmetto’s performance on the project to identify Palmetto personnel that have successfully completed projects on time and on or under budget, and to identify Palmetto’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
The project was completed on-time, on-budget and Palmetto received above average scores from SCDOT for this work. Palmetto worked with SCDOT at S-174 to perform early work, including removing existing bridges from the creek as well as removing a second bridge downstream that also collapsed. Palmetto worked exceptionally well with the landowners at both sites to deliver projects that maintained access to properties, reduced impacts to the owners, and eliminated issues for the Department. SCDOT approved field changes for Palmetto to add paving in ditches at S-174 to minimize erosion. All additional work at S-174 due to the second flood was approved by SCDOT.					
i. Quality Initiatives. Discuss Palmetto’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
Palmetto’s unique use of composite piles at S-816 – driving the steel piles to refusal before splicing the concrete piles on – eliminated concerns of splicing the concrete pile, saving time and money. Investigations at S-816 during demo proved the use of pile driving versus predrilling piles. Steepened slopes with geogrid and extra length guardrail posts avoided a stream impact at S-816. Reuse of Class C (and larger) rip rap at S-816 provides improved scour protection.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Palmetto shall provide a detailed explanation below.					
Not Applicable. All answers are no.					



WORK HISTORY AND QUALITY FORM – CONTRACTOR

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Palmetto’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Palmetto (in thousands)
Name: EBP 2018-2A DB Location: Dillon & Marlboro Counties, SC	Name: 	Name of Owner: SCDOT Project Manager: A.J. Thomas Bostic Phone: 843-317-4001 Email: bosticta@scdot.org	Construction 10/2019 Design 04/2019	\$ 5,127	\$5,127
g. Narrative describing the work performed by Palmetto Infrastructure.					
<p>Project included the replacement of bridges over waterways on secondary roads. Each site utilized a roadway closure and detour during construction. The existing bridges were damaged in flooding in September 2018, and were required to be completed on an accelerated schedule. All work was completed safely, and on-time, with no disputes or issues. This includes stopping work at S-51 and removing construction equipment to allow a utility subcontractor to repair a leaking 8” force main sewer pipe, as well as the discovery of unknown storm sewer pipes in the roadway approach.</p> <p>S-51 over unnamed creek (left photo): 70’ single span bridge on 15 degree skew. End bents utilized steel pile foundations, superstructure consisted of 24” cored slab units with AWS. Adjacent intersection was reconstructed as part of the project.</p>			  		
<p>Key Personnel: Greg Canniff, Project Manager Billy McCoy, Asst Project Manager Frank Williams, Construction Superintendent Derek Station, Lead Design Engineer</p> <p>Design Work Location: Charlotte, NC</p>			<p>S-400 over Herndon Branch (center photo): 50’ single span bridge. End bents utilized steel pile foundations, superstructure consisted of 21” cored slab units with AWS overlay. The roadway embankment on the upstream side of the bridge was reconstructed to pre-storm conditions as allowed by the Nationwide Permit. This helped control the bridge length and minimize roadway work. This bridge was constructed first as there were no utilities or ROW at the site.</p> <p>S-33 over Naked Creek (right photo): 115’ 3-span bridge (25’-65’-25’). End bents utilized steel pile foundations, interior bents used concrete composite piles with steel stingers, superstructure consisted of 21” and 24” cored slab units with AWS overlay. Electrical line was back fed and dropped in place to reduce utility relocation expenses. Rip rap splash pads were reduced to minimize environmental impacts.</p>		
h. Self-Assessment. The information provided in this section should be a self-assessment of Palmetto’s performance on the project to identify Palmetto personnel that have successfully completed projects on time and on or under budget, and to identify Palmetto’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Palmetto worked with SCDOT to perform early work, including demolition of the existing bridges before the bird nesting moratorium kicked in and materials were fabricated at risk prior to RFC plan approval. This allowed Palmetto an early start on the project. Palmetto’s crews worked continuously on the project from the time roadways were closed until the bridge replacement was complete and the roadway reopened – save only a brief delay at S-51 to relocate a force main sewer noted above. The project was completed on-time, on-budget and Palmetto received above average scores from SCDOT for this work.</p>					
i. Quality Initiatives. Discuss Palmetto’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Palmetto performed bridge demolitions before RFC drawings were approved to avoid the bird nesting moratorium. They worked with District SCDOT Personnel to reduce the size of rip rap splash pads at the base of flumes – especially for flumes less than 5’ tall. S-33 over Naked Creek was constructed utilizing “Top-Down” construction methods to avoid significant environmental impacts and minimize cutting trees in this forested swamp.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Palmetto shall provide a detailed explanation below.					
Not Applicable					

WORK HISTORY AND QUALITY FORM – LEAD DESIGNER

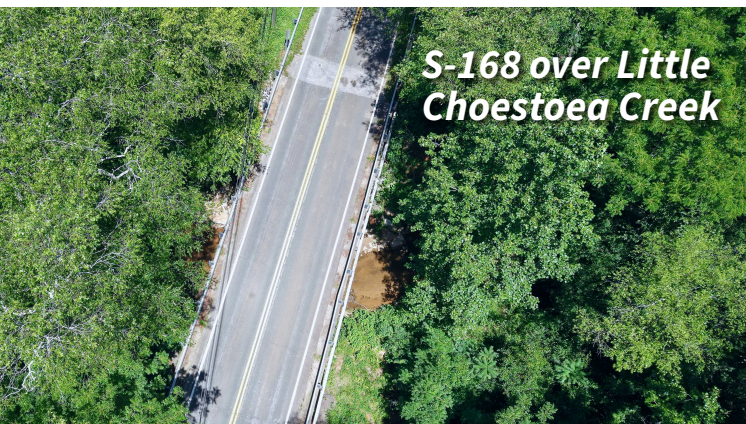
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design	c. Contact information of the Client & their Project Manager who can verify CTEA’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by CTEA (in thousands)																																				
Name: Bridge Package 16 Design Build Location: Pickens County, SC	Name: <div>CarolinaTEA <small>Carolina Transportation Engineers & Associates, PC</small></div>	Name of Owner: SCDOT Project Manager: Michael Pitts Phone: 803-737-2566 Email: PittsME@scdot.org	Construction 02/2027 Design 12/2024	\$32,000	\$5,000																																				
g. Narrative describing the work performed by CTEA.																																									
<div><div>Subconsultants: JMT</div><div>Bridge, roadway, roadway structures, traffic, MOT, hydraulics, geotechnical exploration and design, hazmat testing, supplemental survey, permitting, ROW acquisition, public involvement, project management and construction engineering services for five bridge replacements in Pickens County, SC. Bridges included in the project: SC 124 over Georges Creek, US 123 Northbound and Southbound over Georges Creek, SC 183 over Gregory Creek and SC 183 over Twelve Mile Creek. The PII Team reduced the required project schedule from 1826 days to 1556 days during the pursuit and cut 366 days from the reduced schedule as part of a Contract Change Request to close and detour the SC 183 bridges. Substantial completion is currently estimated more than 2 years earlier than the original required completion date.</div></div> <div><div>Key Personnel: Greg Canniff, Project Manager Billy McCoy, Construction Manager Frank Williams, Construction Superintendent Derek Staton, Lead Design Engineer Design Work Location: Columbia, SC & Greenville, SC</div><div>CTEA innovative design solutions allowed PII to bid the project 30% lower than the second place bid, save additional ROW, utility relocation and wetland impact costs to SCDOT, and deliver the project 2 years early. These innovative solutions include:<ul style="list-style-type: none">Close and detour 3 of the 5 bridges. ATCs and CCRs were approved by SCDOT. Additional public meetings, traffic analysis and detour route improvements allowed for successful implementation of the detours, reduced bid costs, and accelerated construction.Minimization of spans over Georges Creek. Site access is difficult and the embankments along Georges Creek are steep, especially on the west bank. Long span girders were utilized on the lowest profile allowable to eliminate interior bents. Approved hydraulic ATCs including maintaining existing low chord elevation and placement of bridge abutments aided in the layout.Minimization of ROW, wetland impacts, and utility relocations – stated goals of SCDOT - were placed in the forefront of all design decisions.</div></div> <div><p>SC 124 over Georges Creek</p><p>US 123 Northbound over Georges Creek</p></div> <tr><td colspan="6">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.</td></tr> <tr><td colspan="6">The project is predicted to be fully complete 24 months ahead of the original schedule. CTEA worked with SCDOT to discuss designs and develop the best solutions. CTEA is very responsive to PII on the project, making sure the contractor was able to put crews to work quickly, and addressing issues immediately when they arose. CTEA improved communication with SCDOT throughout the design process, and gained a better understanding of the SCDOT CCR process. Quality of plan submittals improved throughout the project. Final plans for the last bridge are currently in review. CTEA is proud to put this project on our resume and all personnel are expected to work on Bundle 19 DB.</td></tr> <tr><td colspan="6">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.</td></tr> <tr><td colspan="6">CTEA updated its quality procedures manual as part of this project – including the use of electronic tools like Bluebeam. Review comments were relatively minor, becoming fewer with each submittal. SCDOT performed a QA/QC audit and found no issues. CTEA continuously strives to develop solutions to project challenges, and work collaboratively with SCDOT such that there are no claims, or additional costs to report on projects. We have no outstanding claims.</td></tr> <tr><td colspan="6">j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, provide a detailed explanation below.</td></tr> <tr><td colspan="6">Not Applicable. All answers are “NO”.</td></tr>						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 is predicted to be fully complete 24 months ahead of the original schedule. CTEA worked with SCDOT to discuss designs and develop the best solutions. CTEA is very responsive to PII on the project, making sure the contractor was able to put crews to work quickly, and addressing issues immediately when they arose. CTEA improved communication with SCDOT throughout the design process, and gained a better understanding of the SCDOT CCR process. Quality of plan submittals improved throughout the project. Final plans for the last bridge are currently in review. CTEA is proud to put this project on our resume and all personnel are expected to work on Bundle 19 DB.						i. Quality Initiatives. Discuss CTEA’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.						CTEA updated its quality procedures manual as part of this project – including the use of electronic tools like Bluebeam. Review comments were relatively minor, becoming fewer with each submittal. SCDOT performed a QA/QC audit and found no issues. CTEA continuously strives to develop solutions to project challenges, and work collaboratively with SCDOT such that there are no claims, or additional costs to report on projects. We have no outstanding claims.						j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, provide a detailed explanation below.						Not Applicable. All answers are “NO”.					
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 is predicted to be fully complete 24 months ahead of the original schedule. CTEA worked with SCDOT to discuss designs and develop the best solutions. CTEA is very responsive to PII on the project, making sure the contractor was able to put crews to work quickly, and addressing issues immediately when they arose. CTEA improved communication with SCDOT throughout the design process, and gained a better understanding of the SCDOT CCR process. Quality of plan submittals improved throughout the project. Final plans for the last bridge are currently in review. CTEA is proud to put this project on our resume and all personnel are expected to work on Bundle 19 DB.																																									
i. Quality Initiatives. Discuss CTEA’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.																																									
CTEA updated its quality procedures manual as part of this project – including the use of electronic tools like Bluebeam. Review comments were relatively minor, becoming fewer with each submittal. SCDOT performed a QA/QC audit and found no issues. CTEA continuously strives to develop solutions to project challenges, and work collaboratively with SCDOT such that there are no claims, or additional costs to report on projects. We have no outstanding claims.																																									
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, provide a detailed explanation below.																																									
Not Applicable. All answers are “NO”.																																									

WORK HISTORY AND QUALITY FORM – LEAD DESIGNER

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify 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: <div>CarolinaTEA <small>Carolina Transportation Engineers & Associates, PC</small></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 CTEA.					
<div>Subconsultants: JMT (formerly V&M) Aulick Engineering</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.		 	
<p>This includes recovering from a second flood, immediately post award, that changed the site and scope of work at S-174. The existing bridge completely collapsed during the second flood, and embankment material leading up to the bridge was washed away. Supplemental survey and additional concept design was performed immediately following the flood.</p> <p>S-816 over Mud Creek (left photo): 160’ 3-span bridge (45’-70’-45’) on 15 degree skew. End bents utilized steel pile foundations, interior bents used concrete composite piles with steel stingers, superstructure consisted of 24” cored slab units with AWS overlay. Span arrangement was modified from SCDOT layout to push interior bents away from the top of bank. 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><div><div>Key Personnel: Greg Canniff, Project Manager Frank Williams, Asst. Project Manager Billy McCoy, Construction Superintendent Derek Staton, Lead Design Engineer Design Work Location: Charlotte, NC</div><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.</p><p>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></div></div></div>					
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.					
<p>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.</p> <p>S-816 plans were submitted on schedule, S-174 plans were delayed slightly due to second flood, but overall project maintained the original schedule.</p>					
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.					
<p>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.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, CTEA shall provide a detailed explanation below.					
Not Applicable. All answers are “NO”.					

Appendix C

Work History and Quality Form (3.5.2)





July 22, 2025

Bridge Package 21

Design-Build- Contract ID 5368980

Oconee and Spartanburg Counties

Quality of Past Performance

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

	YES	NO
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?		✓
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.		✓
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?		✓

A handwritten signature in black ink, appearing to read "Greg Canniff", is written over a light blue horizontal line.

Gregory Canniff
President
Palmetto Infrastructure, Inc.



Appendix D

Legal and Financial



S-197 over S. Tyger River



S-133 over Little Cane Creek



S-51 over Snow Creek



*S-168 over Little
Choestoea Creek*



*S-168 over Tributary to
Choestoea Creek*



FINANCIAL CAPACITY OF GENERAL CONTRACTOR


To: South Carolina Department of Transportation (hereinafter "SCDOT")
Contract ID: 5368980
Estimated Contract Amount: \$20,000,000.00
Description: BRIDGE PACKAGE 21

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

This 17th day of July 17, 2025,

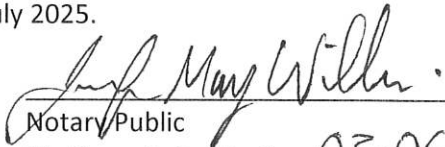
Palmetto Infrastructure, Inc.

SOUTH CAROLINA
GREENVILLE COUNTY

By: 
Greg Caniff
Its: President

Sworn to and subscribed before me this 17th day of July 2025.




Notary Public
My Commission Expires 03-06-2033

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



Surety Department

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

South Carolina Department of Transportation
955 Park Street
Columbia, SC 29201

July 15, 2025

Subject: Palmetto Infrastructure, Inc., Greenville, SC
Project: SCDOT Bridge Package 21, Design-Build Project
Contract ID 5368980, Oconee and Spartanburg Counties

To Whom It May Concern:

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

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

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

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

Sincerely yours,

PHILADELPHIA INDEMNITY INSURANCE COMPANY

Angela Y. Buckner
Attorney-in-Fact



This document is not intended to be taken as advice regarding any individual situation and should not be relied upon as such. Marsh & McLennan Agency, LLC shall have no obligation to update this publication and shall have no liability to you for any other payment coming out of this publication or any matter contained herein. Any statements concerning actuarial, tax, accounting or legal matters are based solely on our experience as consultants and are not to be relied upon as actuarial, accounting, tax or legal advice, for which you should consult your own professional advisors. Any modeling analytics or projections are subject to inherent uncertainty and the analysis could be materially affected if any underlying assumptions, conditions, information or factors are inaccurate or incomplete or should change. Copyright © 2022 Marsh McLennan Agency, LLC. All rights reserved. CA Insurance Lic: 0H18131. MarshMMA.com

PHILADELPHIA INDEMNITY INSURANCE COMPANY

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

Power of Attorney

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

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

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

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

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

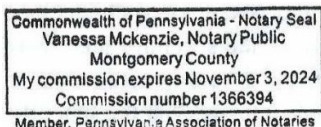


(Seal)

John Glomb, President & CEO
Philadelphia Indemnity Insurance Company

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

Notary Public:



Member, Pennsylvania Association of Notaries

residing at:

Bala Cynwyd, PA

My commission expires:

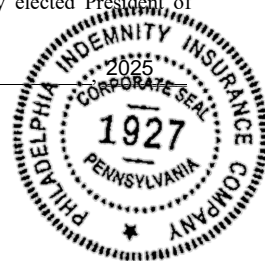
November 3, 2024

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

In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 15th day of July

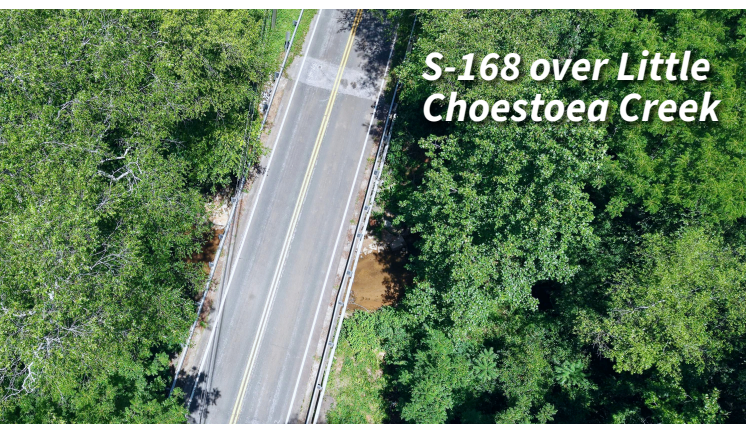


Edward Sayago, Corporate Secretary
PHILADELPHIA INDEMNITY INSURANCE COMPANY



Appendix E

Organizational Conflict of Interest



Company

Appendix F

Confidential or Proprietary Information Summary List



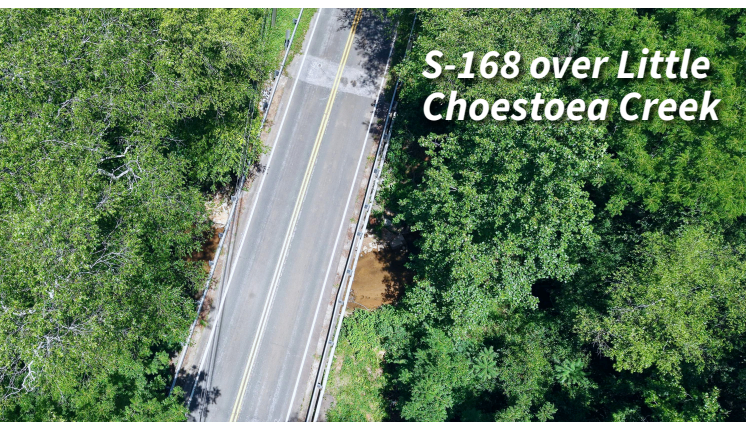
S-197 over S. Tyger River



S-133 over Little Cane Creek



S-51 over Snow Creek



*S-168 over Little
Choestoea Creek*



*S-168 over Tributary to
Choestoea Creek*



July 22, 2025

Bridge Package 21
Design-Build – Contract ID 5368980

Oconee and Spartanburg Counties

Confidential and/or Proprietary Information Page List

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

None

Gregory Canniff
President
Palmetto Infrastructure, Inc.

Appendix G

Addendum Receipt Form



S-197 over S. Tyger River



S-133 over Little Cane Creek



S-51 over Snow Creek



*S-168 over Little
Choestoea Creek*



*S-168 over Tributary to
Choestoea Creek*

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

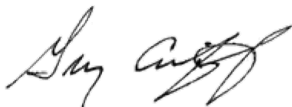
Addendum 1

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.



PROPOSER's Signature

July 22, 2025

Date

Gregory Canniff

Printed Name

For: PII/ CTEA

Design-Build Team Name



Appendix H

Key Individual and Contractor/Designer Reference Forms



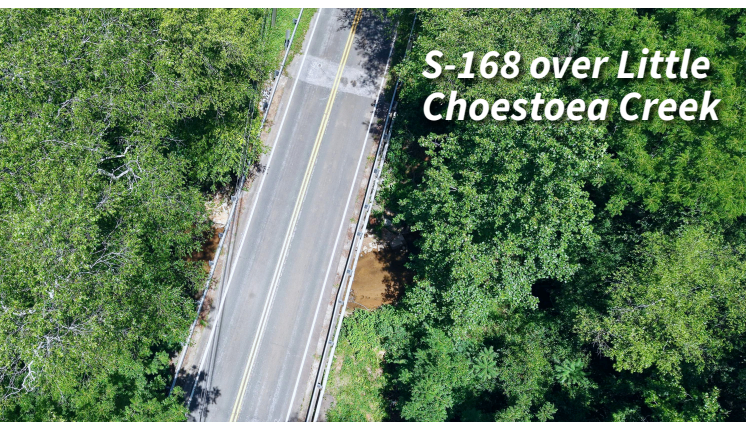
S-197 over S. Tyger River



S-133 over Little Cane Creek



S-51 over Snow Creek



*S-168 over Little
Choestoea Creek*



*S-168 over Tributary to
Choestoea Creek*

Email	First Name	Last Name	Company Name	Project Name	Team
HerronZK@scdot.org	Zach	Herron	SCDOT	EBP 2020-1 DB	PII / CTEA
bosticta@scdot.org	A.J.	Bostic	SCDOT	EBP2018-2A DB	PII / CTEA
pittsme@scdot.org	Michael	Pitts	SCDOT	EBP 2020-1 DB	PII / CTEA
fishercp@scdot.org	Carolyn	Fisher	SCDOT	Bridge Pacakage 16 DB	PII / CTEA

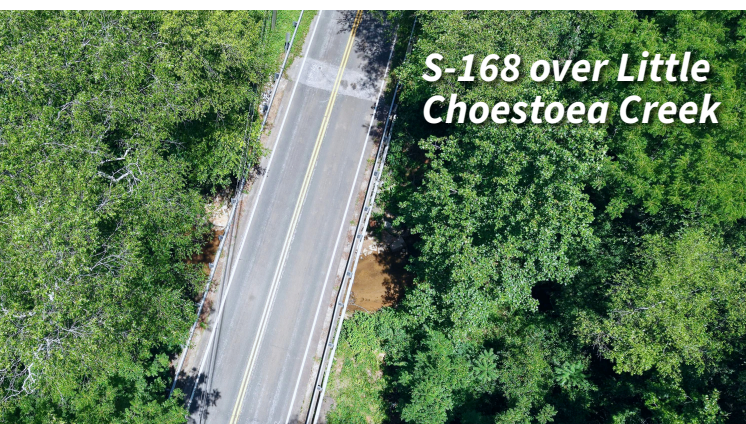


Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
fishercp@scdot.org	Carolyn	Fisher	Greg Canniff	Bridge Package 16 DB	Project Manager	PII / CTEA
HerronZK@scdot.org	Zach	Herron	Greg Canniff	EBP 2020-1 DB	Project Manager	PII / CTEA
bosticta@scdot.org	AJ	Bostic	Greg Canniff	EBP 2018-2A DB	Project Manager	PII/ CTEA
ndepalma@greenvillesc.com	Nick	DePalma	Greg Canniff	Swamp Rabbit Trail - Haywood and Laurens	Project Manager	Palmetto Infrastructure
LawsJD@scdot.org	Joe	Laws	Greg Canniff	Pickens County SC File 39.111B	Project Manager	Palmetto Infrastructure
fishercp@scdot.org	Carolyn	Fisher	Billy McCoy	Bridge Package 16 DB	Construction Manager	PII / CTEA
HerronZK@scdot.org	Zach	Herron	Billy McCoy	EBP 2020-1 DB	Construction Manager	PII / CTEA
bosticta@scdot.org	AJ	Bostic	Billy McCoy	EBP 2018-2A DB	Construction Manager	PII / CTEA
ndepalma@greenvillesc.com	Nick	Depalma	Billy McCoy	Swamp Rabbit Trail - Haywood and Laurens	Construction Manager	Palmetto Infrastructure
LawsJD@scdot.org	Joe	Laws	Billy McCoy	Pickens County SC File 39.111B	Construction Manager	Palmetto Infrastructure
fishercp@scdot.org	Carolyn	Fisher	Derek Staton	Bridge Package 16 DB	Lead Design Engineer	PII / CTEA
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
fishercp@scdot.org	Carolyn	Fisher	Frank Williams	Bridge Package 16 DB	Asst. Project Manager	PII / CTEA
HerronZK@scdot.org	Zach	Herron	Frank Williams	EBP 2020-1 DB	Asst. Project Manager	PII / CTEA
ndepalma@greenvillesc.com	Nick	Depalma	Frank Williams	Swamp Rabbit Trail - Haywood and Laurens	Asst. Project Manager	Palmetto Infrastructure
yarborouwd@scdot.org	Will	Yarborough	Frank Williams	SCDOT File 42.15170	Asst. Project Manager	Rogers Group
tabragg@charter.net	Terry	Bragg	Frank Williams	Greenville County Road Program GLDTC 542.02	Asst. Project Manager	Rogers Group



Appendix I

Unique Entity ID





July 22, 2025

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

Unique ID

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