

Technical Proposal  
**SCDOT S-31 (Cannons Campground Rd. over Peters  
Creek) Emergency Bridge Replacement  
Design-Build – P041165  
Spartanburg County**





## 1. PROJECT APPROACH AND DELIVERY

***Project Approach:*** The Palmetto Infrastructure (PII)–Carolina Transportation Engineers and Associates (CTEA) DB Team is pleased to present our approach to the replacement of the existing bridge along S- 31 (Cannons Campground Road) over Peters Creek in Spartanburg County, as described in the Final RFP dated April 4, 2025. We will expedite design and construction to meet SCDOT’s required substantial completion of November 29, 2025. Work will begin immediately after Bid Opening/Selection. Conceptual Plans submitted with the Technical Proposal will be reviewed with SCDOT to discuss our replacement concepts and incorporate any SCDOT comments. We intend to progress the bridge immediately to Final Design as no right of way is anticipated and the roadway is closed. We will partner with SCDOT and regularly communicate scheduled activities to assure reviews and acceptance are met so Palmetto can complete construction on schedule. CTEA has assembled a full team with all resources available to complete required investigations, data collection and design work, as shown in the organizational chart on Page 3.

Supplemental surveying, geotechnical investigations, SUE and utility coordination efforts will begin immediately after selection by ESP Associates’ staff and drilling subconsultants, as necessary. Utility coordination will continue from the pursuit stage. Keitt Consulting will work diligently with Duke to relocate the distribution power adjacent to the bridge as soon as possible. We anticipate avoiding all other active utilities and will work with telecommunications owners to relocate their facilities. Construction may begin early – prior to RFC plan approvals. Bridge demolition, clearing, and erosion control installation may take place early at the Contractor’s risk. Palmetto will manage subcontractors and perform the construction of this project in coordination with ongoing construction activities of Bridge Package 16 in Greenville and Pickens Counties. Multiple crews may be assigned to this project simultaneously including bridge, grading, paving and others.

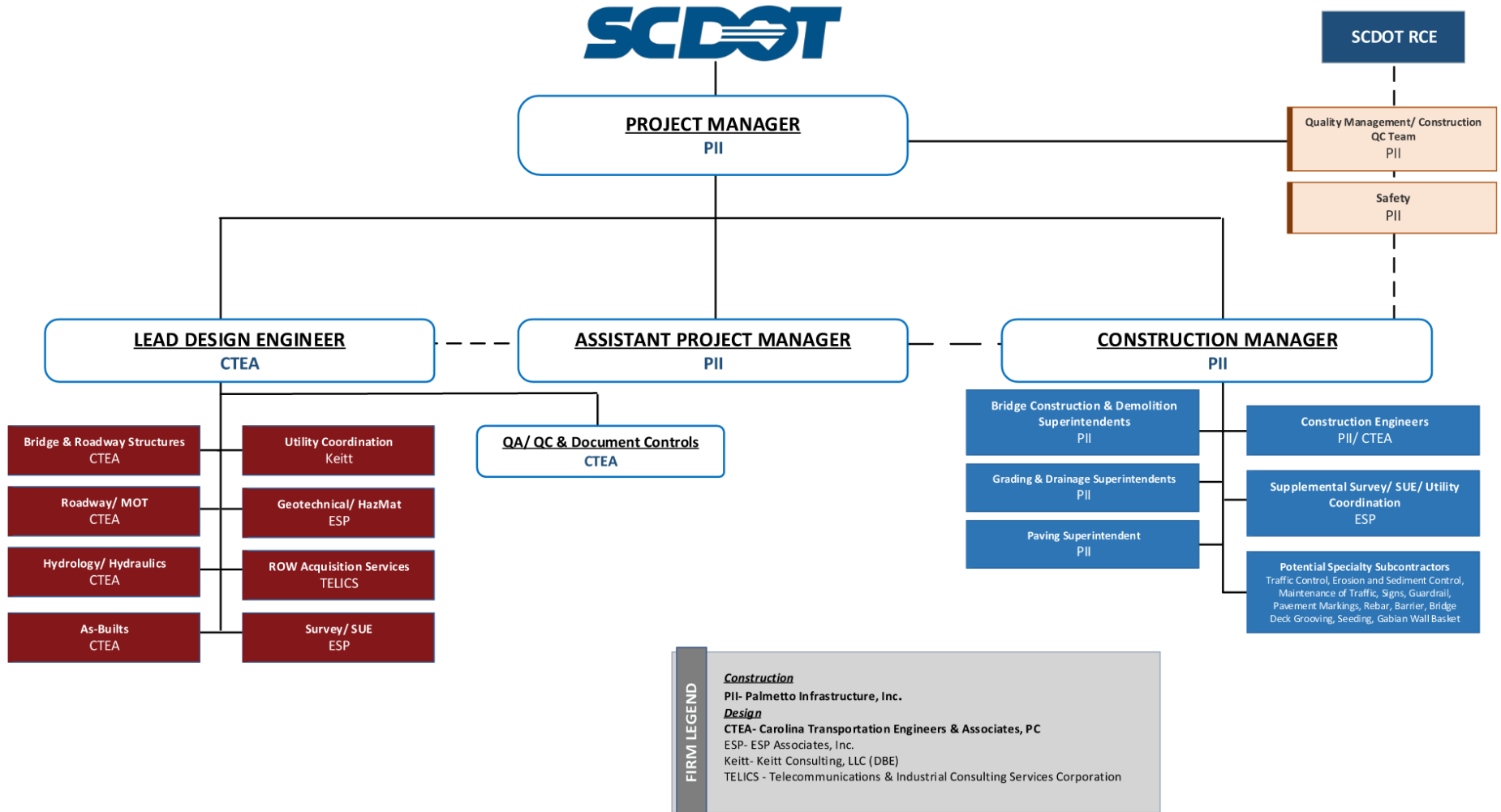


The Palmetto – CTEA design facilitates early delivery of the project as follows:

- CTEA will review our preliminary design with SCDOT and request feedback. Our design attempts to balance accelerated delivery, avoidance of critical power line clearance envelopes, SCDOT's stated desire to stay within the existing right of way, and future bridge inspection and maintenance activities. We plan to accelerate the design directly to final plans at our risk, incorporating SCDOT comments from the proposal plans.
- Temporary construction easements will be pursued immediately upon NTP.
- Single span bridge eliminates interior bents (FATC1). This eliminates subcontractor delays and work needed to create platforms to install drilled shafts and pour concrete for columns and pier caps. Schedule reductions are all on critical path.
- Single-span bridge allows additional space for pile driving. Our shortened bridge increases space to set up a crane north of the transmission power lines. The southwest quadrant of bridge will be used for laydown area (hammer and piles).
- Single-span bridge facilitates girder delivery. Girders will be delivered from the north approach and set with 2 cranes. The primary crane will be positioned in the roadway of the north approach, the second crane will be positioned in the southwest quadrant laydown area. This will allow girder erection without encroaching on the Transmission Power Line clearance envelope. The primary crane will be set back from the tall end bent wall to maintain acceptable loads on the wall prior to fully integral end bent construction.
- Gabion Basket Wall construction (FATC2). A steel sheet pile cannot be constructed with PII equipment due to the proximity to the transmission and distribution power lines. The gabion basket wall will be constructed as an alternative to a reinforced concrete retaining wall. The gabion basket wall is faster to install and may be progressed while the Duke Power distribution lines are being moved, and while the end bent construction is ongoing.



S-31 (Cannons Campground Rd. over Peters Creek) Emergency Bridge Replacement  
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Spartanburg County





Appendix A – Bridge and Roadway Plans  
**SCDOT S-31 (Cannons Campground Rd. over Peters  
Creek) Emergency Bridge Replacement  
Design-Build – P041165  
Spartanburg County**





TonyCooper  
+ Project pursuits\VB Pursuits\S-31Cannons Campground\Roadway\Prelim Design\S-31\_TS.dgn  
4/15/2025

INDEX OF SHEETS

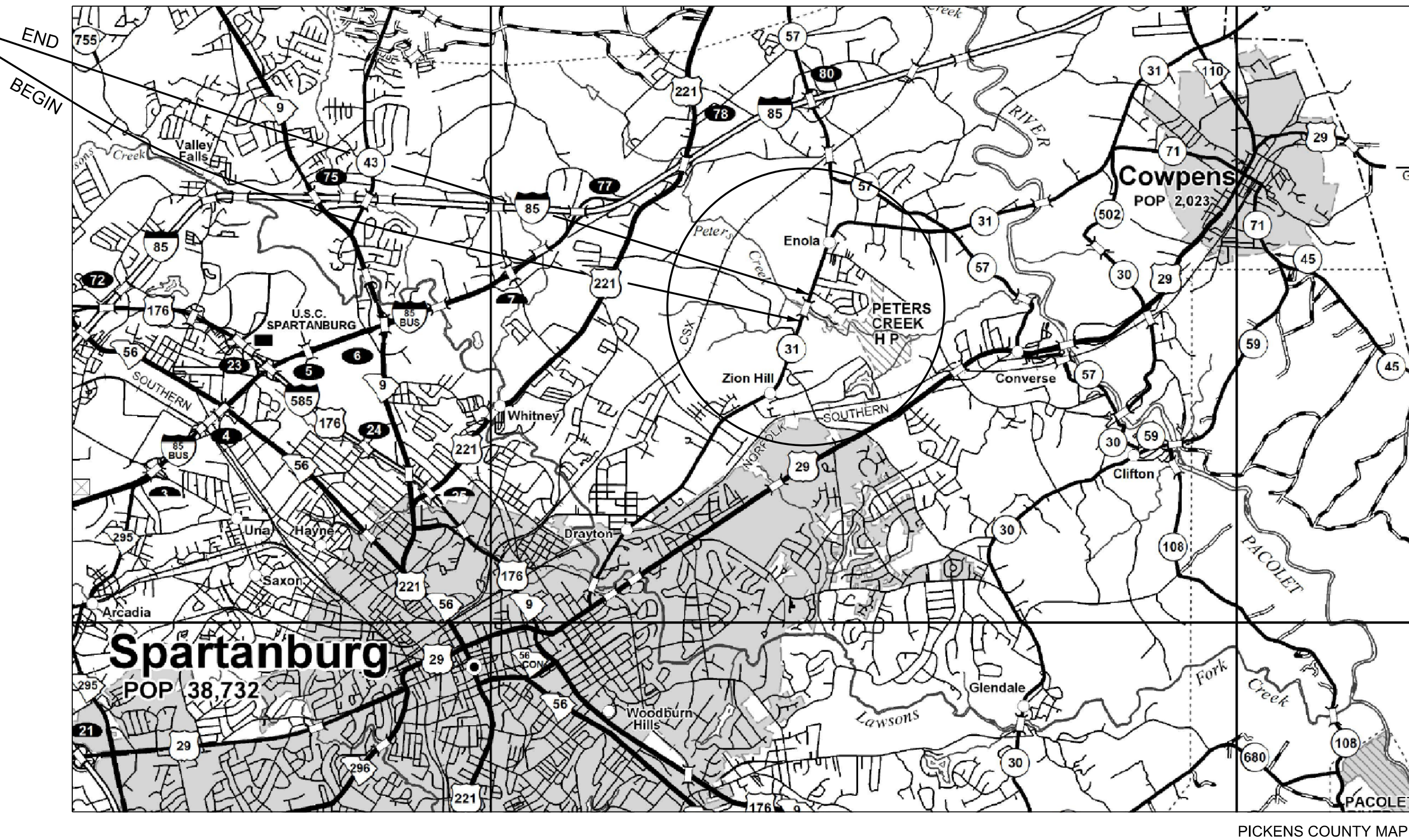
SEE SHEET IL1 FOR INDEX



PROPOSED PLANS  
FOR

SPARTANBURG COUNTY  
PROJECT ID: P041165  
RD.S-31 (CANNONS CAMPGROUND RD)  
BRIDGE REPLACEMENT OVER PETERS CREEK

PROJECT ID: P041165  
RD. S-31 (CANNONS CAMPGROUND RD.)  
STA. 175+20.00 TO STA. 182+00.00  
SEE SHEET 6



ENVIRONMENTAL PERMIT INFORMATION

USACE PERMIT	___YES___	___NO___
NEPA DOCUMENT	___YES___	___NO___
401 CERTIFICATION	___YES___	___NO___
OCRM CAP	___YES___	___NO___
NAVIGABLE WATERS	___SC___	___USCG___
	___USACE___	___N/A___

3 DAYS BEFORE DIGGING IN  
SOUTH CAROLINA

CALL 811

SOUTH CAROLINA 811 (SC811)  
WWW.SC811.COM  
ALL UTILITIES MAY NOT BE A MEMBER OF SC811

RAILROAD INVOLVEMENT?  
YES / ☐ NO

TRAFFIC DATA

2025 ADT 10,700  
2045 ADT 14,400  
TRUCKS 2 %

BRIDGE PLANS UNDER SEPARATE COVER  
NEW BRIDGE FROM STA. 178+67.50 TO  
STA. 179+92.50

LAYOUT

SCALE 1 INCH = 5280 FEET

NET LENGTH OF ROADWAY	0.105	MILES
NET LENGTH OF BRIDGES	0.024	MILES
NET LENGTH OF PROJECT	0.129	MILES
LENGTH OF EXCEPTIONS	___	MILES
GROSS LENGTH OF PROJECT	0.129	MILES

EQUALITIES IN STATIONING

NONE

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF LETTING.

CONSULTING ENGINEERING FIRM

CAROLINA  
Transportation  
Engineers &  
Assoc., PC

PRELIMINARY PLANS  
NOT FOR CONSTRUCTION

Hydraulic Design Reference for these plans is the:

2009

Edition of SCDOT's "Requirements for  
Hydraulic Design Studies"

Design Reference for these plans is the:

2021

SCDOT Roadway Design Manual

NPDES PERMIT INFORMATION

Disturbed Area = TBD Acre(s)  
TBD

Approximate Location of Roadway is

Begin  
Latitude 34°45' 43.37" N  
Longitude 82° 47' 31.12" W

End  
Latitude 34°45' 47.69" N  
Longitude 82° 47' 33.42" W

Hydraulic and NPDES Design  
provided by:

AULICK

Designs may be obtained from the  
SCDOT Regional Production Group

SCDOT REVIEW

SCDOT REVIEW	RIGHT-OF-WAY		CONSTRUCTION	
	INITIAL	DATE	INITIAL	DATE
PRECONSTRUCTION SUPPORT - ROAD			<div></div>	<div></div>
PRECONSTRUCTION SUPPORT - STRUCTURES				
RPG - DESIGN MANAGER				
RPG - PROGRAM MANAGER				

THE INITIALS ABOVE DO NOT RELIEVE THE ENGINEER OF RECORD OF  
THE RESPONSIBILITY TO DESIGN THIS PROJECT IN ACCORDANCE  
WITH ALL APPLICABLE CRITERIA.

For Right Of Way Acquisition:

\_\_\_\_\_  
Consultant Engineer of Record  
\_\_\_\_\_  
Regional Production Engineer  
Date  
Date

ENGINEER OF RECORD

PRELIMINARY PLANS  
NOT FOR CONSTRUCTION

FOR CONSTRUCTION : \_\_\_\_\_  
DATE



TonyCooper  
ject pursuits\DB Pursuits\S-31 Cannons Campground\Roadway\Prelim Design\4165typ-CT-LT-009.dgn  
4/15/2025

**\*\* NOTE:**

THIS SLOPE MAY BE VARIED WHEN A DEEPER DITCH IS NECESSARY FOR DRAINAGE PURPOSES, USING A MINIMUM SLOPE OF 12:1 AND A MAXIMUM SLOPE OF 4:1. WHERE A DEEPER DITCH THAN PROVIDED BY 4:1 IS NECESSARY, THE DITCH SHALL BE PLACED FARTHER FROM THE C/L CONTINUING THE 4:1 SLOPE TO PROVIDE THE NECESSARY DEPTH. SEE PROFILE FOR SPECIAL DITCH GRADES.

**0 NOTES:**

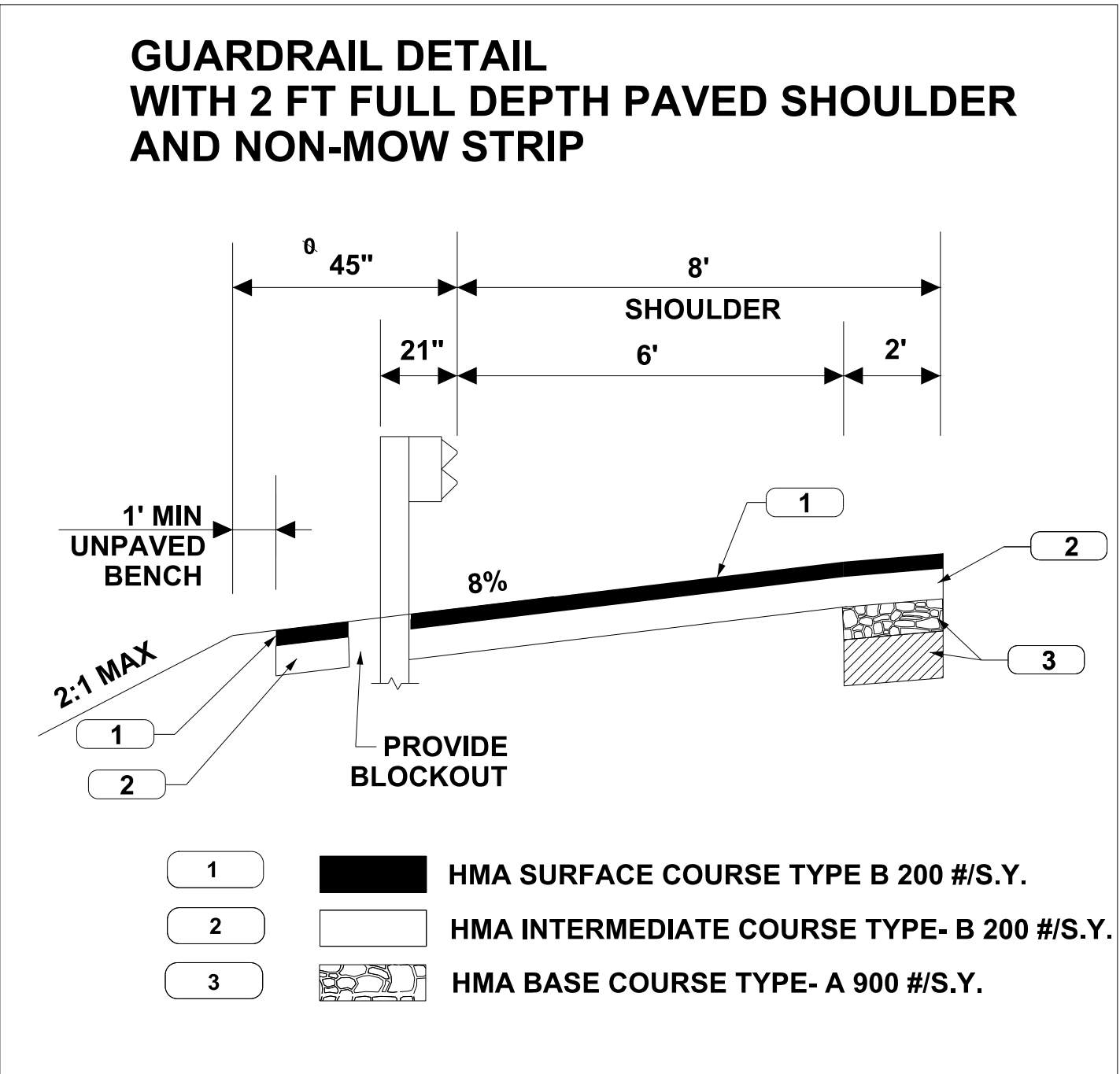
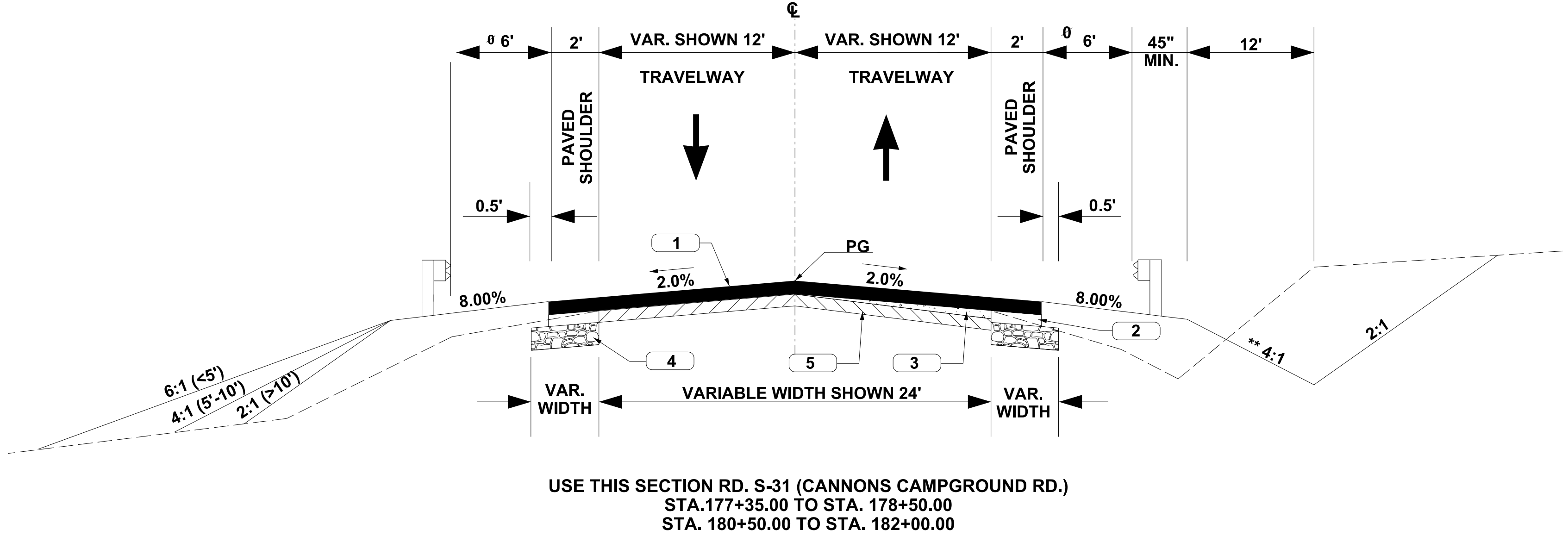
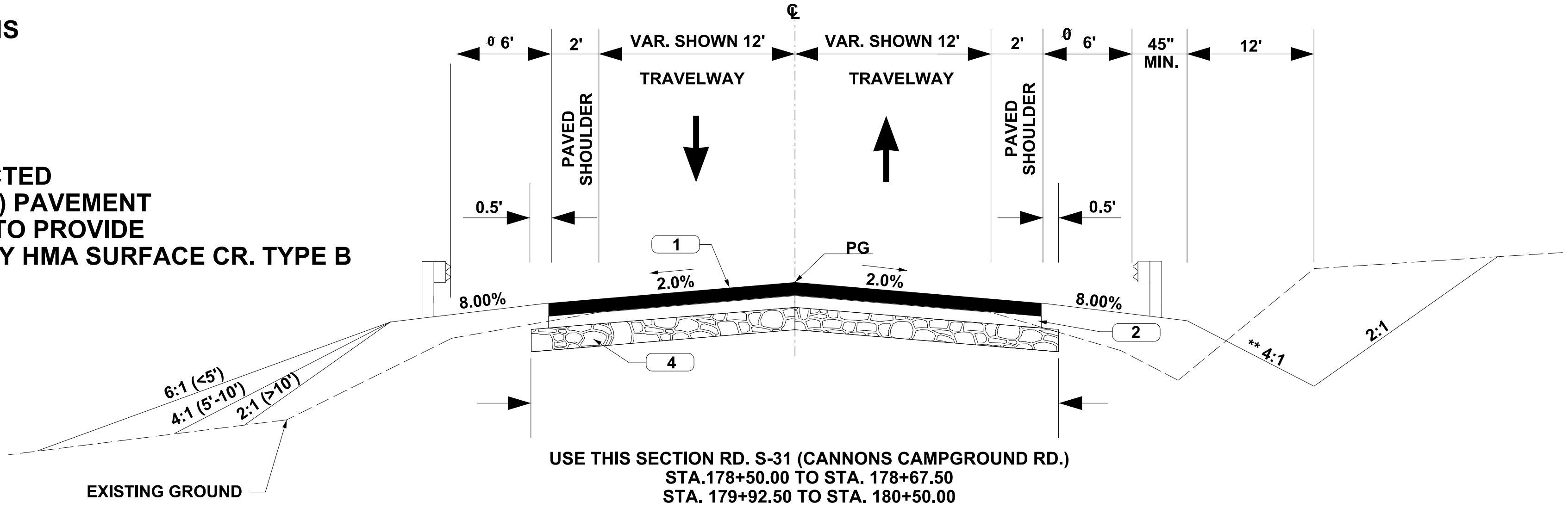
SEE PLANS AND CROSS SECTIONS FOR VARIATIONS TO SHOULDER. ADD 3.75' WHERE GUARDRAIL IS USED . ADDITIONAL SHOULDER WIDTH REQUIRED FOR END TREATMENT TYPE "MT3" SEE SCDOT STANDARD DRAWING 805-115-10.

NOTE: PERFORM FULL DEPTH PATCHING AS DIRECTED BY THE RCE. WHERE NEW HOT MIX ASPHALT (HMA) PAVEMENT TIES TO EXISTING PAVEMENT, VARIABLE MILLING TO PROVIDE SMOOTH TRANSATION. OVERLAY WITH THE 200 PSY HMA SURFACE CR. TYPE B

**TYPICAL SECTION OF IMPROVEMENT  
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION  
COLUMBIA, S.C.**

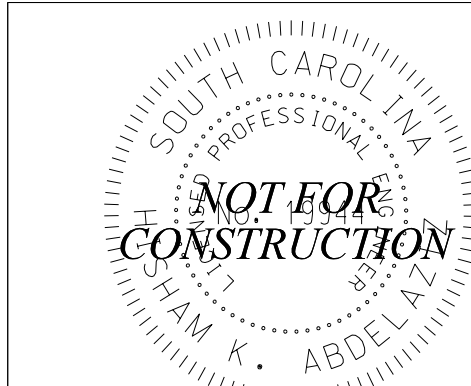
FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROAD NO.	SHEET NO.
SC	3	SPARTANBURG	P041165	S-31	3

CANNONS CAMPGROUND RD.



**LEGEND**

- |   |   |
|---|---|
| 1 | HMA SURFACE COURSE TYPE B 200 #/S.Y.  |
| 2 | HMA INTERMEDIATE COURSE TYPE- B 200 #/S.Y.  |
| 3 | HMA INTERMEDIATE COURSE VARIABLE TYPE E UP TO 1.5" OR TYPE B GREATER THAN 1.5" FOR BUILD-UP |
| 4 | HMA BASE COURSE TYPE- A 900 #/S.Y.  |
| 5 | EXISTING PAVEMENT   |



PAVEMENT DESIGN

S-31 URBAN MINOR ARTERIAL		
RTE. S-31	DESIGN SPEED	
MPH	FROM STA.	TO STA.
45	177+35.00	182+00.00
EXCEPTIONS TO DESIGN SPEED		

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
ROAD DESIGN COLUMBIA, S.C.

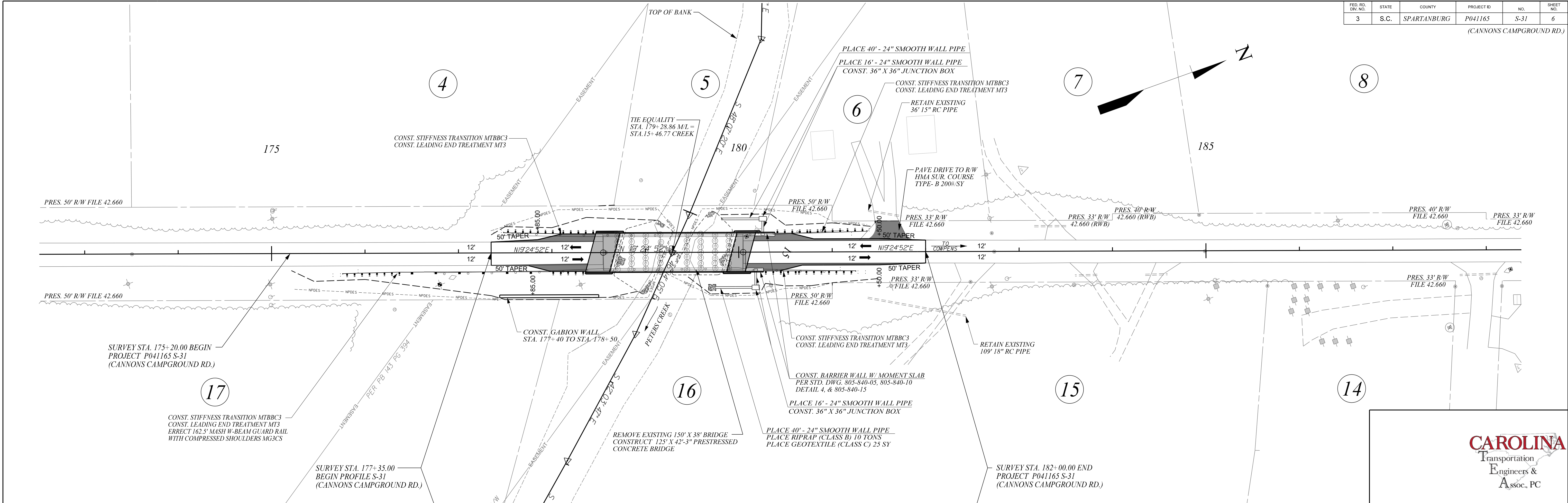
**TYPICAL SECTION  
S-31 (CANNONS CAMPGROUND RD.)**

SCALE 1"=V=NTS SCALE 1"=H=NTS RTE./RD.

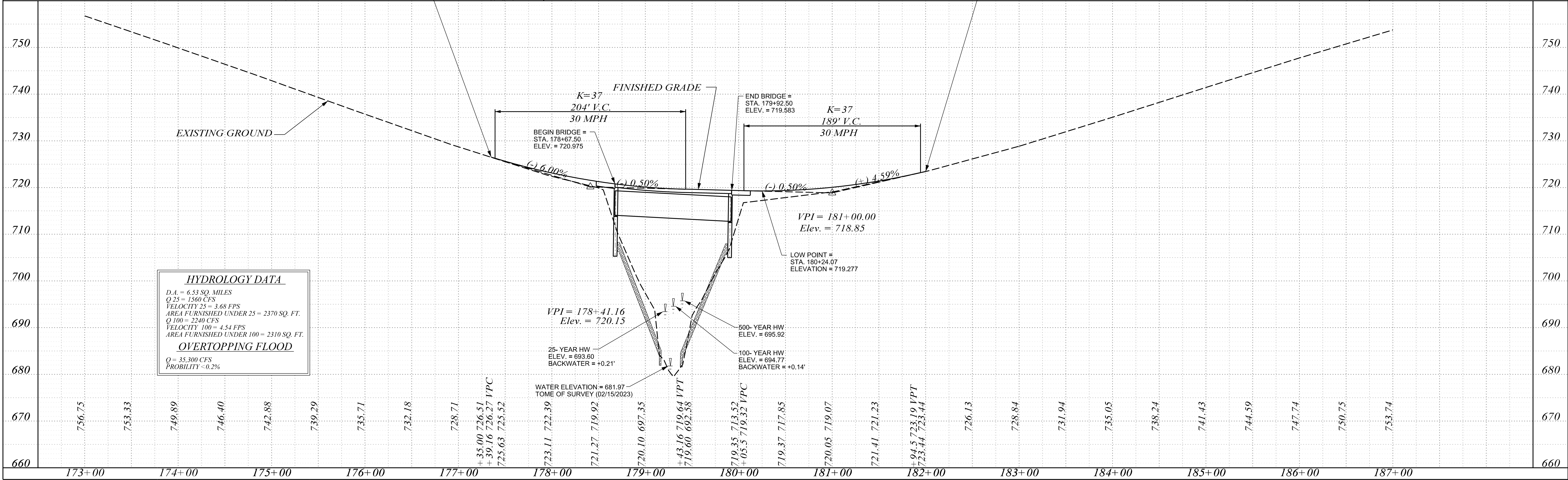


FED. RD. DIST. NO.	STATE	COUNTY	PROJECT ID	NO.	SHEET NO.
3	S.C.	SPARTANBURG	P041165	S-31	6

(CANNONS CAMPGROUND RD.)



**CAROLINA**  
Transportation  
Engineers &  
Assoc., PC

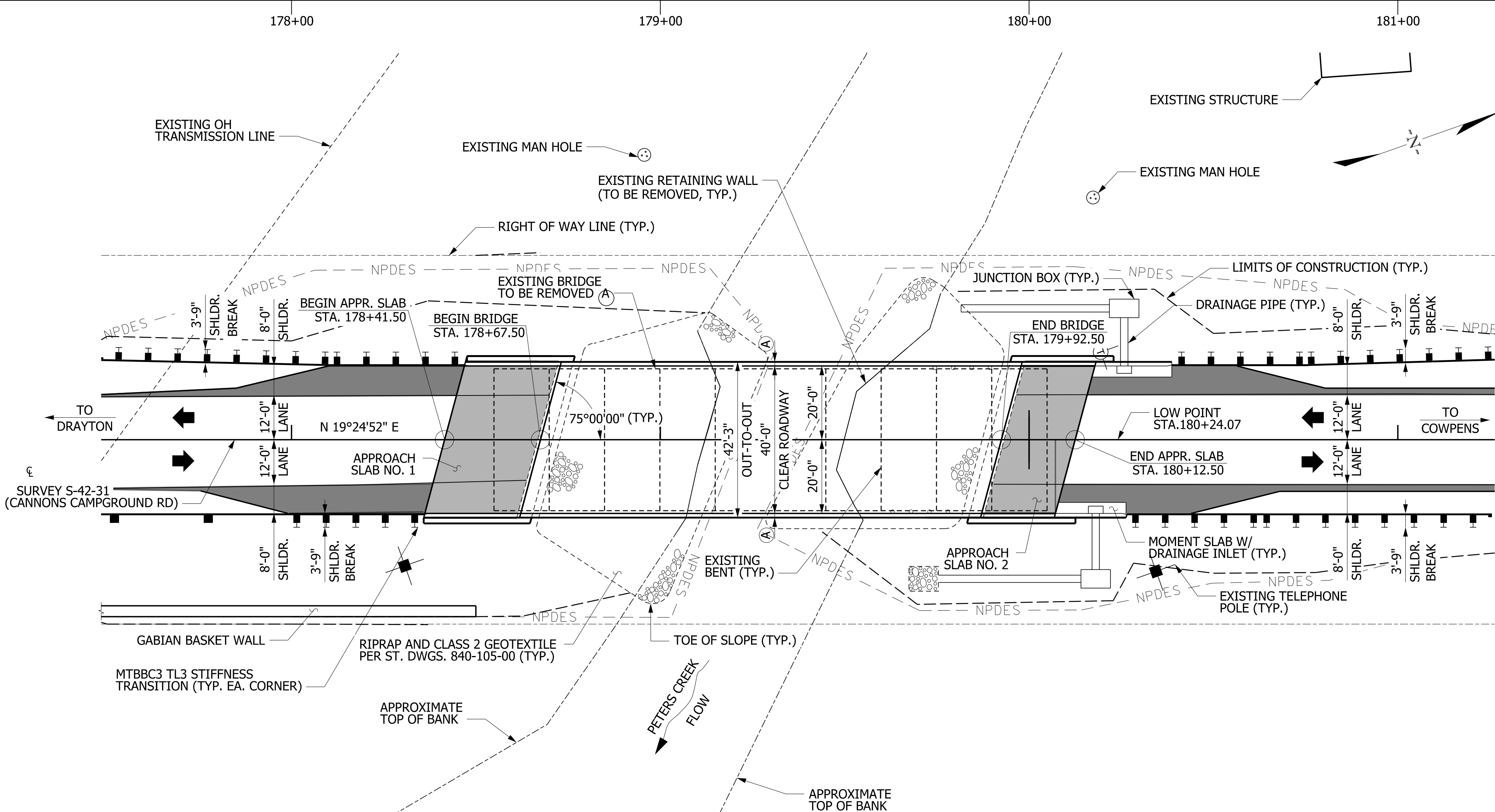




EllyPillars 4/15/2025 10:00:27 AM S-42-31 over Peters Creek\_bp\_moment slab.DGN

REVIEWED JSM			
QUAN.	DR.	EJP	JSM
DES.			04-25
		BY	CHK.
			DATE

		DESCRIPTION OF REVISION	
REV.	BY	CHK.	DATE



PLAN

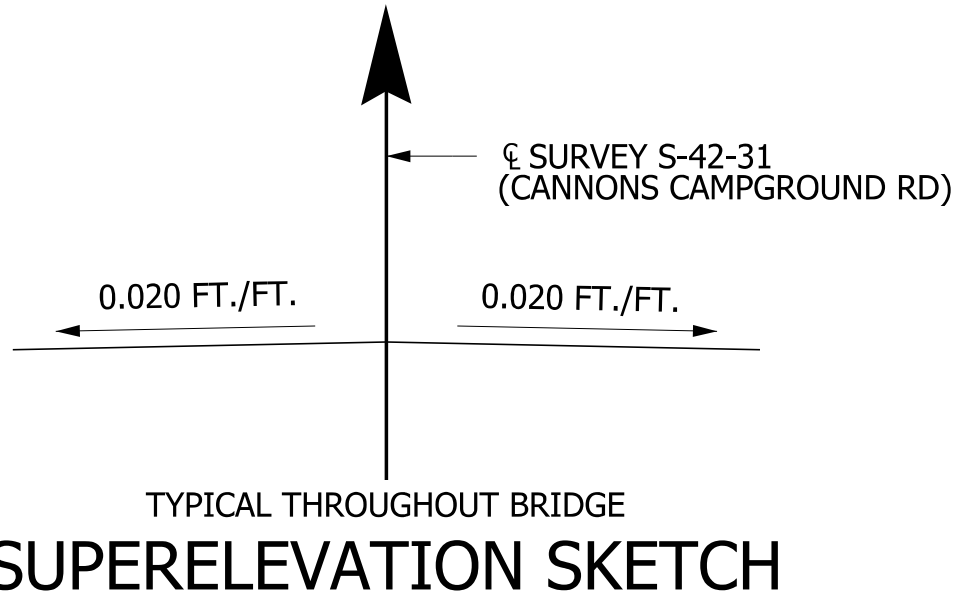
- NOTES:
- (A) INCLUDES 1'-0" MASH BARRIER PARAPET AND 1½" SLAB EXTENSION.
  - (B) REMOVE AND DISPOSE OF EXISTING 38'-6" x 150'-0" I 9-SPAN SIMPLE CONCRETE SLAB BRIDGE AND APPURTENANCES IN ACCORDANCE WITH SECTION 202.4.2 OF THE STANDARD SPECIFICATIONS.
- I - DENOTES INTEGRAL END BENT

CONTROL POINTS

CP3  
ELEVATION = 762.89  
N 1151971.32 E 1737186.50  
8" NAIL

CP4  
ELEVATION = 716.61  
N 1152758.05 E 1737427.32  
8" NAIL

CP5  
ELEVATION = 759.75  
N 1153516.63 E 1737734.43  
8" NAIL



VERTICAL CURVE DATA

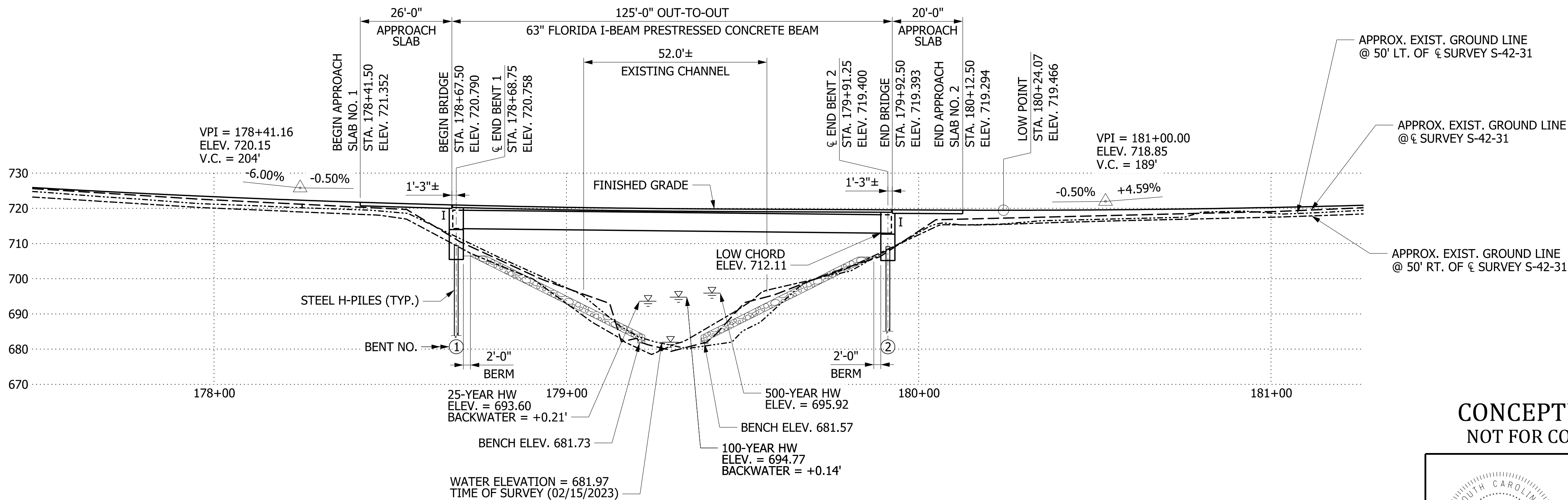
VPI = 178+41.16 ELEV. 720.15 V.C. = 204'  
VPI = 181+00.00 ELEV. 718.85 V.C. = 189'

HYDROLOGY DATA

D.A. = 6.53 SQ. MILES  
Q<sub>25</sub> = 1,560 CFS  
VELOCITY<sub>25</sub> = 3.68 FPS  
AREA FURNISHED UNDER<sub>25</sub> = 2,370 SQ. FT.  
Q<sub>100</sub> = 2,240 CFS  
VELOCITY<sub>100</sub> = 4.54 FPS  
AREA FURNISHED UNDER<sub>100</sub> = 2,310 SQ. FT.

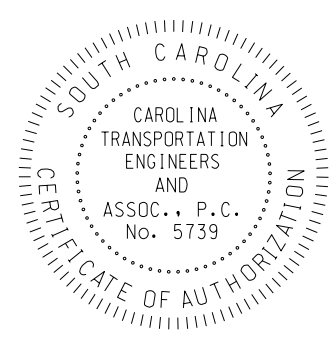
OVERTOPPING FLOOD

Q = 35,300 CFS  
PROBABILITY < 0.2%



SECTION ALONG SURVEY S-42-31

CONCEPTUAL PLANS  
NOT FOR CONSTRUCTION



**CarolinaTEA**  
Carolina Transportation Engineers & Associates, PC

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

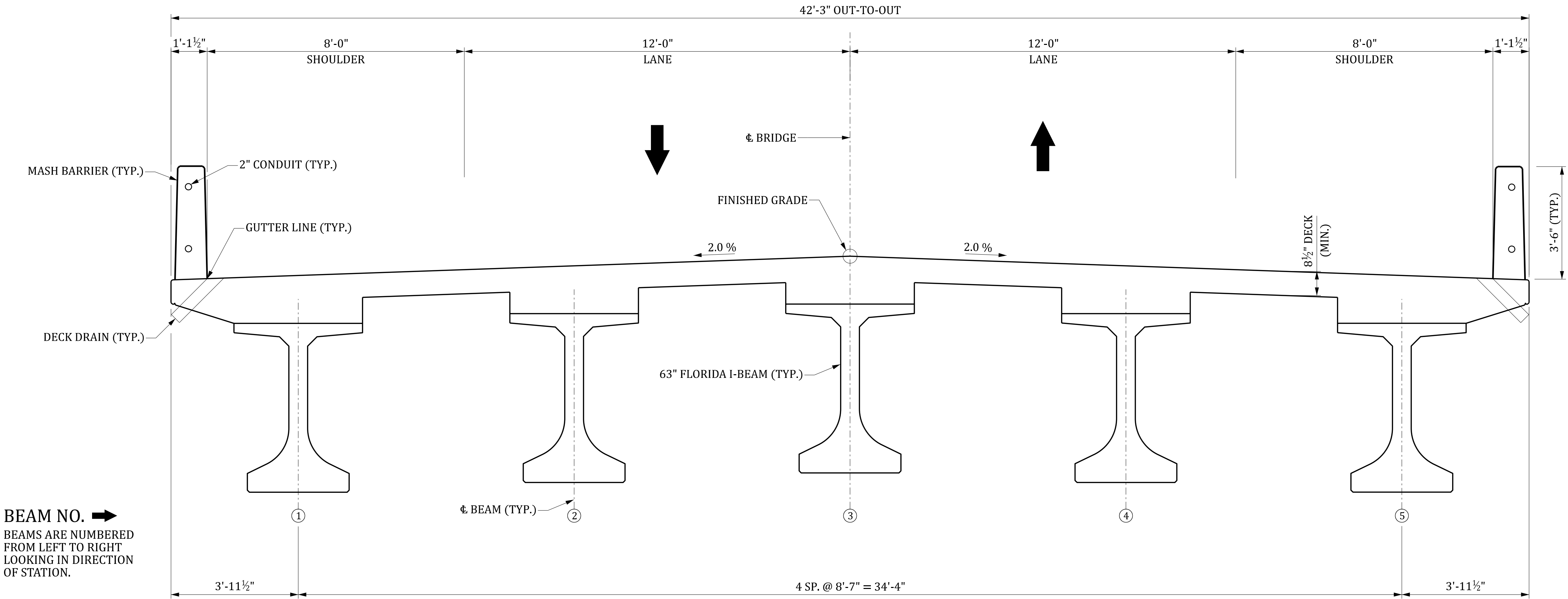
BRIDGE PLAN AND PROFILE



E:\p\pillers 4/15/2025 7:39:22 AM S-42-31 over Peters Creek typical section .dgn

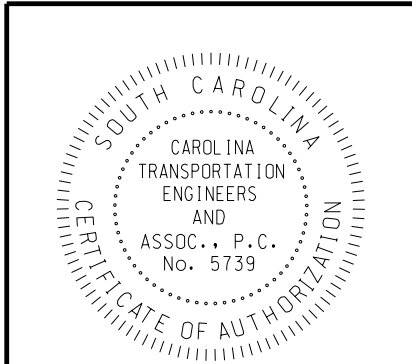
REVIEWED		JSM	
QUAN.			
DR.	EJP	JSM	04-25
DES.			
	BY	CHK.	DATE

REV.					
REV.					
REV.					
	BY	CHK.	DATE	DESCRIPTION OF REVISION	



TYPICAL SECTION

CONCEPTUAL PLANS  
NOT FOR CONSTRUCTION



**CarolinaTEA**  
*Carolina Transportation Engineers & Associates, PC*

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

COUNTY: SPARTANBURG

ROUTE: S-31

BRIDGE PLANS ID

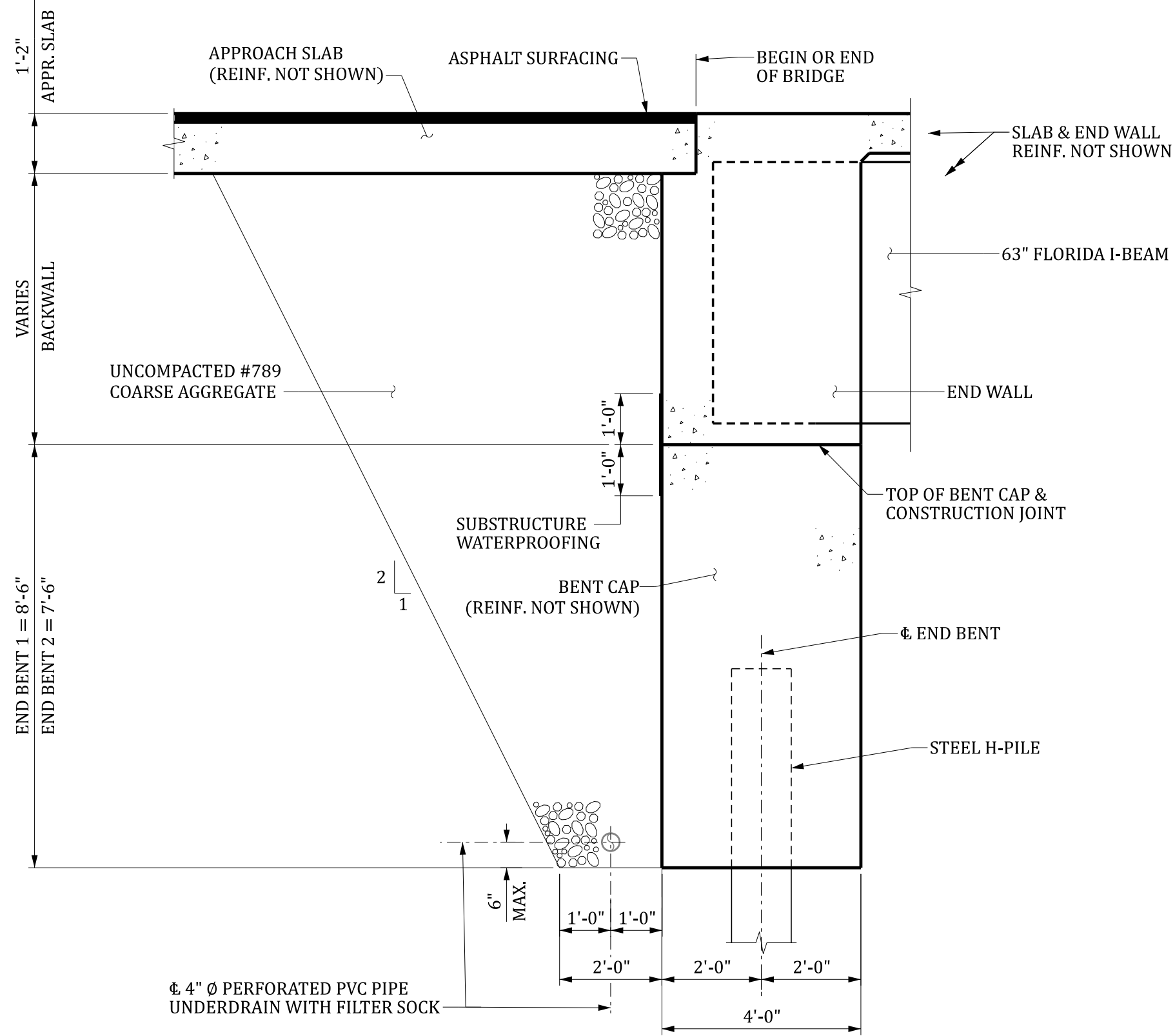
SHEET



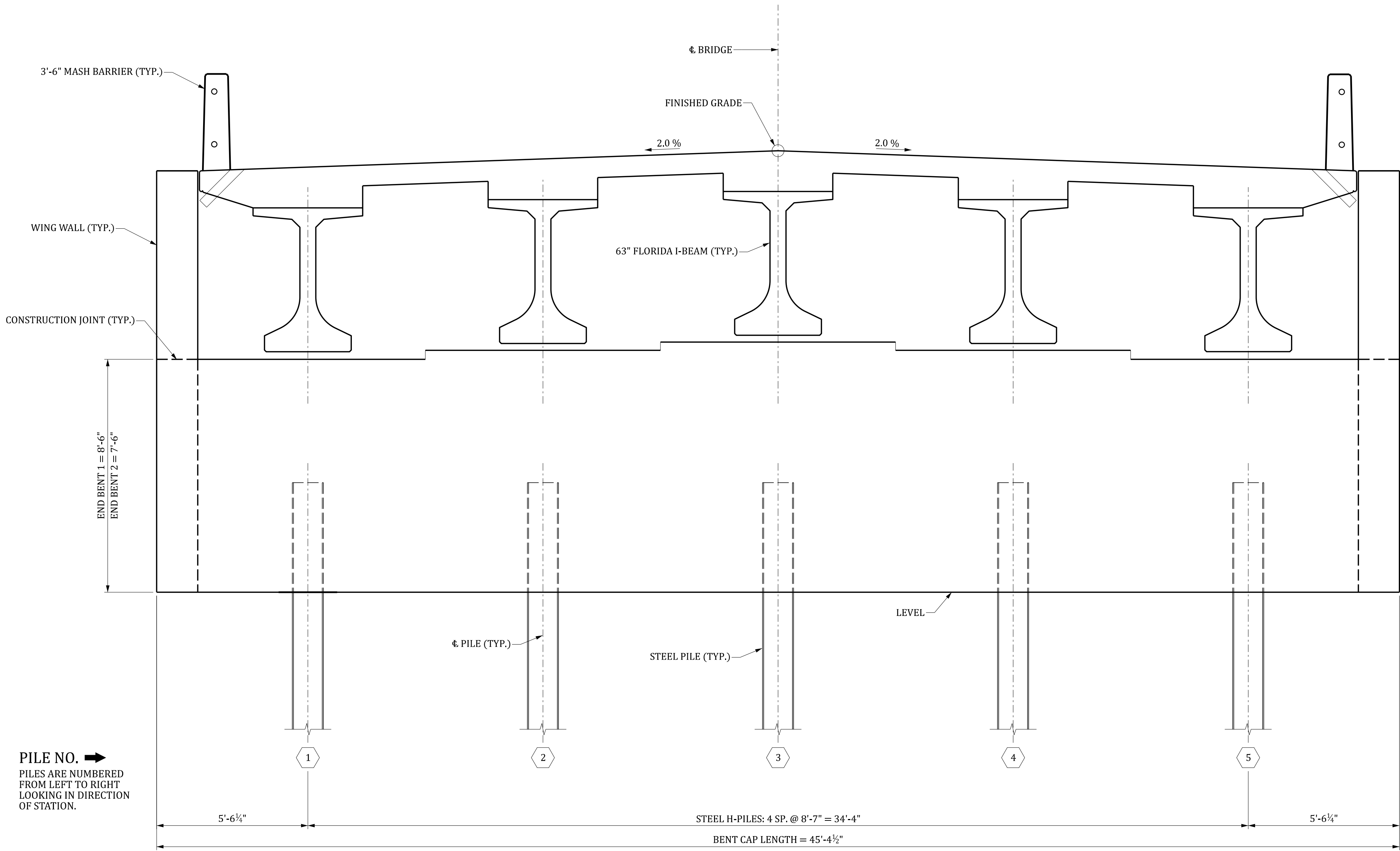
Elly\Pillars 4/15/2025 8:57:55 AM S-42-31 over Peters Creek\_end bent section.dgn

REVIEWED	ISM	BY	CHK.	DATE
QUAN.				
DR.	EJP	ISM	04-25	
DES.				

REV.		CHK.	DATE	DESCRIPTION OF REVISION
REV.				
REV.				

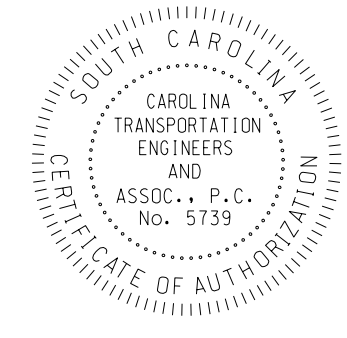


SECTION AT END BENTS



ELEVATION

CONCEPTUAL PLANS  
NOT FOR CONSTRUCTION



**CarolinaTEA**  
Carolina Transportation Engineers & Associates, PC

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

END BENT SECTION

COUNTY: SPARTANBURG

ROUTE: S-31



Appendix B – Required Forms  
**SCDOT S-31 (Cannons Campground Rd. over Peters  
Creek) Emergency Bridge Replacement  
Design-Build – P041165  
Spartanburg County**





# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

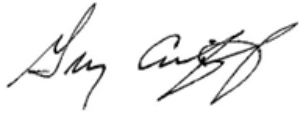
  X   Determined that no potential organizational conflict of interest exists.

       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

Greg Canniff

\_\_\_\_\_  
Print Name

Palmetto Infrastructure, Inc.

\_\_\_\_\_  
Company

4-16-25

\_\_\_\_\_  
Date

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



## 11. NON-COLLUSION CERTIFICATION


### NON-COLLUSION CERTIFICATION

**Project ID: P041165**

IN ACCORDANCE WITH THE PROVISIONS OF S.C. CODE ANN. §§ 39-3-10 ET. SEQ., 39-5-10 ET. SEQ., 15 U.S.C. §45; 23 C.F.R. §635.112(F); AND 28 U.S.C. §1746, I HEREBY ACKNOWLEDGE THAT I AM AN OFFICER OF THE PROPOSER FIRM AND, UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES AND SOUTH CAROLINA, DECLARE, BY MY CERTIFICATION BELOW, THAT THE FOLLOWING IS TRUE AND CORRECT, AND FURTHER, THAT THIS FIRM, ASSOCIATION OR CORPORATION HAS NOT, EITHER DIRECTLY OR INDIRECTLY, ENTERED INTO ANY AGREEMENT, PARTICIPATED IN ANY COLLUSION, OR OTHERWISE TAKEN ANY ACTION IN RESTRAINT OF FREE COMPETITIVE BIDDING IN CONNECTION WITH THE SUBMISSION OF A BID PROPOSAL ON THE ABOVE REFERENCED PROJECT.

BY CHECKING THIS BOX ☒ , I CERTIFY THAT I HAVE READ, UNDERSTAND, ACCEPT, AND ACKNOWLEDGE ALL OF THE ABOVE STATEMENTS.

Executed on 4-15-25  
(Date)

Signed:   
(Officer/Proposer)

President

(Title)

3620 Pelham Road, PMB 349

(Address)

Greenville, SC 29615



## 12. EQUAL EMPLOYMENT OPPORTUNITY CERTIFICATION

### (COMPLETE THIS SECTION FOR FEDERAL PROJECTS ONLY) EQUAL EMPLOYMENT OPPORTUNITY PERFORMANCE

Select the Certification that applies to the PROPOSER:

Certification (1) ☐ or Certification (2) ☒

Select the appropriate responses in the applicable Certification:

Certification (1): Pursuant to 41 C.F.R. §60-1.7(b)(1), Previous Equal Employment Opportunity Performance Certification, as the Prospective Prime Contractor, I HEREBY CERTIFY THAT I:

(a) **(HAVE / HAVE NOT)** developed and filed an Affirmative Action Program pursuant to 41C.F.R. §60-2 and/or 60-4;

(b) **(HAVE / HAVE NOT)** participated in a previous contract or subcontract subject to the equal opportunity clause;


(c) **(HAVE / HAVE NOT)** filed with the Joint Reporting Committee, the Director of Office of Federal Contract Compliance, or the Equal Employment Opportunity Commission, all reports due under the applicable filing requirements,

OR

Certification (2): I, HEREBY CERTIFY that as the Prospective Prime Contractor submitting this Proposal **(CLAIM / DO NOT CLAIM)** exemption from the submission of the Standard Form 100 (EEO-1) due to the fact that it employs a total of less than fifty (50) employees under C.F.R. §60-1.7, or qualifies for an exempted status under 41 C.F.R. §60-1.5.

I FURTHER CERTIFY that the above Certification will be made part of any Subcontract Agreement involved with this project.

Executed on 4/15, 2025 .

Signed:   
(Officer/PROPOSER)  
Title: President  
Company: Palmetto Infrastructure, Inc.  
Address: 3620 Pelham Rd. PMB 349  
Greenville, SC 29615

Note: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7(b)(1)), and must be submitted by PROPOSERS only in connection with contracts which are subject to the equal opportunity clause. Contracts that are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally, only contracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by Executive Orders or their implementing regulations.

Proposers, Primary Members, or proposed Contractors and Consultants who have participated in a previous contract subject to the Executive Orders and have not filed the required reports shall note that 41 CFR 60-1.7(b)(1) prevents the award of contracts and subcontracts unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.



### 13. STIPEND ACKNOWLEDGEMENT FORM

## Stipend Acknowledgement Form

### S-31 (Cannons Campground Rd.) over Peters Creek Emergency Bridge Replacement Spartanburg County

Proposer: Palmetto Infrastructure, Inc.

ADDRESS: 3620 Pelham Rd. PMB 349, Greenville, SC 29615

The undersigned Proposer, hereby:

☐

Waives the stipend for this Project.

☒

Accepts the stipend for this Project.

By accepting the stipend for this Project, Proposer agrees:


1) to execute and include the Stipend Agreement in Article XIII of the RFP with its RFP response;

2) to submit an invoice with FEIN number for the stipend amount to the SCDOT POC after SCDOT's posting of the Notice of Award on SCDOT's Design-Build Website.;

3) to transfer all rights to its Work Product used to develop the Proposal as of the date of this acknowledgement. "Work Product" means all submittals, ideas, innovations, solutions, methods, processes, design concepts, materials, electronic files, marked up drawings, cross sections, quantity lists and intellectual property, made by Proposer during the RFP process, including the Proposal, exchange of information during the pre-Proposal and post-Proposal period.

SCDOT will pay the stipend to each eligible unsuccessful Proposer, who has signed a Stipend Agreement, within ninety (90) days after execution of the Contract or the decision to not award a contract.

4-15-25  
Date

  
\_\_\_\_\_  
Proposer

Greg Canniff  
Print Name



## 14. STIPEND AGREEMENT

### STIPEND AGREEMENT

Project ID: P041165

### S-31 (Cannons Campground Rd.) over Peters Creek Emergency Bridge Replacement Spartanburg County

**THIS STIPEND AGREEMENT** (the “Agreement”) is made and entered into as of the \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by and between the SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (hereinafter “SCDOT”), and \_\_\_\_\_ (“Proposer”), with reference to the following facts:

SCDOT issued a Request for Proposal (“RFP”) for design and construction of the above-referenced Design-Build Project (“Project”), pursuant to procurement authority granted in Section 57-5-1625 of the S.C. Code of Laws, 1976, as amended. The RFP provided for payment of stipends as provided herein. Capitalized terms used, but not defined, have the meanings ascribed in the RFP.

**NOW, THEREFORE**, Proposer hereby agrees as follows:

#### 1. Work Product.

**1.1** Proposer shall prepare and submit a responsible and responsive Technical Proposal and Cost Proposal that conforms in all material respects to the requirements and provisions of the RFP, as determined by SCDOT, and are timely received by SCDOT in accordance with the RFP Milestone Schedule.

**1.2** By signing this Stipend Agreement, Proposer agrees to transfer full and complete ownership to SCDOT of all Work Product. The Work Product (as defined below) shall become the property of SCDOT without restriction or limitation on its use, without further compensation or consideration, and can be used in connection with this Project or any future projects by SCDOT. Neither Proposer nor any of its team members shall copyright any of the material developed under this Agreement.

**1.3** The term “Work Product” shall mean the Proposal and all material, electronic files, marked up drawings, cross sections, quantity lists, submittals, ideas, innovations, solutions, methods, processes, design concepts, Trade Secrets or confidential information, and intellectual property, made by or produced for Proposer in the development and submission of the Technical and Cost Proposal, including exchanges of information during the pre-Proposal and post-Proposal period.

#### 2. Compensation and Payment.

**2.1** A stipend to Proposer for the Work Product described herein shall be ~~\$20,000.00~~ **\$32,500.00** and is payable to Proposer that was determined to be responsible and (1) submitted a responsive Technical Proposal and responsive Cost Proposal to the RFP which is not selected for award of this Project, or (2) was awarded the Contract but the Contract was terminated by SCDOT for convenience after the Submittal of Proposal Due Date (See Final RFP Milestone schedule) but prior to the Notice to Proceed #1. Responsibility of Proposers and responsiveness of the Technical Proposal and Cost Proposal will be determined by SCDOT as a condition of payment.

**2.2** SCDOT will pay the stipend to Proposer as follows, subject (as applicable) to the following conditions:

- (a) Proposer has submitted this signed Stipend Agreement, unchanged with its response to the RFP.
- (b) After posting of the Notice of Award on SCDOT’s Design-Build Website, Proposer has submitted to SCDOT an invoice, with FEIN Number, for the Stipend amount.
- (c) After execution of the Contract or the decision not to award a contract, SCDOT will pay the invoice for the stipend amount to the unsuccessful Proposer meeting the criteria of Section 2.1 within 90 calendar days of receipt of the invoice from Proposer.
- (d) If the procurement is suspended or cancelled prior to the Proposal Due Date (see FINAL RFP Milestone schedule), no stipend will be paid to Proposer.
- (e) After the submittal of Proposals, but prior to award, if the procurement is cancelled, all Proposers that provide a responsive Technical Proposal and Cost Proposal to the final RFP and submitted a signed Stipend Agreement with their RFP shall receive the stipend
- (f) In the event of a Best and Final Offer, only one stipend will be paid to each Proposer that executed a Stipend Agreement and met the other criteria and conditions herein.
- (g) No stipends will be paid to a Proposer who withdraws at any time from this procurement.

**2.3** Acceptance by the Proposer of payment of the stipend amount from SCDOT shall constitute a waiver by Proposer of any and all right, equitable or otherwise, to bring any claim in connection with this procurement, procurement process, award of the Contract, or cancellation of this procurement.



**2.4** The Proposer awarded the contract shall be not eligible to receive a stipend.

**2.5** If Proposer elects to waive payment of the stipend, SCDOT will not use the ideas or information contained in that Proposer's Proposal for this Project. However, the Proposer's Proposal will be subject to the South Carolina Freedom of Information Act.

**3. Indemnities.**

**3.1** Subject to the limitations contained in Section 3.2, Proposer shall indemnify, protect and hold harmless SCDOT and its directors, officers, employees and contractors from, and Proposer shall defend at its own expense, all claims, costs, expenses, liabilities, demands, or suits at law or equity arising, in whole or in part, from the negligence or willful misconduct of Proposer or any of its agents, officers, employees, representatives or subcontractors or breach of any of Proposer's obligations under this Agreement.

**3.2** This indemnity shall not apply with respect to any claims, demands or suits arising from use of the Work Product by SCDOT.

**4. Compliance With Laws.**

**4.1** Proposer shall comply with all federal, state, and local laws, ordinances, rules, and regulations applicable to the work performed or paid for under this Agreement and covenants and agrees that it and its employees shall be bound by the standards of conduct provided in applicable laws, ordinances, rules, and regulations as they relate to work performed under this Agreement. Proposer agrees to incorporate the provisions of this paragraph in any subcontract into which it might enter with reference to the work performed pursuant to this Agreement.

**4.2** The Proposer agrees (a) not to discriminate in any manner against an employee or applicant for employment because of race, color, religion, creed, age, sex, marital status, national origin, ancestry or disability of a qualified individual with a disability; (b) to include a provision similar to that contained in subsection (a) in any subcontract; and (c) to post and to cause subcontractors to post in conspicuous places available to employees and applicants for employment, notices setting forth the substance of this clause.

**5. Assignment.**

Proposer shall not assign this Agreement without SCDOT's prior written consent. Any assignment of this Agreement without such consent shall be null and void.

**6. Miscellaneous.**

**6.1** Proposer and SCDOT agree that Proposer, its team members, and their respective employees are not agents of SCDOT as a result of this Agreement.

**6.2** This Agreement, together with the RFP, as amended from time to time, the provisions of which are incorporated herein by reference, embodies the entire agreement of the parties. There are no promises, terms, conditions, or obligations other than those contained herein or in the RFP, and this Agreement shall supersede all previous communications, representation, or agreements, either oral or written, between the parties hereto.

**6.3** It is understood and agreed by the parties hereto that if any part, term, or provision of this Agreement is by the courts held to be illegal or in conflict with any law of the State of South Carolina, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular part, term, or provisions to be invalid.

**6.4** This Agreement shall be governed by and construed in accordance with the laws of the State of South Carolina.

**IN WITNESS WHEREOF**, the parties have executed this Agreement as of the date first written above.

Witness:

\_\_\_\_\_

Recommended:

\_\_\_\_\_  
Tyler A. Clark

SOUTH CAROLINA DEPARTMENT  
OF TRANSPORTATION

By: \_\_\_\_\_

Jae Mattox  
Preconstruction Alternative Delivery Engineer

Proposer

\_\_\_\_\_





April 16, 2025

S-31 (Cannons Campground Rd.) over Peters Creek Emergency Bridge Replacement  
Design-Build – P041165

Spartanburg County, South Carolina

**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.





April 16, 2025

S-31 (Cannons Campground Rd.) over Peters Creek Emergency Bridge Replacement  
Design-Build – P041165

Spartanburg County, South Carolina

**Addendum Acknowledgement**

Palmetto Infrastructure, Inc and Carolina Transportation Engineers & Associates, PC have not received any addenda for the project.

Gregory Canniff  
President  
Palmetto Infrastructure, Inc.



**FINAL FATC DETERMINATION**

Date Received: **4/10/2025**

Date Reponse Sent: **4/10/2025**

Palmetto-CTEA			SCDOT		
ATC No.	Primary Discipline	Concept	Response	Justification	Final?
1	Structures	125 foot Single Span Bridge with 63" FIB Girders	Approved		Yes
2	Structures	Gabion Basket Retaining Wall	Approved		Yes





# Formal Alternative Technical Concepts Submittal Form

Project: S-31 (Cannons Campground Rd.) over Peters Creek Emergency Bridge Replace Project ID: P041165

ATC No.: 1 Priority: High Team: PII\_CTEA Date:

## Description (required):

PII will construct a 125 ft single span bridge with five 63" FIB girders, integral vertical abutment walls and extended wingwalls at each end bent with rip rap slope protection extending from the edge of stream to the abutment. Shortening the bridge allows more space between the Transmission Power Line and End Bent 1 to install foundations and set girders. The single span arrangement allows all girders to be set from the End Bent 2 side, swinging the girders away from the distribution power and avoiding the transmission power lines. The profile of the roadway is revised to move the low point off the bridge. Drainage inlets will be provided at the low point of the roadway utilizing moment slab barrier extended from the approach slab. All drainage will be maintained within the existing ROW and piped to the creek. The integral vertical abutments are set below the 2:1 projected slope from the stream after removal of the previous concrete abutments. Wingwalls will not be pile supported and will be thicker than SCDOT standard to cantilever from the integral end bents. The roadway profile is elevated slightly at the bridge to move the low point off the bridge deck.

## Usage:

This ATC will be used for the bridge replacement.

## Deviations (required):

RFP 4b 2.1.5 Span Arrangement and skew.  
RFP 4b 2.1.6 AASHTO Type III Girders, number, spacing and OH dimensions.  
RFP 4b 2.1.19 Substructures - drilled shafts and interior bents; Design end abutments as spill-through abutment with 2:1 slope. Set top of berm elevation no greater than 5 ft below the superstructure and limit level-berm-length to 4 ft maximum - abutment height will be greater than 5 ft.  
RFP 4e 2.2.1.6 Bridge ends shall not be inside the limits of the existing bridge ends.

## Justification:

Elimination of interior bents allows all girders to be set from the north side - eliminating crane conflicts with the transmission power line. Elimination of the interior bents will accelerate the project by eliminating subcontractors from critical path activities. 125 ft span balances ability to set the superstructure, while minimizing abutment heights for future inspection and keeping new bridge construction above the 500 yr flood elevation.

## Schedule:

Elimination of interior bents will reduce the schedule by 2 months or more.

## Impacts:

Vertical abutment walls on piles will be constructed above the 500 year flood elevation and banks will be rip rap protected to eliminate scour concerns. Bridge is lengthened from CATC submittal to reduce the wall height while keeping the End Bent 1 foundations a safer distance from the transmission power line. Shorter construction duration is less impact on local residents. Low point is moved off the bridge deck which improves safety.



# Formal Alternative Technical Concepts Submittal Form

Project: S-31 (Cannons Campground Rd.) over Peters Creek Emergency Bridge Replace Project ID: P041165

ATC No.: 1 Priority: High Team: PII\_CTEA Date:

## History:

PII and CTEA constructed a very similar bridge for SC 124 over Georges Creek as part of Bundle 16.

## Risks:

Scour risk is minimal and will be mitigated with rip rap. Hydraulics at the site are not impacted by deeper girders or vertical abutment walls. Risks associated with working in close proximity to the transmission power are reduced.

## Costs (required):

SCDOT will recognize cost savings with approval of this ATC through reduction in bridge deck and barriers, number of girders, elimination of drilled shafts and the temporary works required to install drilled shafts, and anticipated cost of LDs by the Contractor. This ATC takes critical path work off of subcontractors to allow PII schedule control.

Estimated cost savings is over \$1 million.

## Quality:

A single span integral bridge with the low point moved off the bridge is equal or better quality. Abutment heights are reduced with longer girders to minimize the impacts on future bridge inspection.

## Operations & Maintenance:

Taller abutment walls on a 2:1 front slope will be a slight impact to bridge inspection. This is mitigated by providing integral abutments. There will be no bearings, end diaphragms or joints to inspect. Moving the low point off the bridge deck is a benefit to maintenance.



# Formal Alternative Technical Concepts Submittal Form

Project: S-31 (Cannons Campground Rd.) over Peters Creek Emergency Bridge Replace Project ID: P041165

ATC No.: 2 Priority: High Team: PII\_CTEA Date:

## Description (required):

PII proposes to construct a gabion basket retaining wall in lieu of the sheet pile or concrete wall to retain soil within SCDOT ROW. 2:1 soil slope will be terminated at back face of wall (with soil separation fabric). Shotcrete facing will be provided on front face of retaining wall from top of wall to 1 ft above bottom of wall along face (leave space for drainage). V-ditch at top of wall and coping are eliminated with free draining wall design.

## Usage:

Adjacent to parcels 16 and/or 17.

## Deviations (required):

RFP 4b Section 2.2

Retaining Walls are not permitted for this project, with the following exception. If needed to keep proposed roadway embankment slope within existing SCDOT right-of-way adjacent to tracts 16 & 17, a permanent steel sheet pile or concrete cantilever retaining wall may be designed to retain fill slope.

## Justification:

Gabion basket wall is faster and less expensive to construct than a concrete wall. The gabion basket wall can be constructed with DBE subcontractor - increasing DBE participation on the project. A driven (or vibrated) sheet pile wall will require relocation of the Distribution Power Line prior to starting construction. Since this operation will require a minimum distance from the relocated power line, the wall will be inset from the ROW, will be taller than the other wall types, and will be more expensive and likely require more future maintenance. The beginning of the wall is likely within the transmission tower clearance envelop - which may eliminate the ability to construct the steel sheet pile wall at this location.

## Schedule:

The gabion basket retaining wall can be constructed 60 days or more faster than the sheet pile wall, and several weeks sooner than a concrete wall.

## Impacts:

Gabion basket wall will be constructed near the ROW limit - lowering the wall height.

## History:

PII and CTEA designed and constructed a very similar gabion wall for SC 183 over Gregory Creek as part of the Bundle 16 DB Project



# Formal Alternative Technical Concepts Submittal Form

Project: S-31 (Cannons Campground Rd.) over Peters Creek Emergency Bridge Replace Project ID: P041165

ATC No.: 2 Priority: High Team: PII\_CTEA Date:

## Risks:

None identified.

## Costs (required):

Final wall length and heights are not determined. Estimated cost savings is over \$125,000.

## Quality:

The gabion basket wall will function equal or better than a concrete retaining wall or sheet piling wall. Shotcrete on face of wall will protect the wire coatings from UV damage.

## Operations & Maintenance:

Gabion basket wall will likely have less future maintenance than other wall types.