



BRIDGE PACKAGE 27

Design-Build Project | Contract ID 5570770

Dillon & Marlboro Counties

Statement of Qualifications
April 24, 2025



3.2 INTRODUCTION

3.2.1 CONTRACTING ENTITY: Dellinger Inc. (Corporation)

CONTACT/MANAGING OFFICE: Stephan Marcella, PE ♦ 2631 Old Charlotte Hwy, Monroe, NC 28110
704.283.7551 ♦ smarcella@dellinger-inc.com

3.2.2 PROCUREMENT CONTACTS: Dellinger Inc.
Ronnie Melker ♦ 2631 Old Charlotte Hwy, Monroe, NC 28110
704.283.7551 ♦ rmelker@dellinger-inc.com



Parrish and Partners, LLC
Adam Parrish, PE ♦ 140 Stoneridge Drive, Suite 500, Columbia, SC 29210
803.978.1600 ♦ aparrish@parrishandpartners.com

3.2.3 FULL LEGAL NAME OF LEAD CONTRACTOR AND LEAD DESIGNER: Dellinger Inc. is the Lead Contractor with Parrish and Partners, LLC (P&P), as the Lead Designer.

3.2.4 UNIQUE ENTITY ID: Dellinger Inc. = FMM8MGVJQJF9 | Parrish & Partners = HMGVANRQFEK1

3.2.5 KEY INDIVIDUAL COMMITMENT: Dellinger commits to full availability of the Key Individuals listed in our Statement of Qualifications (SOQ) for the entire duration of the Bridge Package 27 Design-Build (D-B) Project to the extent necessary to meet SCDOT's quality and schedule expectations.

3.2.6 INTRODUCTION: Dellinger, together with P&P, presents our Team for the Bridge Package 27 D-B Project ID 5570770 in Dillon and Marlboro Counties. We have assembled an ACEC award-winning Team that will successfully deliver the Project safely, efficiently, and on an accelerated schedule. Dellinger will serve as the lead organization and prime contractor with SCDOT, and we will be responsible for the oversight and management of our Team for the duration of this D-B Project. Dellinger has been building bridges throughout the Carolinas since 1986, and we have proven success building projects for SCDOT. Dellinger will lead the Team in both management and construction roles, and will be responsible for coordination of civil and structural design, utilities, constructability, environmental controls, and most importantly, safety. With Lead Designer P&P, Dellinger will ensure proactive and timely coordination with SCDOT and third-party stakeholders. P&P is a multidisciplinary, client-focused consulting firm specializing in bridge, highway, and aviation services geared to meet the challenges of today's economic environment. With its corporate headquarters located in Columbia, the P&P team is easily accessible and dedicated to serving SCDOT. P&P has grown to 60 professional staff located in five offices throughout the Southeast. A key cornerstone of the firm is quality service and deliverables; essential to this are talented and committed professionals and staff. P&P staff have been performing transportation engineering projects for SCDOT for over 40 years.

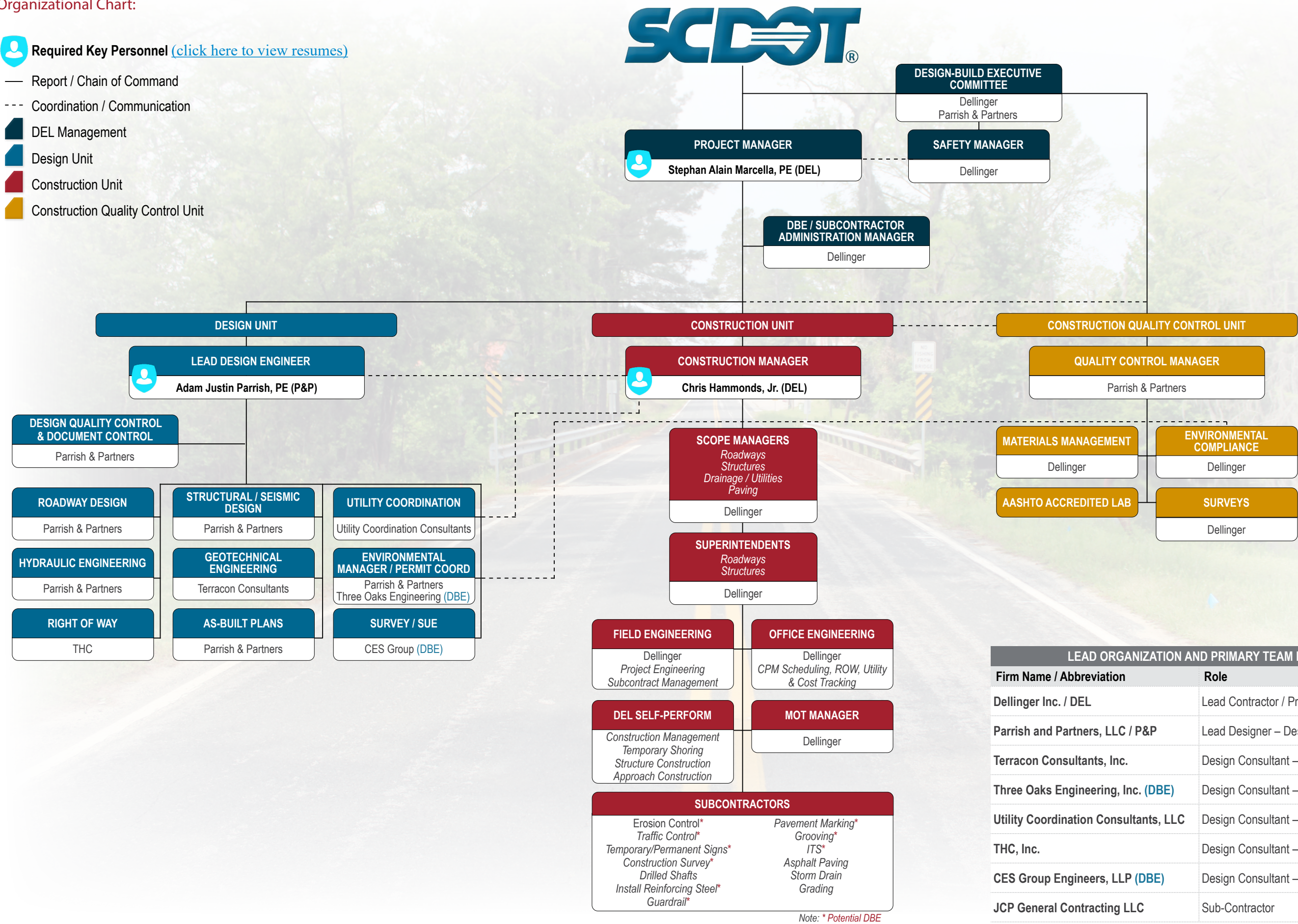


3.3 TEAM STRUCTURE AND PROJECT EXECUTION

3.3.1a Organizational Chart:

 **Required Key Personnel** ([click here to view resumes](#))

- Report / Chain of Command
- Coordination / Communication
-  DEL Management
-  Design Unit
-  Construction Unit
-  Construction Quality Control Unit



3.3.1b Functional Relationships and Integrated Design-Build Team: **Dellinger** is responsible for all aspects of the Project, including project management, design, and construction. **P&P** is responsible for managing the **Design Team** and providing roadway, structure, seismic, hydrologic/hydraulic analysis and design, permitting, and document control. P&P is joined by a team of local South Carolina subconsultants with relevant D-B experience, including **Terracon** for *Geotechnical*, **Utility Coordination Consultants** for *Utility Coordination*, **Three Oaks Engineering (DBE)** for *Environmental Monitoring/Compliance and Permitting Support*, **THC** for *Right of Way*, and **CES Group (DBE)** and *Survey/SUE*.

Dellinger's primary point of contact for SCDOT is ***D-B Project Manager Stephan Marcella, PE***, who will manage all aspects of design and construction and will be an integral part of the preconstruction activities for the Project. ***Lead Design Engineer Adam Parrish, PE***, will report to Stephan and manage the design discipline leaders. Each discipline leader is responsible for design and decision making within their technical area of expertise and will report directly to Adam. Adam will coordinate with SCDOT for design reviews and project documentation.

Construction Manager Chris Hammonds will manage all aspects of construction, including daily operations of the construction superintendents to deliver the Project safely and on schedule. He will ensure a superintendent is onsite during construction for each bridge site.

The Quality Management Team, led by ***P&P's Quality Control (QC) Manager***, will function independently of the Construction Team. Reporting directly to the D-B Team's Executive Committee, the QC Manager will coordinate with the SCDOT Resident Engineer's office. This team member is directly responsible for, and solely dedicated to QC.

Environmental compliance will be achieved through close collaboration between the Design Team's Lead Permitting Specialist and the Construction QC Unit's environmental compliance staff. We will provide dedicated environmental staff whose sole purpose is to review and oversee that design and construction meets or exceeds all environmental commitments.

Our ***Executive Committee*** includes senior representatives from Dellinger and P&P, providing corporate oversight, support, and necessary resources for the Project Management Team. The Executive Committee will meet quarterly with District 5 personnel to promote clear, executive-level communication of project progress, high level of cooperation, and to proactively resolve elevated issues, thus allowing the project management team to remain focused on constructing the new bridges.

To function as an integrated team, we encourage an open environment of interaction between engineering, construction, quality, and safety personnel, and SCDOT during the Project's D-B activities. Weekly Task Force meetings and Design Progress meetings allow our construction and design leaders to routinely collaborate and discuss the Project. This environment fosters operational excellence and innovation, and instills quality, safety, and environmental/community awareness throughout the entire Project Team.



EXHIBIT 1: Integrated Strategies

DESIGN-BUILD INTEGRATION STRATEGIES

- Project Manager responsible for day-to-day management and SCDOT communication; facilitating Pre-construction and Construction communication
- Weekly / Monthly Task Force meetings to promote collaboration, planning, constructability, scheduling, design reviews – participation including Pre-construction, Construction, Major Subcontractors, and SCDOT
- Pre-design meetings with Construction and SCDOT
- Technology Integration – BlueBeam Plan reviews, ProjectWise file management system, and Video Conferencing
- Pre-submittal constructability reviews by Construction Team
- Dedicated design / construction document control specialists to coordinate with SCDOT on design and construction submittals

3.3.1c Past Working Relationships: Our team members have previously worked together in a similar capacity.

EXHIBIT 2: Past Working Relationships

PROJECT / TEAM	PROJECT DESCRIPTION	KEY / FIRM - PARTICIPATION	CONTACT / DURATION
 SCDOT I-85 Reconstruction & Widening D-B MM 77-98 Cherokee/Spartanburg Counties, SC P&P (Lead Design) D-B Project Manager (PM) (Lead Senior Structures PM)	D-B: 21-mile section of I-85; rehab. 4 miles; widening 16+ miles; concrete pavement; 4 interchange modifications; 8 bridge structures; 2 box culverts; 2.89 miles of retaining walls; expedited design schedule; adjacent project coordination; significant interstate/ interchange MOT; significant 3rd party coordination	Stephan Marcella / Dellinger - Lead Senior Structures PM Adam Parrish / P&P - Bridge Lead / EOR / Asst. PM P&P - Lead Design Firm Terracon - Geotechnical UCC - Utility Coordination	Brad Reynolds ReynoldsBS@scdot.org 803.737.1440 Shane Parrish ParrisSL@scdot.org 864.490.0466 2016-2021 (design substantially complete 1/2018)
 SCDOT Emergency D-B Bridge Replacement Package 3 Fairfield/Florence/ Newberry Counties, SC P&P (Lead Design) <i>State Finalist 2018 Engineering Excellence Award</i>	Emergency D-B: 2 on-alignment bridge replacements using cored slab superstructures and pile foundations; 1 off-alignment bridge replacement using prestressed beam and CIP deck superstructure with pile foundations; expedited construction and design schedule	P&P - Lead Design Firm Adam Parrish / P&P - Lead Bridge Engineer	Brad Reynolds ReynoldsBS@scdot.org 803.737.1440 Design & Constr. 12/2015 - 11/2016
 SCDOT SC 72 Bridge Replacements Chester County, SC P&P (Lead Design)	2 bridge replacements: 1 over South Fork Fishing Creek (new 430' by 46' structure) and 1 over Bear Creek (new 180' by 46' structure); both constructed off alignment so existing travel lanes could remain open during construction	P&P - Lead Design Firm Adam Parrish / P&P - PM / Lead Bridge Engineer Terracon - Geotechnical	Berry Mattox MattoxTB@scdot.org 803.737.3122 Design 2019-2022 Const. 2023
 SCDOT I-85 over Rocky Creek D-B Bridge Replacement Pursuit Greenville County, SC P&P (Lead Design)	D-B Pursuit: Replace existing quad barrel, 8'x10' bridge-sized culvert with a new single-span BT-78 prestressed beam bridge; significant interstate MOT; MSE walls; ITS; overhead signage	P&P - Lead Design Firm Adam Parrish / P&P - Lead Bridge Engineer UCC - Utility Coordination	Brad Reynolds ReynoldsBS@scdot.org 803.737.1440 Pursuit: 2019

3.3.2 PROJECT RESOURCES, STRATEGIES, AND EXECUTION:

3.3.2a Implementation of Resources: **Dellinger** is fully prepared to manage and construct this Project with the necessary financial and bonding capacity, expert bridge construction crews, and ready-to-deploy equipment. We have the resources and plan to commence design and construction immediately with a streamlined construction schedule following NTP. To ensure timely completion, we will assign two dedicated bridge construction crews to this Project.

With extensive experience in building cored slab and flat slab bridges, Dellinger has a proven track record of delivering high-quality bridge replacement projects across South Carolina. Our team has immediate access to all required tools, forms, materials, and specialized expertise to complete the dual bridge replacements efficiently. You can rely on us to deliver this Project on time and to the highest standard.

Exhibit 3 shows our D-B Team’s available personnel resources. Each firm will be responsible for their area of expertise and each design discipline leader will report directly to our *Lead Design Engineer, Adam Parrish, PE*.


Adam will lead weekly Design and Task Force meetings to allow for cross discipline collaboration, gain insight into constructability approaches, and monitor design schedules. Meetings will be held in person, in our Columbia office, and we will assign a dedicated Document Control specialist to organize and coordinate design submittals, receive SCDOT comments, and resubmit Design Team responses. **Available capacity is not an issue.**

EXHIBIT 3: Available Staff

DEL	2 Project Managers 1 Construction Managers 3 Superintendents 1 Roadway Foremen 1 Roadway Crews 1 Structure Foremen 1 Structure Crews 1 Drainage Foremen 1 Drainage Crews 1 Project Assistants	P&P	6 Project Managers 4 Roadway Eng./Support 4 Structures Eng./Support 2 Hydro Eng./Support 8 CADD Support 3 Permitting 2 Document Control 21 Construction Inspection
		Terra	10 Geotechnical Eng.
UCC	3 Utility Coordinators	3Oaks	6 Permitting 2 Env. Monitoring/Comp.
THC	4 Right of Way Agents	CES	20 Survey 7 SUE

Dellinger and P&P are accustomed to working under extremely compressed design and construction schedules. Both firms have successfully executed several projects for SCDOT under exceedingly short schedules such as P&P's Emergency Bridge Package 3 project. As illustrated in Exhibit 4, S-101 was designed and constructed in under five months, while waiting for a Duke Energy FERC permit; S-57 was completed in under six months from NTP; and S-34, which was built on completely new alignment and required significant right of way acquisition, was designed and constructed in less than one year. **Dellinger and P&P have a proven ability to implement our resources effectively and execute the most demanding project schedules.**

EXHIBIT 4: P&P Emergency Bridge Package 3 Timeline

		NTP	Design Complete	Constr. Complete
	S-101 (River Rd.) over Lake Wateree	12/4/2015	1/13/2016 40 Days	4/29/2016 106 Days
	S-57 (Old River Rd.) over Barfield Mill Creek	12/4/2015	1/27/2016 54 Days	5/27/2016 120 Days
	SC Route 34 over Hellers Creek	12/4/2015	3/22/2016 109 Days	11/25/2016 245 Days

With financial strength, excellent bonding capacity, and a strong insurance program, we can offer the stability required for this Project. Dellinger will self-perform approximately 70% of the construction items, which allows us control of the schedule. Dellinger will recruit DBE participation as suggested in Exhibit 5 outlining work that would be self-performed versus subcontracted. The D-B Team will keep as-built drawings on-site and supply a complete as-built set upon project completion.

P&P has long-standing working relationships with all five design subconsultants on our D-B Team, with two of the firms being **SCDOT certified DBEs**. With these companies and other DBE firms solicited through Dellinger's traditional efforts, **we will exceed the 11.7% DBE requirement for this Project**, including 0.2% of the work performed by certified DBEs in the Professional Services industry.

3.3.3b Geographical Location: The location of our existing equipment and facilities will allow our Team to mobilize efficiently for project execution. The ***D-B Project Manager, Lead Design Engineer, and Construction Manager*** will correspond and meet regularly with one another regarding progress, constructability, and overall project activities.

P&P will coordinate design activities from its Columbia office, which allows for quick delivery and responses of all design submittals to SCDOT headquarters. Design Coordination Meetings, including both design and construction personnel, will be held weekly to assure all design disciplines are communicating throughout the design phase. The meetings serve to provide continuous feedback regarding constructability and phasing issues, with immediate management direction provided. Other weekly meetings include safety, transportation management, schedule, and SCDOT coordination meetings.

Dellinger and **P&P** will proactively ensure that all stakeholders and the traveling public are well-informed before and during construction, building upon our past project experience and working relationships with SCDOT and the FHWA. Avoidance of unnecessary impact to the surrounding community is a high priority. **We will work closely with District 5 staff and continuously monitor on-site development progress.**

CONSTRUCTION CATEGORY	SELF-PERFORM	SUB-CONTRACT				
Construction Management	X					
Bridge Demolition	X					
Bridge Construction	X					
Roadway Construction	X					
Erosion Control*		X				
Traffic Control*		X				
Temporary/Permanent Signs*		X				
Construction Survey*		X				
Construction Access	X					
Temporary Shoring	X					
Drilled Shafts		X				
Install Reinforcing Steel*		X				
Approach Construction	X					
MSE Walls	X					
Storm Drain		X				
Asphalt Paving		X				
Guardrail*		X				
Pavement Marking*		X				
Grooving*		X				
ITS*		X				
* Potential DBE Opportunity						
DESIGN DISCIPLINE	P&P	TERRA	3OAKS	UCC	THC	CES
Structural/Bridge Design	X					
Seismic Design	X					
Roadway Design	X					
Hydro/Hydraulic Analysis & Design	X					
Permitting	X		X			
Geotechnical Exploration & Design		X				
Environment Monitoring/Compliance			X			X
Utility Coordination				X		
Right of Way					X	
Survey/SUE						X
As-Built Plans	X					

3.4 EXPERIENCE OF KEY INDIVIDUALS

The experience and capabilities of our Team’s key individuals can be seen in [Appendix A – Key Individual Resumes](#). All key individuals on our Team have the required licenses and certifications consistent with Sections 3.4.1 and 3.4.2 of the RFQ. The experience of our design and construction leaders exemplifies our ability to successfully deliver projects of similar size and complexity, within budget, on-time or ahead of schedule, and with no unresolved issues.

3.5 PAST PERFORMANCE OF THE TEAM

3.5.1 EXPERIENCE OF PROPOSER’S TEAM: **Dellinger** has assembled an experienced and tenured project team to specifically meet SCDOT’s design and construction expectations. The combination of team members, both construction and design, have worked together and successfully provided design and construction services for SCDOT on several projects (Exhibit 6). We are well-versed in the D-B delivery of bridge replacement projects. Our Team has a history of successfully completing quality bridge projects that required expedited schedules. See [Appendix B: Work History and Quality Form – Contractor/Designer](#) for a sample of our past projects.

EXHIBIT 6: *Experience of Proposer’s Team*

PROJECT DESCRIPTION	TEAM MEMBER(S)	Design-Build	Structures	MOT	Geotechnical	Asphalt Pavement	ROW Acquisition	Utilities	Environmental
I-85 Widening & Reconstruction D-B (\$436M), Spartanburg/Cherokee Counties, SC – 21 miles of interstate & 6 new bridges	Staff of DEL / P&P / UCC / Terracon	X	X	X	X	X	X	X	X
CSX Railroad Bridge Replacement, Dillon SC – 1 bridge over RR	DEL		X	X	X				X
S-26 Bridge Replacement over Horton Creek, Lancaster, SC – 1 bridge over water	DEL		X	X	X	X		X	X
SCDOT Emergency D-B Package 3 (\$7.4M), Fairfield/Florence/Newberry Counties – 3 bridge replacements	P&P	X	X	X	X	X	X	X	X
SCDOT Emergency D-B Package 6 (\$5.8M), Richland County, SC – 3 bridge replacements	P&P	X	X	X	X	X	X	X	X
SC 85 Bridge Replacements (\$16.8M), Spartanburg County, SC – 2 bridges over S-995 (Buffington Rd.)/NSRR & S-2 (Howard St.)	P&P		X	X	X	X	X	X	X

3.5.2 QUALITY OF PAST PERFORMANCE: **Dellinger** has not been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity, nor are any such actions pending against the company within the last five years. See [Appendix C: Work History and Quality Form – Contractor/Designer](#) for further details.



APPENDIX A

KEY INDIVIDUAL RESUME FORMS

[BACK TO ORG](#)

[BACK TO 3.4](#)



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	STEPHAN ALAIN MARCELLA, PE Senior Project Manager <div style="text-align: right; font-weight: bold; color: red;">  </div>
b. Role of Key Individual for this Project:	Design-Build Project Manager
c. Name of Firm with which you are now associated:	Dellinger, Inc.
d. Years of Experience: With this Firm <u>1</u> Year With Other Firms <u>23</u> Years	<p>Dellinger, Inc.: <i>Sr. Project Manager</i>, Jan. 2024-Present Responsible for estimating, contracts, material and subcontractor procurement and management, cost and schedule control, and planning/field support.</p> <p>Blythe Construction: <i>Project Manager</i>, 2017-2023 Responsible for the management of all structures (bridges, box culverts, shoring, and MSE/retaining walls) related construction activities and design coordination.</p> <p>Flatiron Constructors: <i>Sr. Structures Project Engineer</i>, 2015-2017 Responsible for all substructure and superstructure related activities including subcontract and material contract buyout and management, field activities support, planning, and schedule management.</p> <p>Cherry Hill Construction (A Tutor Perini Company): <i>Sr. Project Engineer</i>, 2014-2015 Responsible for training/mentoring new construction engineering team on a troubled project with high turnover to implement best practices; managed CPM schedule and played key role in tracking scope changes and time impacts.</p> <p>Corman Construction: <i>Project Engineer/Project Manager</i>, 2013-2014 Supported field activities through long-term planning, implemented CPM schedule, and mitigated cost and schedule impacts</p> <p>AECOM: <i>Project Controls Engineer</i>, 2011-2013 Contract administrative support at PMO. Responsible for coordination of construction activities between engineer of record and contractor. Participated in processing and negotiating changes/claims, and provided schedule analysis and engineering associated with changes.</p> <p>ATKINS: <i>Construction Project Administrator</i>, 2009-2011 Oversaw all construction activities on roadway improvement projects, commercial site development, and consultant to South Florida Water Management District.</p> <p>James Hardie Building Projects: <i>Territory Manager / Sales Engineer</i>, 2006-2008 Developed and implemented sales strategy for the South Florida Territory. Provided technical input for designers for the use and application Hardie Pipe and assisted contractors with the installation of the products.</p> <p>APAC Southeast, Inc. - Major Projects Group: <i>Project Engineer</i>, 2005-2006 Set-up and implemented best practices for construction engineering team. Managed and trained field engineers to support construction activities and support of field operations. Coordination between contractor and Owners reps.</p> <p>Kiewit Southern (formerly Gilbert Southern): <i>Field Engineer/Estimator/Field Superintendent</i>, 2000-2005 Managed subcontractors and vendors, planned and executed construction activities, and monitored cost and schedule controls.</p>
e. Education:	University of Florida / Gainesville, FL / B.S. / 2000 / Civil Engineering – Construction Engineering/Structures
f. Active Registrations:	2013 / FL / Civil / 75411 (Inactive)
a. Document the extent and depth of your experience and qualifications relevant to the Project.	<p>Package 5 Bridge Repairs -US 176 and SC 213 Bridges over Crims Creek, Newberry County, SC, SCDOT</p> <p>Key Personnel Role: <i>Senior Project Manager</i></p> <p>Current/Other Firm: <i>Dellinger, Inc.</i></p> <p>Project/Assignment Duration: <i>Project 2024 / Assignment Jan. 2024-May 2024</i></p> <p>Owner Contact Information: <i>SCDOT, Herbert Latten, ElattenHD@scdot.org, 803.374.9723</i></p> <p>Construction Value: <i>\$995,479</i></p>

Project Description:

This project included the repair of two bridges: US 176 and SC 213 bridges over Crims Creek. The scope of work for the US 176 bridge replacement included the removal of existing asphalt, partial and full depth repair of decks, removal and replacement of expansion joints, resurfacing and restriping of bridge deck and roadway, removal and replacement of existing beam repairs with section loss, installation of pile wraps and timber sway/slash bracing, cleaning and painting of entire steel superstructure, embankment repair and placement of rip rap, and end bent repair with flowable fill.

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

I-485 Express Lane, Mecklenburg County, NC, NCDOT

Key Personnel Role: *Structures Project Manager*

Current/Other Firm: *Blythe Construction*

Project/Assignment Duration: *Project 2019-2025 / Assignment 2019-2023*

Owner Contact Information: *NCDOT Div. 10, Brian Davis, PE, bdavis1@ncdot.gov, 919.730.5137*

Construction Value: *\$346 million*

Project Description:

The project added one express lane in each direction on I-485 between I-77 and US 74. In addition, one general purpose lane in each direction was added between Rea Road and Providence Road. The project included 12 bridges, MSE walls, retaining walls, soundwalls, and 8 box culverts.

I-85 Reconstruction & Widening Design-Build, Spartanburg & Cherokee Counties, SC, SCDOT

Key Personnel Role: *Structures Project Manager*

Current/Other Firm: *Blythe Construction*

Project/Assignment Duration: *Project 2021-2025 / Assignment 2021-2023*

Owner Contact Information: *SCDOT, Shane Parris, PE, parrissl@scdot.org, 864.490.0466*

Construction Value: *\$410 million*

Project Description:

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

I-85 / I-385 Interchange, Greenville County, SC, SCDOT

Key Personnel Role: *Structures Project Manager*

Current/Other Firm: *Flatiron Constructors*

Project/Assignment Duration: *Project 2014 / Assignment 2015-2017*

Owner Contact Information: *SCDOT, Will McGoldrick, mcgoldrwr@scdot.org, 803-737-1326*

Construction Value: *\$231 million*


Project Description:

The project replaced existing loop ramps with direct connect, high-level flyover; reconfiguration and replacement of existing ramps; constructed additional lanes along I-85 and I-385; constructed 12 new bridges and rehabilitation of 2 existing bridges; and constructed retaining walls and MSE walls.

- g. 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.

Stephan Marcella is currently assigned to NCDOT Harnett County Bridge Replacement project and SCDOT Sumter County Bridge Replacement project, which are both scheduled to be completed by January 2025.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.			
a. Name & Title: ADAM JUSTIN PARRISH, PE Surface Lead / Principal			
b. Role of Key Individual for this Project: Lead Design Engineer			
c. Name of Firm with which you are now associated: Parrish and Partners, LLC			
d. Years of Experience: With this Firm <u>11</u> Years With Other Firms <u>8</u> Years Parrish and Partners, LLC: Surface Lead / Senior Project Manager / Principal, 2013-Present Responsible for the management of P&P's Surface Transportation Unit; has been the project manager and/or design lead for numerous highway projects and complex bridge replacements for SCDOT, including design-build The LPA Group, Inc.: Project Engineer, 2011-2013 – Responsible for bridge and seismic design of projects; Design Engineer, 2006-2011 – Responsible for bridge and seismic design for bridges along and over interstates, primary and secondary routes, railroads, and waterways; Structural Intern, 2002-2006 – Responsible for assisting in bridge design			
e. Education: North Carolina State University / Raleigh, NC / B.S. / 2005 / Civil Engineering			
f. Active Registrations:			
2010 / SC / Civil / 28244	2013 / VA / Civil / 402052704	2014 / LA / Civil / 38836	
2012 / FL / Civil / 74150	2013 / MD / Civil / 44591	2014 / MS / Civil / 25409	
2012 / NC / Civil / 38827	2013 / PA / Civil / PE081711	2014 / CA / Civil / C 83743	
2013 / AL / Civil / 33873-E	2014 / WV / Civil / 20583	2015 / GA / Civil / PE040169	
NBIS Certified Bridge Inspector			
a. Document the extent and depth of your experience and qualifications relevant to the Project.			
I-85 Reconstruction & Widening Design-Build, Spartanburg & Cherokee Counties, SC, SCDOT			
Key Personnel Role:		P&P Bridge Lead / Engineer of Record / Assistant Project Manager	
Current/Other Firm:		Current; Parrish and Partners, LLC	
Project/Assignment Duration:		Project Oct. 2016-May 2021 / Assignment Oct. 2016-Ongoing	
Owner Contact Information:		SCDOT, Brad Reynolds, reynoldsbs@scdot.org , 803.737.1440	
Construction Value:		\$410 million	
Project Description:			
P&P Bridge Lead / Engineer of Record responsible for leading the bridge group and for sealing six bridge sites crossing over I-85, two culverts, three bridge rehabilitations, 2.8 miles of retaining walls, and design of median barriers for this 21-mile project. Project consists of all work necessary to reconstruct I-85 from MM 77 to MM 98 and reconstruct and widen I-85 from four to six travel lanes, from north of S-57 to the south end of the I-85 bridge over the Broad River. Project includes the removal and replacement of the CSX Transportation, Inc. (CSXT) Railroad overpass, removal of S-1927 (Conway Black Road) railroad overpass bridge, and design and construction of cul-de-sacs at the road termini on either side of the existing Conway Black Road Bridge ends. This project includes providing ITS along I-85 mainlane and requires coordinated work zone traffic control with an adjacent I-85 reconstruction project.			
Emergency Bridge Replacement Package 3: S-20-101 over Lake Wateree, Fairfield County; S-21-57 over Barfield Mill Creek, Florence County; SC 34 over Heller's Creek, Newberry County, SC, SCDOT			
Key Personnel Role:		Lead Bridge Engineer	
Current/Other Firm:		Current; Parrish and Partners, LLC	
Project/Assignment Duration:		Project Dec. 2015-Nov. 2016 / Assigned Dec. 2015-Nov. 2016	
Owner Contact Information:		SCDOT, Brad Reynolds, reynoldsbs@scdot.org , 803.737.1440	
Construction Value:		\$7.4 million	
Project Description:			
This design-build project expedited the replacement of bridges damaged in the severe 2015 floods. The schedule to design and construct these bridges was extremely tight, but the team met all milestones. As Lead Bridge Engineer, Adam was responsible for managing the P&P bridge unit and sealing the three damaged bridge sites.			
The S-101 Bridge consists of a two-span cored slab superstructure (30'-70') with asphalt wearing surface. The superstructure is supported by a substructure comprised of cast-in-place concrete caps founded on pre-stressed			

concrete piles at the interior bent and steel H-piles at the end bents. The S-57 Bridge is on a curved alignment utilizing a single 75' simple-span with cast-in-place deck and AASHTO Type II PSC Beams. The end bents are of integral construction founded on steel H-piles. The third structure along SC Route 34 required a straight bridge to be used with a curved roadway alignment. The simple-span superstructure spans 120' utilizing BT-54 modified PSC beams supporting a cast-in-place concrete deck. The end bents are integral founded on steel H-piles.

Emergency Bridge Replacement Package 6: SC 48 over Back Swamp, Cedar Creek & Dry Branch, Richland County, SC, SCDOT

Key Personnel Role: *P&P Project Manager / Lead Bridge Engineer*
Current/Other Firm: *Current; Parrish and Partners, LLC*
Project/Assignment Duration: *Project May 2016-Dec. 2016 / Assignment May 2016-Dec. 2016*
Owner Contact Information: *SCDOT, William Redfearn, PE, reddearnwt@scdot.org, 803.737.1430*
Construction Value: *\$6.2 million*

Project Description:

P&P Project Manager / Lead Bridge Engineer responsible for managing the P&P design team and sealing the two bridge sites along SC 48 that were damaged beyond repair by the 2015 flood. P&P co-led the design team with KCI. The SC 48 Bridge over Cedar Creek consisted of a 30'-30'-40'-40'-30' flat slab span configuration. The superstructure is supported by cast-in-place pile caps at the end and interior bents. The interior bents are founded on 24" pre-stressed concrete piles and the end bents are founded on steel H-piles. The SC 48 Bridge over Dry Branch consists of a 30'-40'-30' flat slab span configuration. The superstructure is supported by cast-in-place pile caps at the end and interior bents. The interior bents are founded on 24" pre-stressed concrete piles and the end bents are founded on steel H-piles. Seismic design was performed for both SDC B structures with a Multimodal Spectral Analysis.

Emergency Bridge Replacement Package 5: US 301 over Black River Swamps, Clarendon County, SC, SCDOT

Key Personnel Role: *P&P Project Manager / Lead Bridge Engineer*
Current/Other Firm: *Current; Parrish and Partners, LLC*
Project/Assignment Duration: *Project Feb. 2016-Dec. 2016 / Assignment Feb. 2016-Dec. 2016*
Owner Contact Information: *SCDOT, Brad Reynolds, reynoldsbs@scdot.org, 803.737.1440*
Construction Value: *\$13 million*

Project Description:

P&P Project Manager / Lead Bridge Engineer responsible for managing the P&P design team and sealing two bridge sites along US 301 over the Black River Overflow 1 & 2. The first bridge over Black River Overflow was an on-alignment 40'-60'-60' cored slab beam structure supported by 24" pre-stressed concrete piles at the interior bents. The second bridge over Black River Overflow was an on-alignment 30'-50'-60' cored slab beam structure supported by 24" pre-stressed concrete piles at the interior bents. Both sites have end bents which are founded on steel H-piles. The seismic design was performed for both SDC C structures with a Multimodal Spectral Analysis. Liquefiable soils were present at the sites requiring the use of seismic drains to relieve the excess pore water pressure.

Accelerated S-43 Bridge Replacement over Sawneys Creek, Fairfield County, SC, SCDOT

Key Personnel Role: *Project Manager / Lead Bridge Engineer*
Current/Other Firm: *Current; Parrish and Partners, LLC*
Project/Assignment Duration: *Project July 2019-July 2020 / Assignment July 2019-July 2020*
Owner Contact Information: *SCDOT, Tony Edwards, PE, edwardstc@scdot.org, 803.737.1238*
Construction Value: *\$1.3 million*


Project Description:

Project Manager / Lead Bridge Engineer. This accelerated project consisted of replacing the current 43' long by 25.5' wide bridge with a new 123' long by 37.25' wide, single-span structure utilizing modified BT-63 beams supported on spread footing end bents. The end bents are a fixed-expansion design supported by spread footings founded on rock. Project tasks also included roadway design and drainage analysis. Full RFC plans provided 3.5 months after NTP with bridge open to traffic less than one year after solicitation awarded.

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

N/A

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: CHRIS HAMMONDS, JR. General Superintendent</p>	
<p>b. Role of Key Individual for this Project: Construction Manager</p>	
<p>c. Name of Firm with which you are now associated: Dellinger, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>15</u> Years With Other Firms <u>0</u> Years</p> <p>Dellinger, Inc.: <i>General Superintendent, 2010-Present</i> Responsible for field operations of all projects throughout North and South Carolina, making certain that construction projects comply with all safety regulations and project risk factors are established, managed, and mitigated to ensure projects are complete in a safe and timely fashion. Liaise with local authorities, engineers, and public to maintain open project communication and address any issues.</p>	
<p>e. Education: <u>High School Graduate / Lumberton High School.</u></p>	
<p>f. Active Registrations: OSHA 30</p>	
<p>a. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><i>Package 5 Bridge Repairs – US 176 and SC 213 over Crims Creek, Pomaria, SC, SCDOT</i></p> <p>Key Personnel Role: <i>Construction Manager</i> Current/Other Firm: <i>Dellinger, Inc.</i> Project/Assignment Duration: <i>Project 2024 / Assignment Jan. 2024-May 2024</i> Owner Contact Information: <i>SCDOT, Herbert Latten, ElattenHD@scdot.org, 803.374.9723</i> Construction Value: <i>\$995,479</i></p> <p>Project Description:</p> <p>The scope of work for the US 176 bridge replacement included the removal of existing asphalt, partial and full depth repair of decks, removal and replacement of expansion joints, resurfacing and restriping of bridge deck and roadway, removal and replacement of existing beam repairs with section loss, installation of pile wraps and timber sway/slash bracing, cleaning and painting of entire steel superstructure, embankment repair and placement of rip rap, and end bent repair with flowable fill.</p> <p>The scope of work for the SC 213 bridge replacement included roadway approach milling, resurfacing, and restriping, partial and full depth patching of bridge deck, removal and replacement of existing expansion joints, steel pile repair and strengthening, replacement of steel sway bracing, cleaning and painting of steel substructure, embankment and scour repair, and installation of geotextile and rip rap.</p> <p><i>US 29 and SC 101 Emergency Bridge Repair, Laurens and Spartanburg Counties, SC, SCDOT</i></p> <p>Key Personnel Role: <i>Construction Manager</i> Current/Other Firm: <i>Dellinger, Inc.</i> Project/Assignment Duration: <i>Project 2022-2023 / Assignment 2022-2023</i> Owner Contact Information: <i>SCDOT, William Yarborough, yarborouwd@scdot.org, 864.587.4721</i> Construction Value: <i>\$2,339,744</i></p> <p>Project Description:</p> <p>US-29 (East Main Street) over NSRR Bridge Repair included extensive deck repairs and waterproofing with proper traffic control to allow the repairs to take place safely. The bridge required joint repairs, as well as milling and resurfacing while using polymer asphalt expansion joint along with new asphalt overlay.</p> <p>SC 101 over Durbin Creek Bridge Repair included repairs involving Type 2 reinforced concrete repairs, reinforced concrete T-beam Type A repairs, deck joint stripping and sealing, deck repairs for cracking in the top of deck, and diaphragms and bents using Type 1 and Type 2 concrete repairs.</p>	

SC 72 Bridge Replacement over Fishing Creek, York County, SC, SCDOT

Key Personnel Role: *Construction Manager*

Current/Other Firm: *Dellinger, Inc.*

Project/Assignment Duration: *Project 2015-2017 / Assignment 2015-2017*

Owner Contact Information: *SCDOT, John Huskins, HuskinsJG@scdot.org, 803.324.3545*

Construction Value: *\$4.4 million*

Project Description:

Replacement of an existing 14 span timber structure with a 422 LF, 4 span bridge with drilled shafts and 54" MBT girders with a concrete deck and approach slabs.

SC 72 Bridge Replacement over Sandy River, Chester County, SC, SCDOT

Key Personnel Role: *Construction Manager*

Current/Other Firm: *Dellinger, Inc.*

Project/Assignment Duration: *Project 2015-2017 / Assignment 2015-2017*

Owner Contact Information: *SCDOT, Jeremiah Bradley, BradleyJW@scdot.org, 803.581.8008*

Construction Value: *\$5.4 million*

Project Description:

Replacement of an existing 13 span structure with a new 410 LF bridge that includes installation of drilled shafts, AASHTO Type III girders, and concrete deck and approach slabs.

Bridge Replacement over Cedar Creek, Chesterfield and Darlington Counties, SC, SCDOT

Key Personnel Role: *Construction Manager*

Current/Other Firm: *Dellinger, Inc.*

Project/Assignment Duration: *Project 2013-2014 / Assignment 2013-2014*

Owner Contact Information: *SCDOT, Heather Ford, FordHL@dot.state.sc.us*

Construction Value: *\$1.8 million*

Project Description:

This project consisted of the removal of an existing bridge and temporary truss, and construction of two new 120 LF long continuous flat slab bridges.

- g. 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.

Chris Hammonds is currently assigned to S-26 Bridge Replacement over Horton Creek in Lancaster County (scheduled completion date is June 2025) and S-258 Bridge Replacement over Thorntree Creek in Fairfield County (scheduled completion date is Nov. 2025).




APPENDIX B

[BACK TO 3.5](#)




WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER (3.5.1)



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Dellinger Inc.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A’s or B’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name:3666720 District 2, Package 5 Bridge Repairs Location: US176 and SC213, Pomaria, SC	Name: Dellinger, Inc.	Name of Owner: SCDOT, Division 2 Project Manager: Herbert Latten Phone: 803-374-9723 Email: LattenHD@scdot.org	Construction Award 01/2024 Construction Completion 07/2024	\$1,149	\$1,149
g. Narrative describing the work performed by A or B. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<p>Dellinger, Inc. was tasked with repairing two bridges on this project. The first bridge located on US-176 over Crims Creek Bridge required deck, beam, and pile repairs. These repairs were challenging due to the originally scoped repairs not being sufficient to repair the existing conditions. The second bridge, SC-213 over Crims Creek, required deck repairs as well as substructure strengthening. Although not identified in the plans, asbestos was discovered in the existing joints. The substructure repairs for both bridges, US-176 and SC-213, presented challenges due to access and procurement issues due to the “emergency repair” that was required.</p> <p>This project showcased Dellinger’s knowledge and performance capabilities. On US-176 the team discovered the outside girders had catastrophic section loss, and Dellinger was able to identify the plan repairs would not be sufficient to place traffic on the bridge. Due to open communication, a better repair procedure was developed and implemented for SCDOT.</p> <p>KEY PERSONNEL: Stephen Marcella, Senior Project Manager and Chris Hammonds Jr, Construction Manager.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Dellinger’s personnel faced many challenges on this project. Through open communication with the SCDOT, innovation, and utilization of past experience provided successful solutions to unforeseen repair circumstances. On US 176 – the exterior girders had existing repairs with more section loss than what was identified in the plans and not identified by the inspection team. The Project and Construction Manager had to continuously work together to relay field conditions versus plan requirements to ensure a repair method could be achieve that would allow the bridge to be safely opened to traffic. This repair project was also bid so that a very stringent schedule had to be maintained for all operations but more specifically for US-176, as another project was having traffic diverted to US-176.</p>					
i. Quality Initiatives. Discuss A’s or B’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>To eliminate potential environment impacts by mobilizing equipment under the bridge, Dellinger, Inc. hand placed the rip rap to eliminate environmental impacts. To ensure production, quality, and safety goals were achieved, Delinger, Inc. utilized crews that specialized in different areas of the scope (e.g. concrete crew to perform deck repair and pile wraps). Dellinger, Inc. also kept open lines of communication with the owner to avoid issues and claims. Dellinger, Inc. utilized the expertise of Stephan Marcella and Chris Hammonds Jr. to communicate with SCDOT to ensure the applications for repair achieved the best value, quality, and safe outcome for all.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
Not Applicable					

WORK HISTORY AND QUALITY FORM – CONTRACTOR
Dellinger Inc.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Dellinger’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Dellinger (in thousands)
Name: 4084120 Leesburg Rd Widening (Columbia, SC)	Name: Eagle Construction	Name of Owner: SCDOT Project Manager: Travis Jolly Phone: 803.796.9540 Email: JollyTG@scdot.org	Construction 12/2026	\$49,000	\$5,561.52
g. Narrative describing the work performed by Dellinger, Inc..					
<div><div><p>Dellinger Inc. is currently performing the replacement of the existing bridge over Mill Creek on SC 262 (Leesburg Rd) with Eagle Construction. The Project is a Phased replacement of an existing flat slab bridge. The new bridge will consist of a 3 Span Flat Slab structure supported by drilled shafts. The new bridge is 83 feet wide and 110 feet long with concrete approach slabs and pedestrian railing walls. Dellinger Inc. will also perform demolition of the existing flat slab structure, installation of temporary shoring, and installation of permanent retaining walls located throughout the Project.</p><p>Key Personnel: Chris Hammonds Jr., Construction Manager</p></div><div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Dellinger’s performance on the project to identify Dellinger personnel that have successfully completed projects on time and on or under budget, and to identify Dellinger’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Dellinger’s personnel was posed with challenges from the outset of the project. Drilled shaft installation was complicated by the presence of artisanal water flow. Dellinger worked in conjunction with their drilled shaft sub to mitigate the delays and move the Project forward to maintain the Project Schedule.					
i. Quality Initiatives. Discuss Dellinger’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
Dellinger, Inc. is currently using a modular form system provided by our partner Torre Engineering to construct Flat Slab spans of different lengths as warranted by the Project Design.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Dellinger shall provide a detailed explanation below.					
Not Applicable					

WORK HISTORY AND QUALITY FORM – DESIGNER
Parrish and Partners, LLC

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A’s or B’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name: I-85 Widening & Reconstruction, MM 77-98 (Phase I/II), Design-Build Location: Cherokee County, SC	Name: Lead Contractor: Blythe/Zachry Joint Venture Lead Designer: Parrish and Partners, LLC	Name of Owner: SCDOT Project Manager: Brad Reynolds Phone: (803) 737-1440 Email: ReynoldsBS@scdot.org	Professional Services: 10/2018 Construction: 07/2025 (Est.)	\$410,000	\$25,000
g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<p>Parrish & Partners, LLC is serving as the lead design engineering firm for the reconstruction and widening of 21 miles of I-85. As the Lead Engineering firm, Parrish & Partners is responsible for overall project management, roadway design, structure design, drainage and erosion control design, public involvement, railroad coordination, and environmental permitting support. The project will reconstruct the existing asphalt pavement to Portland Cement Concrete (PCC), increase capacity, and reconstruct interchanges and overpass bridges to meet state and federal design requirements. SCDOT intends to reconstruct the existing six lanes and auxiliary lanes from the pavement joint near MM 77 to MM 80, then widen I-85 from four to six lanes beginning at MM 80 in Spartanburg County and ending at the Broad River Bridge, 1.5 miles north of Exit 96 – Shelby Highway (SC 18) in Cherokee County. Along the 21-mile project area, interchanges at Exit 83 – Battleground Road (SC 110), Exit 87 – Green River Road (S-39), Exit 95 – Pleasant School Road (S-82), and Exit 96 – Shelby Highway (SC 18) will be fully reconstructed to bring into compliance with state and federal design requirements. The overpass bridges at CSX RR crossing and at Sunny Slope Drive (S-131) will be replaced to provide greater horizontal and vertical clearance to meet current design standards and allow for future expansion. The project will also increase safety by providing a concrete barrier wall between the interstate and 12 miles of parallel frontage roads. Other project improvements include new closed-system storm drainage networks, new overhead signing, and full coverage ITS networks. The D-B team’s proposed design exhibits a high level of commitment to minimize property and environmental impacts and provides a safe environment for motorists during construction. <i>Design Office Locations: Columbia, SC, and Charlotte, NC / Key Individuals: Adam Parrish, PE, P&P Bridge Lead / Engineer of Record / Asst. Project Manager (2016-2025); Stephan Marcella, Project Manager (2016-2024)</i></p>				Relevance to Package 27	
				<ul style="list-style-type: none">• Key Design Team Members on both projects• Design-Build• Bridge Construction & Design• Environmental Permitting• Extensive Utility Coordination• Compressed Design Schedule	
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Approved RFC plans for the project were delivered to the contractor on, and in some cases ahead of the agreed upon schedule. All design services were performed under budget. Weekly coordination meetings and separate Task Force meetings occur between design and construction teams. These meetings, as well as strict compliance with the Design Quality Management Plan (DQMP), assures schedules are met which coincides with successful budget performance.					
i. Quality Initiatives. Discuss A’s or B’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
Parrish & Partners establishes a Design Quality Management Plan (DQMP) that details procedures and processes for the entire design team, sets the guidelines for team interaction, chain of command, communication with the owner, submittal processes, and overall management responsibilities. The DQMP also sets the QA/QC structure for the team and requires each firm to designate separate QA and QC review personnel. The design and construction team meet weekly to discuss the project, schedule, and design approaches; all design submittals are reviewed and approved by the contractor prior to submittal to SCDOT.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
Contractor (claimant) alleged quantity of drainage resulted in increased costs (damages) to claimant. Respondents (Parrish & Partners and select subconsultants) vigorously denied allegations. Respondents’ insurance carriers acknowledged coverage. Issue was settled outside of arbitration (June 1, 2023). All parties continued to work together professionally.					

WORK HISTORY AND QUALITY FORM – DESIGNER
Parrish and Partners, LLC

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A’s or B’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name: Emergency Bridge Replacement Package 3 (DB) Location: Fairfield, Florence & Newberry Counties, SC	Name: Lead Contractor: Crowder Construction Company Lead Designer: Parrish and Partners, LLC	Name of Owner: SCDOT Project Manager: Brad Reynolds Phone: (803) 737-1440 Email: ReynoldsBS@scdot.org	Professional Services: 3/2016 Construction: 11/2016	\$7,395	\$628
g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<p>Parrish & Partners was selected as the lead design engineering firm for Bridge Replacement Package 3, one of five packages SCDOT procured to replace 13 bridges in SC that were damaged beyond repair by the 2015 flooding. Each package used the design-build method of procurement. Due to the emergency situation, and in efforts to save time, SCDOT chose to shortlist three preferred teams in lieu of requesting SOQs, giving each a short period of time to prepare preliminary designs and construction estimates. As the Lead Design Firm, Parrish & Partners was shortlisted for four of the five packages and our team was awarded the contract for Package 3.</p> <p>Parrish & Partners provided project management, roadway design, structure design, bridge hydraulic analysis, drainage design, erosion and sediment control design, utility coordination, and environmental permitting. As a D-B team, services also included surveying, geotechnical investigation/design, and right of way acquisition.</p> <p>S-101 Bridge in Fairfield County consists of a two-span cored slab superstructure (30'-70') with asphalt wearing surface. The superstructure is supported by a substructure comprised of cast-in-place concrete caps founded on PSC concrete piles at the interior bent and steel H-piles at the end bents. S-57 Bridge in Florence County is on a curved alignment using a single 75' simple-span with cast-in-place deck and AASHTO Type II PSC beams. The end bents are of integral construction founded on steel H-piles. The third structure along SC Route 34 in Newberry County required a straight bridge to be used with a curved roadway alignment. The simple-span superstructure spans 120' using BT-54 modified PSC beams supporting a cast-in-place concrete deck. The end bents are integral founded on steel H-piles. As part of the contract, Parrish & Partners also provided and managed construction services, such as shop drawing and working drawing reviews, material testing, and provided design assistance for any unforeseen construction-related issues.</p> <p><i>Parrish & Partners was awarded the State Finalist 2018 Engineering Excellence Award for our work on this project.</i></p> <p><i>Design Office Locations: Columbia, SC, and Charlotte, NC / Key Individuals: Adam Parrish, PE, Lead Bridge Engineer/ Engineer of Record (2015-2016)</i></p>				Relevance to Package 27	
				<ul style="list-style-type: none">• Design-Build• Bridge Construction & Design• Environmental Permitting• Extensive Utility Coordination• Compressed Design Schedule	
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Each site was on a fast-track design and construction schedule and opened to traffic by the following dates: Fairfield County (S-101) – 4/ 2016; Florence County (S-57) – 5/ 2016; and Newberry County (SC 34) – 11/2016. The team met all schedule milestones. There were no delays, claims, dispute proceedings, litigation, or arbitration associated with the project. Members of Parrish & Partners developed a detailed process to help assure project schedules were maintained and/or expedited. Communication and coordination with all design leads and subconsultants was established to monitor schedule progress, quality control, and contract compliance.</p>					
i. Quality Initiatives. Discuss A’s or B’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Parrish & Partners establishes a Design Quality Management Plan (DQMP) that details procedures and processes for the entire design team, sets the guidelines for team interaction, chain of command, communication with the owner, submittal processes, and overall management responsibilities. The DQMP also sets the QA/QC structure for the team and requires each firm to designate separate QA and QC review personnel. The design and construction team meet weekly to discuss the project, schedule, and design approaches; all design submittals are reviewed and approved by the contractor prior to submittal to SCDOT.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
<p>For each question in Section 3.5.2, Parrish & Partners can answer “no” to each relevant question.</p>					



APPENDIX C

[BACK TO 3.5](#)

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER (3.5.2)



APPENDIX C – WORK HISTORY AND QUALITY FORM - CONTRACTOR / DESIGNER

3.5.2 QUALITY OF PAST PERFORMANCE

Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?	<i>No</i>
Has the Lead Contractor or any member of the joint venture submitted a claim on a project that was litigated? If litigated, explain the results.	<i>No</i>
Have any design-build projects or projects of similar scope been delayed more than 30 days such that liquidated damages were assessed?	<i>No</i>
Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?	<i>No</i>
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?	<i>No</i>
Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?	<i>No</i>
Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?	<i>No</i>



APPENDIX D

LEGAL AND FINANCIAL



FINANCIAL CAPACITY OF GENERAL CONTRACTOR

To: South Carolina Department of Transportation (hereinafter "SCDOT")
Contract ID: 5570770
Estimated Contract Amount: \$8,000,000.00
Description: Bridge Package 27 Dillon and Marlboro Counties

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

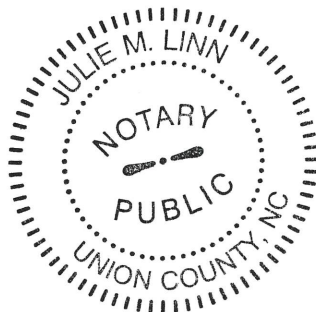
This 21st day of April 2025

Dellinger, Inc.

By: 
Dean Kite
President

State of North Carolina
Union County

Sworn and subscribed before me this 21st day of April 2025.




Notary Public
My Commission Expires 10-10-2029

April 23, 2025

SC Department of Transportation
Attn: Ms. Renee Frazier
955 Park Street, Room 101 (302, 421)
Columbia, SC 29201

RE: Dellinger, Inc. – SCDOT | Design-Build Project: Bridge Package 27 – Dillon & Marlboro Counties – Contract ID 5570770

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

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

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

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

Berkshire Hathaway Specialty Insurance Company



Bryan M. Caneschi
Attorney-in-Fact



Power Of Attorney

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

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

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

**BERKSHIRE HATHAWAY SPECIALTY
INSURANCE COMPANY,**

By: _____
David Fields, Executive Vice President



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

By: _____
David Fields, Vice President

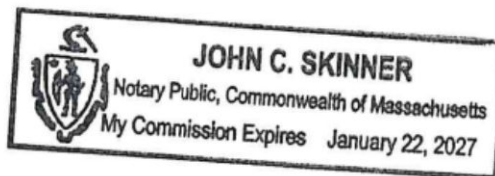


NOTARY

State of Massachusetts, County of Suffolk, ss:

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

[Notary Seal]



Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this April 23, 2025.



Ralph Tortorella, Officer

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

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

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

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

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

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

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

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

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

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

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

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



APPENDIX E

ORGANIZATIONAL CONFLICT OF INTEREST



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 x Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

1. Describe nature of the potential conflict(s):

2. Describe measures proposed to mitigate the potential conflict(s):



Signature

04/22/2025

Date

Ronnie Melker

Print Name

Dellinger, Inc.

Company

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

Name

Phone

Company



APPENDIX F

CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST



APPENDIX F – CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST

Dellinger does not consider any information within this SOQ to be confidential or proprietary.



APPENDIX G

ADDENDUM RECEIPT FORM(S)





South Carolina
Department of Transportation

NOTICE TO PROPOSERS

Bridge Package 27
Design-Build – Contract ID 5570770
Dillon & Marlboro Counties

April 15, 2025

NOTICE TO PROPOSERS - Enclosed is **Addendum 1** to the Request for Qualifications (RFQ) for the Bridge Package 19 design-build project. The information provided in this notice and the addendum shall be made part of the contract documents.

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

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

- RFQ Title Sheet
- Section 2.7 Milestone Schedule
- Section 3.4.4 Project Management Team
- Section 7.9 COI Team List





South Carolina
Department of Transportation

NOTICE OF RECEIPT
Bridge Package 27
Design-Build – Contract ID 5570770
Dillon & Marlboro 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

4/22/2025

Date

Ronnie Melker

Printed Name

For: Dellinger - Parrish and Partners

Design-Build Team Name





APPENDIX H

KEY INDIVIDUAL AND CONTRACTOR/DESIGNER
REFERENCE FORM(S)



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
ElattenHD@scdot.org	Herbert	Latten	Stephan Marcella	SCDOT Package 5 Bridge Repairs -US 176 and SC 213 Bridges over Crims Creek	Senior Project Manager	Dellinger, Inc.
parrissl@scdot.org	Shane	Parris	Stephan Marcella	SCDOT I-85 Reconstruction & Widening D-B MM 77–98	Structures Project Manager	Blythe Construction / Parrish & Partners / Terracon / Utility Coordination
bdavis1@ncdot.gov	Brian	Davis	Stephan Marcella	NCDOT I-485 Express Lane	Structures Project Manager	Blythe Construction
mcgoldriwr@scdot.org	Will	McGoldrick	Stephan Marcella	SCDOT I-85 / I-385 Interchange	Structures Project Manager	Flatiron Constructors
ReynoldsBS@scdot.org	Brad	Reynolds	Adam Parrish	SCDOT I-85 Reconstruction & Widening D-B MM 77–98	Lead Bridge Engineer/Engineer of Record/Assistant Project Manager	Parrish & Partners / Terracon / Utility Coordination Consultants
MattoxTB@scdot.org	Berry	Mattox	Adam Parrish	SCDOT SC 72 Bridge Replacements	Project Manager/Lead Bridge Engineer	Parrish & Partners / Terracon
ReynoldsBS@scdot.org	Brad	Reynolds	Adam Parrish	SCDOT Emergency D-B Bridge Replacement Package 3	Lead Bridge Engineer	Parrish & Partners
ReynoldsBS@scdot.org	Brad	Reynolds	Adam Parrish	SCDOT I-85 over Rocky Creek D-B Bridge Replacement Pursuit	Lead Bridge Engineer	Parrish & Partners
RedfearnWT@scdot.org	Tyke	Redfearn	Adam Parrish	SCDOT Emergency D-B Bridge Replacement Package 6	Lead Bridge Engineer	Parrish & Partners
ElattenHD@scdot.org	Herbert	Latten	Chris Hammonds	SCDOT Package 5 Bridge Repairs -US 176 and SC 213 Bridges over Crims Creek	Construction Manager	Dellinger, Inc.
yarborouwd@scdot.org	William	Yarborough	Chris Hammonds	SCDOT US 29 and SC 101 Emergency Bridge Repair	Construction Manager	Dellinger, Inc.
HuskinsJG@scdot.org	John	Huskins	Chris Hammonds	SCDOT SC 72 Bridge Replacement over Fishing Creek	Construction Manager	Dellinger, Inc.
BradleyJW@scdot.org	Jeremiah	Bradley	Chris Hammonds	SCDOT SC 72 Bridge Replacement over Sandy River	Construction Manager	Dellinger, Inc.
FordHL@dot.state.sc.us	Heather	Ford	Chris Hammonds	SCDOT Bridge Replacement over Cedar Creek	Construction Manager	Dellinger, Inc.



Email	First Name	Last Name	Company Name	Project Name	Team
ElattenHD@scdot.org	Herbert	Latten	SCDOT	SCDOT Package 5 Bridge Repairs -US 176 and SC 213 Bridges over Crims Creek	Dellinger
JollyTG@scdot.org	Travis	Jolly	SCDOT	SCDOT Leesburg Road Widening	Eagle Construction / Delliner
ReynoldsBS@scdot.org	Brad	Reynolds	SCDOT	SCDOT I-85 Reconstruction & Widening D-B MM 77-98	Parrish & Partners / Terracon / Utility Coordination Consultants
MattoxTB@scdot.org	Berry	Mattox	SCDOT	SCDOT SC 72 Bridge Replacements	Parrish & Partners / Terracon
ReynoldsBS@scdot.org	Brad	Reynolds	SCDOT	SCDOT I-85 over Rocky Creek D-B Bridge Replacement Pursuit	Parrish & Partners / Utility Coordination Consultants
ReynoldsBS@scdot.org	Brad	Reynolds	SCDOT	SCDOT Emergency D-B Bridge Replacement Package 3	Parrish & Partners

