

3.2 INTRODUCTION:

Contracting Entity:	Palmetto Infrastructure, Inc. (Corporation)	
Contact / Managing Office & Lead Contractor	Greg Canniff, President 3620 Pelham Rd. PMB 349 Greenville, SC 29615	(864) 879-2166 gcanniff@palmettoii.com
Lead Designer Contact	Jeff Mulliken, Partner CTEA 1201 Main Street, Suite 1850 Columbia, SC 29201	(803) 530-2973 jeff.mulliken@Carolina-TEA.com

Our Team is comprised of Palmetto Infrastructure, Inc. (PII) as the Lead Contractor and Carolina Transportation Engineers & Associates, PC (CTEA) as the Lead Designer. This Team is pleased to present our qualifications and approach to the completion of Bridge Package 15 Design Build Project, as described in the RFQ dated September 28, 2022. Greg Canniff has the authority to sign the contract.

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

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

Commitment Signatures:



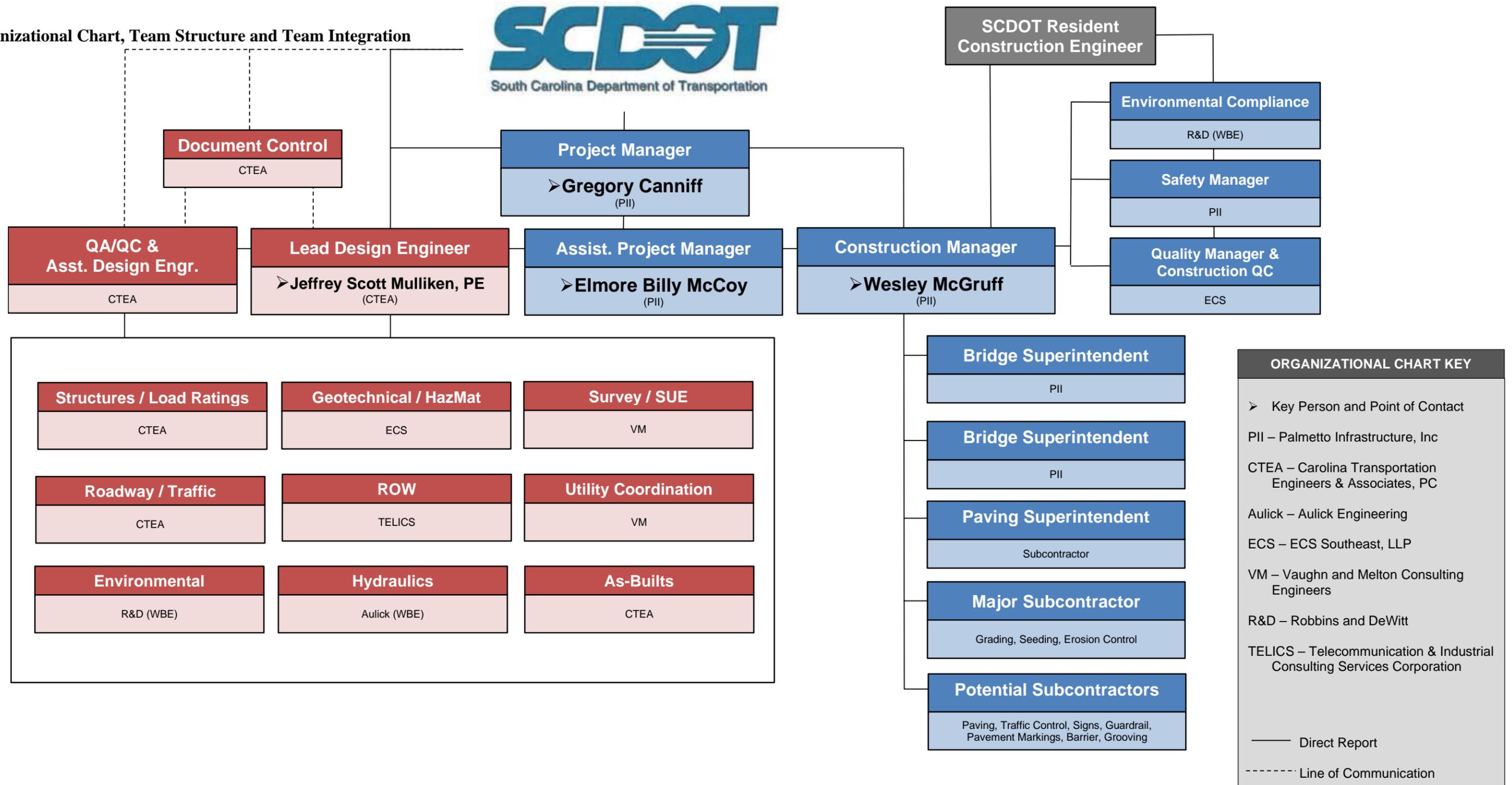
Greg Canniff, President
Palmetto Infrastructure, Inc.



Jeff Mulliken, Partner
Carolina Transportation Engineers & Assoc. PC

3.3 TEAM STRUCTURE AND PROJECT EXECUTION: Greg is the President of PII and Jeff is a Partner at CTEA and each have full authority to make any decisions on behalf of their companies. This unique situation allows design and construction decisions to be made immediately with full support of the companies. Greg will lead the overall project and will contract with SCDOT. Jeff will lead the design, permitting and construction engineering services. Billy will lead the construction. Greg and Billy, and most companies shown on the organizational chart below, are in the same or similar roles as the recently completed EBP 2020-1 DB and EBP 2018-2A DB. Jeff performed QC on these projects.

3.3.1 Organizational Chart, Team Structure and Team Integration



Functional Relationships: Greg Canniff is responsible for all aspects of the design and construction of the project and will report to SCDOT. Greg will be intimately involved in this project from conception to final delivery of all bridges. Greg will co-locate with the Lead Design Engineer during plan development. The Lead Design Engineer, Jeff Mulliken, will report to Greg and be the primary point of contact for design and permitting. He will coordinate with SCDOT for design reviews and project documentation. Assistant Project Manager, Billy McCoy, will report to Greg and assist in the day-to-day management of the project. Construction Manager, Wesley McGruff, will manage construction activities and be the primary contact with the SCDOT Resident Construction Engineer. Wesley will be on-site(s) full time during construction with field support from Greg and Billy part-time.

Greg and Jeff will coordinate daily during design development. Jeff will present design alternatives to Greg for consideration and relay design schedules to Greg for maintenance of the overall project schedule. Decisions made will be passed along to the design team by Jeff. Weekly meetings will be held for the entire design team plus Greg, Billy and Wesley to keep parties engaged through design package acceptance. Construction insights and preferences will be incorporated in the plans from these design meetings.

During construction, ECS will serve in the quality control capacity, R&D will perform environmental compliance reviews, and CTEA will provide shop drawing reviews and construction support. Jeff will attend monthly construction meetings. Jeff and Greg will continue weekly meetings throughout construction and will pull in additional Team members as needed to resolve construction conflicts or take advantage of opportunities. Billy and Wesley have a direct line of communication with Jeff to resolve construction conflicts, address plan ambiguities, and/or request changes for unforeseen issues or changed conditions in the field.

This same Team recently completed EBP 2018-2A DB as well as EBP 2020-1 DB, two DB projects completed on time in South Carolina. Projects can only be completed on time and to the client's satisfaction when the team is communicating with each other as well as the client and local constituents – as we have demonstrated.

Previous Teaming History: Greg and Jeff have decades of experience working together. Prior to the EBP projects for SCDOT, they won and completed several design-build projects in South Carolina while employed at Lane and The LPA Group, respectively. Greg, Billy and Wesley have similar history (Greg and Billy worked together for years at UIG prior to PII and they have been together at PII for many years.). This Team has pursued, designed, and/or constructed projects for SCDOT and the City of Greenville continuously the past 5 years. Recent examples include:

PROJECT DESCRIPTION	PII	CTEA	Greg Canniff	Jeff Mulliken	Billy McCoy	Wesley McGruff	Vaughn and Melton	ECS	TELICS	Aulick	R&D (Heather Robbins)	CONTACT
EBP 2020-1 DB SCDOT emergency bridge replacement DB; 2 bridge replacements over streams using low volume criteria, 2020	X	X	X	X	X	X	X				X	Michael Pitts, SCDOT PM pittsme@scdot.org 803-737-2566
EBP 2018-2A DB SCDOT bridge replacement DB; 3 bridge replacements over streams with an intersection relocation, 2018 to 2019	X	X	X	X	X	X				X	X	Jae Mattox, SCDOT PM mattoxjh@scdot.org 803-737-1805
SRT over Haywood Road Value Engineering Redesign during construction. Pedestrian truss over Haywood Road with multi-span cored slab approaches on pile bents.	X	X	X	X	X	X				X		Nick DePalma ndepalma@greenvillesc.gov 864-933-2242
SRT over Laurens Road Value Engineering Redesign during construction. Pedestrian truss over Haywood Road with multi-span cored slab approaches on pile bents.	X	X	X	X	X	X				X		Nick DePalma ndepalma@greenvillesc.gov 864-933-2242

Each project listed above is similar in size, scope, and construction type as the subject projects. **For each of the projects identified, our Key Individuals and other team members performed the same or similar role as identified for this project.**

3.3.2 Project Resources, Strategies, and Execution

Project Resources: PII has the financial capacity, bonding capacity, bridge construction crews, and construction equipment available to manage and construct this project. We anticipate a 24- to 30-month construction schedule, starting in Spring 2023, and have no current backlog for that timeframe. A dedicated subcontractor will perform all grading, seeding, and erosion control like the work performed on EBP 2018-2A DB and EBP 2020-1 DB. PII anticipates a minimum of two bridge construction crews and one grading crew on this project to ensure timely completion. If schedule demands are more condensed, PII will provide additional bridge crews. PII builds schedules based on a 4-day work week for the crews. We reserve the additional time each week to allow for weather delays or to recover from unforeseen schedule impacts. **We will complete this project on time.**

STRATEGY FOR IMPLEMENTATION OF RESOURCES		
	Primary	
Self-Performance	Construction Work Item	
	Project Management, Demolition, MOT	PII
	Bridge & Structure Construction	PII
	Drilled Shafts	Subcontractor
	Grading and Drainage, Erosion Control	Subcontractor
	Design Work Item	Primary
	Design Management, QC Reviews	CTEA
	Structures & Load Ratings	CTEA
	Roadway	CTEA
	Hydraulic	Aulick
Geotechnical	ECS	
Utility Coordination	VM	
ROW	TELICS	
Environmental Permitting & Compliance	R&D	
Surveys & SUE	VM	

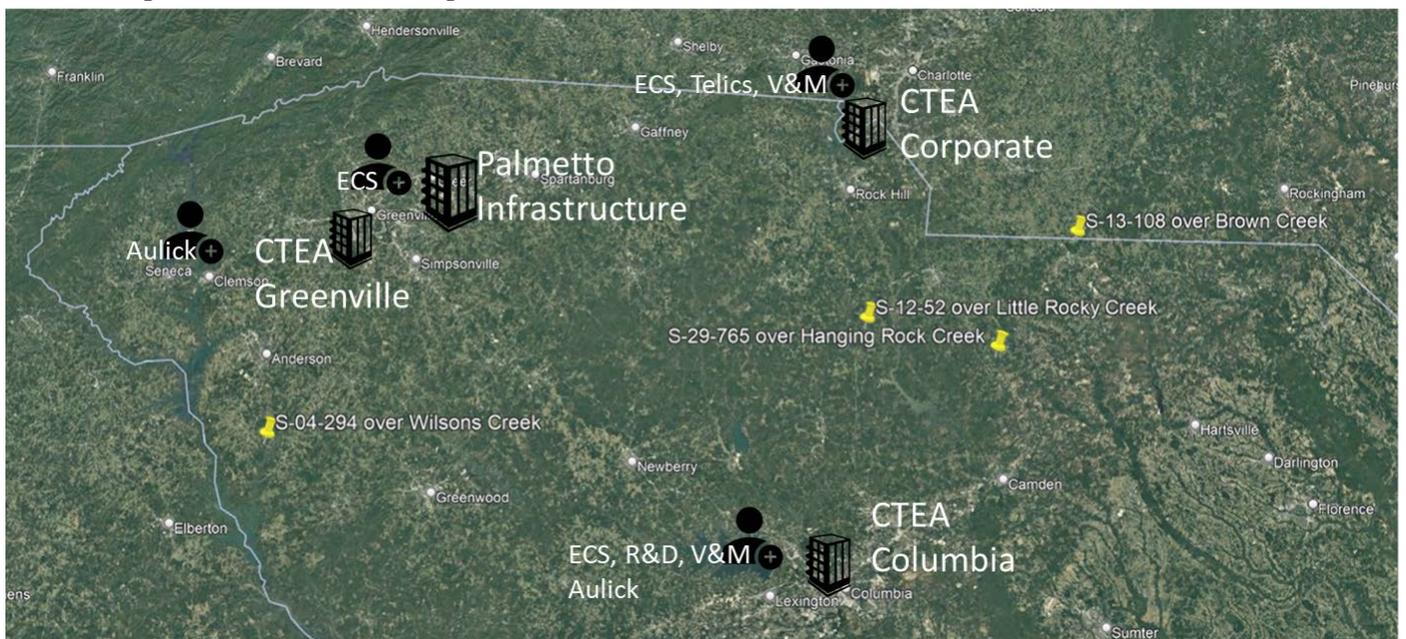
The design team also has the resources and abilities to complete this work in a condensed schedule. Our combined team brings over 200 local design professionals covering every anticipated design discipline. The work on the project is anticipated to utilize only about 10% of our available staff.

CTEA will self-perform project management, roadway and bridge engineering and plan production. Aulick will provide bridge hydraulics and drainage design. These disciplines are the key to developing a winning project and we expect to have a preliminary plan submittal effort completed prior to the bid letting. Plans will be progressed to final stages for initial submittal to SCDOT.

DBE Participation Outreach: PII seeks the use of local DBE firms in all phases of work, and historically use DBEs for reinforcing steel, erosion control, guardrail, and box beam and cored slab fabrication. We have Aulick

Engineering (WBE) and Robbins and Dewitt (WBE) as dedicated partners for hydraulic and drainage design, sediment and erosion control, permitting, public involvement, and environmental compliance. We will continue to seek the services of quality DBE firms for this contract, but are proud to know we will exceed SCDOT's goals of 0.1% for Professional Services and 17.1% for total contract value with arrangements already in place.

Geographic Location: PII's location in the Upstate provides cost-effective and efficient operations throughout the Piedmont, and we have completed numerous bridge replacement projects in Anderson, Chester, Chesterfield, and Laurens Counties. PII and CTEA main corporate offices are located approximately an hour apart, and CTEA's Lead Design Engineer, Jeff Mulliken, lives 15 minutes from PII's office. This close proximity between the key project decision-makers provides enhanced team integration, communication, direct project execution and issue resolution. PII will co-locate at CTEA's office, we will meet on-site, and utilize TEAMS meetings as necessary to assure that the projects remain on-schedule. Design leads from our entire team will attend in-person and virtual meetings; as shown below, we have staff located within about an hour from all of the project sites so on-site meetings can be quickly facilitated when needed. Furthermore, we can perform pre- and post-storm evaluations of erosion control in an expedient manner should the need arise. CTEA's Columbia office also provides immediate access and response to SCDOT Headquarters as needed.



3.4 EXPERIENCE OF KEY INDIVIDUALS

EBP 2018-2A DB and EBP 2020-1 DB prove our ability to deliver a quality fast-paced DB project on schedule and on budget, with no unresolved issues.

Title	Name	Firm	Experience		
			Req'd	Prov'd	DB
Project Manager	Greg Canniff	PII	7	38	✓
Assistant Project Manager	Billy McCoy	PII	5	31	✓
Construction Manager	Wesley McGruff	PII	5	31	✓
Lead Design Engineer	Jeff Mulliken	CTEA	7	32	✓

3.4.1 All individuals and firms hold current and appropriate licenses to perform their work in South Carolina. All design reports, plans, and design calculations shall be signed by an unrestricted Engineer registered in the state of South Carolina. Greg, Billy and Wesley are full-time employees of PII, and Jeff is a full-time employee of CTEA.

3.4.3 Key Individuals’ resumes are included in APPENDIX A. The PII Team brings the experience and expertise in all phases of roadway and bridge design and construction for the Project.

3.4.4 Project Management Team

Project Manager: Greg has managed successful fast-paced design-build projects including the Greenville Southern Connector, I-85 & I-77 Interchange and HOV Lanes, and recently, EBP 2018-2A DB and EBP 2020-1 DB where he performed the same role. Greg has built PII to construct the types of bridges as proposed for this project – cored slab and box beam bridges in rural locations.

Greg is in charge of and responsible for delivery of the project in accordance with the contract, with full authority to make decisions on behalf of the Team and communicate these decisions to SCDOT. As President, Greg does not need to check with an executive management team and can make decisions immediately, expediting project delivery and facilitating negotiations. He brings 38 years of bridge building experience to this position, including 30 years in management roles. Greg will attend and lead weekly status meetings during design and construction and be available at the request of SCDOT.

Assistant Project Manager: Billy complements Greg with the daily management of the Project and will schedule and coordinate subcontractors. Billy performed this same role on EBP 2018-2A DB and EBP 2020-1 DB. For the duration of Construction, Billy will be dedicated solely to managing this Project, shall have no other assigned Project responsibilities, and shall not be utilized on any other projects. Billy will be on-site during construction activities and attend weekly status meetings during design and construction phases and will be available at the request of SCDOT.

3.4.5 Design Engineering Team

Lead Design Engineer: Jeff has extensive design-build experience on SCDOT projects and personal experience designing bridges like the cored slab and box beam designs anticipated, as well as AASHTO girder bridges if necessary. His in-depth knowledge of permitting, roadway design, bridge design, geotechnical design and hydraulic design allows him to balance the requirements of each discipline to develop the best engineering solution at each site. His eye for constructability solves conflicts before plans go to construction. Jeff will be in charge of and responsible for all aspects of the design and permitting. He has more than 25 years of experience in the design and management of Design-Build projects ranging from \$2 million to over \$100 million with multiple new bridges and bridge replacements, including EBP 2018-2A DB and EBP 2020-1 DB. For the duration of the design phase, Jeff will attend project meetings in person, be primarily dedicated to the design of the Project, and be available as needed by SCDOT. Jeff is a Partner and full-time employee of CTEA.

3.4.6 Construction Management Team

Construction Manager: Wesley complements Greg with the construction management of the Project. He will work with SCDOT District personnel to ensure project compliance. Wesley will have a direct line of communication to Jeff for assistance with design issues during construction – accelerating project delivery. Wesley performed this same role on EBP 2018-2A DB and EBP 2020-1 DB. For the duration of construction, Wesley will be dedicated solely to managing the construction of the Project, shall have no other assigned Project

responsibilities, and shall not be utilized on any other projects. The PII Team will have two bridge crews from PII as well as a paving crew following them at each site. Wesley will ensure each crew has a construction superintendent on site during construction activities.

3.5 PAST PERFORMANCE OF TEAM:

Experience of Proposer’s Team: PII and CTEA have worked together continuously over the past five years - pursuing, winning, and producing bridge replacements, resulting in two SCDOT DB projects completed on-time and on-budget, and two City of Greenville projects currently ahead of schedule and under budget. Our staff have been working together for decades. Our established relationships equal or exceed the timelines for all our competition.

SCDOT scored CTEA and PII with above average marks on our performance appraisals for both EBP 2018-2A and 2020-1 DB projects. Both projects won the Engineering Excellence Award from ACEC-SC. PII overcame a leaking force main sewer at S-51 and a post-award flood that changed the site conditions at S-174 – but still finished both projects on time. We add quality to our projects by working with local neighbors to reduce impacts to their properties (minimize trees cut at S-174) and mitigate issues (relocate fences from SCDOT property at S-816), as well as recycle materials (farm use of bridge precast panels from S-816).

Quality of Past Performance:

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

	Yes	No
Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any project?		✓
Has the Lead Contractor or any member of the joint venture submitted a claim on a project that was litigated?		✓
Have any projects been delayed more than 30 days such that liquidated damages were assessed?		✓
Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?		✓
Have any projects under contract with the Lead Contractor or any member of the joint venture been subject to remediation actions, stop work orders, or project delays in excess of 30 days as a result of Section 404/Section 401 permit violations?		✓
Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?		✓
Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?		✓

Appendix A – Key Individual Resume Form
SCDOT Design Build Project
Bridge Package 15
Contract ID 8862230



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	Gregory W. Canniff President – Owner
b. Role of Key Individual for this Project:	Project Manager
c. Name of Firm with which you are now associated:	Palmetto Infrastructure, Inc. 
d. Years of Experience: With this Firm <u>14</u> Years	Other Firms <u>24</u> Years
<p>Palmetto Infrastructure, Inc.: President - Owner – Responsible for all phases of business from bid to build; oversee administrative aspects of company, ensure quality and on-time delivery of projects, negotiate change orders and additional services. Manage DB Projects. As Project Manager, Greg is responsible for project administration, start-up, staffing, and contract negotiation with subcontractors. He oversees quality control and quality assurance, schedule requirements, cost accountability, and coordinates all project team members, ensuring owners a successful project delivery.</p> <p>Rea Contracting LLC/Lane Industries: Bridge Division Manager – Responsible for all areas of bridge division (estimating, personnel, projects, equipment, market analysis). Design Build Structures Manager for two dozen DB projects in the Carolinas. 2002 – 2008</p> <p>United Contractors, Inc.: Vice President – Responsible for coordination of designs, negotiations of suppliers and subcontractors, construction management. Performed as the Structures Manager for DB Projects. 1999 – 2002</p> <p>Carolina Bridge Company: Vice President – Responsible for estimating and bidding all projects; develop contracts for subcontractors and suppliers; produce project schedules and submittals. 1991 – 1999</p> <p>Wilbur Smith Associates: Resident Engineer – Responsible for engineering and inspection staff performing QC and on-site inspection. 1989 – 1991</p> <p>Carolina Bridge Company: Engineer, Project Manager – Performed design and construction project management. 1983 – 1989</p> <p>Martin Engineering: Superintendent – Responsible for field layout, steel erection, material testing and QC. Coordinated subcontractors, field supervision. 1982 – 1983</p>	
e. Education:	Clemson University / Clemson, SC / Master of Engineering / 1996 / Civil Engineering Clemson University / Clemson, SC / Bachelor of Science / 1982 / Civil Engineering
f. Active Registrations:	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<p><u>City of Greenville Swamp Rabbit Trail Pedestrian Bridges Design Build</u></p> <p>Key Personnel Role: Superintendent</p> <p>Experience with Current Firm: Palmetto Infrastructure</p> <p>Project/Assignment Duration: Project 2021, Assigned 2021</p> <p>Owner Contact Information: City of Greenville, Nick DePalma, 864-933-2242</p> <p>Design/Construction Value: \$4,994,755 Design & Construction</p> <p>Project Description:</p> <p>Project included two Pedestrian Bridges over Haywood and Laurens Rd with driven composite Concrete and H-Pile Foundations with 280' Cored Slab Approach Spans and Structural Steel Truss over roadways with associated roadway approach. Greg's specific responsibilities included assembling the design and construction teams, development of the price and schedule for submittal to the City of Greenville including pricing of subconsultants, management of the construction, coordination of design and permitting team, scheduling, and cost control.</p>	

Emergency Bridge Package 2020-1 DB

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

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

Emergency Bridge Package 2018-2A DB

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

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

Pickens County SC File 39.111B

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

Original Contract required a No Cost Design/Build Change Order that was Greg's concept. Walls and Bridge were changed due to constructability and the Temporary Railroad Structure was deleted. The needed offline structure was incorporated into new Three Span Bridge on Drill Shaft Foundation. Retaining Walls were also Redesigned to a Drilled Pile as the detailed Sheet Pile could not be installed due to cohesive soils. SCDOT was given the design in Stage II, and after additional Design the Bridge was Widened. Retaining Walls and an Amtrak Platform were added in a unit price traditional contract. Project required coordination and construction challenges with SCDOT, NSRR and Amtrak. Palmetto Infrastructure Inc. was able to share and team with SCDOT to navigate a challenging project to delivery.

Cherokee, Lancaster SC File 5487000

Key Personnel Role: Project Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2/19/15-3/15/16
Owner Contact Information: SCDOT, Shane Parrish, parrissl@scdot.org, (864)489-5760
Construction Value: \$1,582,033.00
Project Description:

Low Volume Bridge Replacements in District 4 over five different counties. Cherokee County (S-11-121) was a 70'- cored slab bridge with bents over Bear Creek. Cherokee County (S-11-246) was a 30'-70'--30' cored slab bridge with bents over Blue Branch. Cherokee County (S-11-82) was a single 70' Cored Slab over Morgan Creek. Cherokee County (S-11-72) was a 30'-80'-80'-70'- cored slab and box beam bridge with bents over Thickety Creek. Lancaster County (S-29-15) was a 30'-50'20' cored slab bridge over Hanging Rock Creek. All sites required driven pile foundations and Roadway Approach, Guardrail, Paving, and Stripping.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.
 - i. The Project Manager is not required to be on-site full-time for the duration of construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Billy McCoy Assistant Project Manager / Construction Manager
b.	Role of Key Individual for this Project: Assistant Project Manager
c.	Name of Firm with which you are now associated: Palmetto Infrastructure, Inc.
	
d.	Years of Experience: With this Firm <u>11</u> Years With Other Firms <u>20</u> Years
<p>Palmetto Infrastructure, Inc.: Construction Manager – Responsible for all phases of construction and construction management for bridge replacement projects. He is responsible for the review of plans, scheduling of work, tracking of job costs, managing daily field operations and coordinating with the owner's engineers as well as on-site safety management, subcontractor coordination and the supervision of all construction work, ensuring it is completed to the owner's satisfaction. Billy oversees construction at multiple sites, will implement and inspect traffic control, and maintain job site records. 2011 - Present</p> <p>United Contractors, Inc.: Bridge Supervisor – Responsible for bridge crew and project oversight at the jobsite. 1999 – 2011</p> <p>United Contractors, Inc.: Crane Operator – Responsible for operating equipment for bridge construction including barge and water work. 1994 – 1999</p> <p>United Contractors, Inc.: Carpenter – Responsible for bridge construction as assigned. 1993 – 1994</p> <p>United Contractors, Inc.: Laborer– Responsible for bridge construction as assigned. 1991 – 1993</p> <p>As shown through this progression of work, Billy has constructed and managed the construction of bridges for his entire career. He fully understands every component of bridge construction from utility relocations to site prep work, to site close out work. Billy maintains accurate daily logs for work performed.</p>	
e.	Education: Richlands High School, Richlands, VA National Commission for the Certification of Crane Operators
f.	Active Registrations: Certified Crane Operator Commercial Driver's License Certified Rigger
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>City of Greenville Swamp Rabbit Trail Pedestrian Bridges Design Build</u></p> <p>Key Personnel Role: Superintendent</p> <p>Experience with Current Firm: Palmetto Infrastructure</p> <p>Project/Assignment Duration: Project 2021, Assigned 2021</p> <p>Owner Contact Information: City of Greenville, Nick DePalma, 864-933-2242</p> <p>Design/Construction Value: \$4,994,755 Design & Construction</p> <p>Project Description:</p> <p>Project include Design & Build of Two Pedestrian Bridges over Haywood Rd. and Laurens Rd. Structures consisted of composite concrete and steel H-Pile foundation with a poured in place cap. Superstructure of cored slabs with a structural steel truss over roadway. Billy's specific responsibilities included scheduling subconsultants, managing daily field operations, working with CI to ensure MOT, environmental compliance and quality control testing was performed in accordance with contract requirements, and ensuring project completion on schedule</p>

Emergency Bridge Package 2020-1 DB

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Project Description:

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Emergency Bridge Package 2018-2A DB

Key Personnel Role: Construction Manager
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2018-2020, Assigned 2018-2019
Owner Contact Information: SCDOT, AJ Thomas Bostic, bosticta@scdot.org, (843) 317-4001
Design/Construction Value: \$5,127,593 Construction
Project Description:

This project included 3 emergency bridge replacement projects and associated approach roadway reconstruction in Dillon and Marlboro Counties. Billy's specific responsibilities included review of plans, ordering materials, maintaining a safe project worksite, oversee all bridge construction activities, and project closeout activities. Billy maintained a direct line of communication with the design team to identify project issues and promote solutions. His construction knowledge and project organization allowed this project to be completed on time. Project requirements included completion in 200 days. Palmetto obtained substantial completion on time. SCDOT noted the Palmetto / Carolina TEA Team was the only DB Team to meet design deliverable dates in 2019, and the only DB Team to meet Substantial and Final completion dates.

Pickens County SC File 39.111B

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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.

Rabun County GDOT 170940 Cat Gap Road over Tallulah River, Construction Manager Completion 9-15-2022

Laurens County SCDOT 3051250 Missallie Dr. over Shell Creek, Construction Manager 12-30-2021

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	Jeffrey Scott Mulliken, PhD, PE Partner
b. Role of Key Individual for this Project:	Lead Design Engineer
c. Name of Firm with which you are now associated:	Carolina Transportation Engineers & Associates, PC (Carolina TEA) 
d. Years of Experience: With this Firm <u>≤1</u> Years	With Other Firms 31_Years
<p><u>Carolina TEA:</u> Principal – Responsible for financial operations, business development, planning, employee development, and client satisfaction. Management of bridge replacement and transportation-related projects focused on client satisfaction, quality products, and sound financial performance. Lead firm-wide bridge practice through expertise in seismic engineering, soil-structure interaction, and structural dynamics. 2022.</p> <p><u>Holt Consulting Company, LLC:</u> Transportation Practice Lead/Senior Structural Engineer – Responsible for management of bridge replacement and transportation-related projects focused on client satisfaction, quality products, and sound financial performance. Lead firm-wide bridge practice through expertise in seismic engineering, soil-structure interaction, and structural dynamics. 2018 – 2021</p> <p><u>STV Incorporated:</u> Senior Structural Engineer/Business Unit Lead – Responsible for management of bridge replacement and transportation-related projects focused on client satisfaction, quality products, and sound financial performance. Also support firm-wide bridge practice through expertise in seismic engineering, soil-structure interaction, and structural dynamics. 2016 – 2018, 2021 - 2022</p> <p><u>Kimley-Horn and Associates:</u> Senior Engineer and Project Manager – Responsible for performance of the office including financial operations, business development, planning, employee development, and client satisfaction. Practice areas supported in this office included: Program and project management, structural design, roadway design, bridge design, environmental, planning, parking structure design, and traffic engineering. 2013 – 2016</p> <p><u>The LPA Group Inc./Michael Baker Jr, Inc.:</u> Operations Manager/Project Manager/Senior Engineer – Responsible for planning, design, and design management for structural-related projects and for overall performance of three offices. Metrics for performance including financial operations and soundness, business development and marketing success, planning, employee development, and client management. Multi-disciplined practice areas supported in these offices include: Environmental, Planning, Program Management, Aviation, Architecture, Roadway Design, Bridge Design, Water Resources, Right-of-Way Services, and Electrical Engineering. 1997 – 2013</p> <p><u>Westinghouse Savannah River Company:</u> Senior Engineer – Responsible for the structural and seismic qualification of reinforced concrete and steel structures, design reviews, and the establishment of structural design criteria. Also responsible for performing soil-structure interaction analyses, leading seismic retrofit design efforts, and technical direction of research efforts. 1989 – 1997</p>	
e. Education:	University of South Carolina / Columbia, SC / Doctor of Philosophy / 2011 / Civil Engineering University of South Carolina / Columbia, SC / Master of Science / 1994 / Civil Engineering University of South Carolina / Columbia, SC / Bachelor of Science / 1989 / Civil Engineering
f. Active Registrations:	1995 / SC / PE-Civil / 16939; 2008 / NC / PE-Civil / 034610; 2005 / AR / PE-Civil / 12097; 2014 / FL / PE-Civil / 78319; 2008 / GA / PE-Civil / 032817; 2015 / MN / PE-Civil / 52456; 2007 / MO / PE-Civil / 2007009113; 2006

- g. Document the extent and depth of your experience and qualifications relevant to the Project.

Emergency Bridge Package 2020-1 DB

Key Personnel Role: Senior Structural Engineer
Experience with Current Firm: Holt Consulting
Project/Assignment Duration: Project 2020, Assigned 2020
Owner Contact Information: SCDOT, Michael Pitts, pittsme@scdot.org, (803) 737-2566
Design/Construction Value: \$3,173,140 Construction
Project Description: Project included 2 emergency bridge replacement projects and associated approach roadway reconstruction in York and Anderson Counties. Derek's specific responsibilities included assembling the design team, conceptual design, final structures design, coordination of design team, scheduling and cost control and development of project closeout documentation including as-builts. Bridges utilized single span and multi-span cored slab structures. Project requirements included completion in 215 days. Palmetto obtained substantial completion on time.

Emergency Bridge Package 2018-2A DB

Key Personnel Role: Senior Structural Engineer
Experience with Current Firm: Holt Consulting
Project/Assignment Duration: Project 12/2018 – 1/2020, Assigned 12/2018 – 1/2020
Owner Contact Information: SCDOT, Jae Mattox, MattoxJH@SCDOT.org, (803) 737-1805
Design/Construction Value: \$5,127,593 Construction
Project Description: Project includes 3 emergency bridge replacement projects and associated approach roadway reconstruction in Dillon and Marlboro Counties. Derek's specific responsibilities included conceptual design, final structures design, coordination of design team, scheduling and cost control. Bridges utilized single span and multi-span cored slab structures. Project requirements included completion in 200 days. The Palmetto Team (Contractor) obtained substantial completion on time. **Project won the 2020 ACEC-SC Engineering Excellence Award.**

Carolina Bays Parkway Phase II Design-Build

Key Personnel Role: Project Manager
Experience with Current Firm: The LPA Group Inc./Michael Baker Jr, Inc.
Project/Assignment Duration: Project 2005-2010, Assigned 2005-2010
Owner Contact Information: SCDOT, Kyle Berry, berrywk@scdot.org, (843) 661-4710
Design/Construction Value: \$75 Million
Project Description: Project Manager for all aspects of design and coordination for the project including bridges, roadway, geotechnical, traffic control, signing, hydrology, and utilities. Responsibilities included maintaining project design schedule, coordinating activities between design disciplines, and providing the interface between the contractors and the design team. The bridge design involved a new ramp structure in the new U.S. Route 501 interchange and two new overpass structures in the S.C. Route 544 interchange. All three bridges were designed with 65.5-inch AASHTO Bulb-tee girders with spans up to 126 feet in length. Foundation supports are drilled shafts in the interior piers and driven piles with mechanically stabilized earth walls at the abutments. The drilled shaft foundations at S.C. Route 544 utilize a post-grouted installation technique which is the first such application in the State of South Carolina.

SCDOT US 17 Ashepoo/Combahee/Edisto Basin Design-Build

Key Personnel Role: Project Manager
Experience with Current Firm: The LPA Group Inc./Michael Baker Jr, Inc.
Project/Assignment Duration: Project 2010-2014, Assigned 2010-2013
Owner Contact Information: SCDOT, Daniel Burton, burtond@scdot.org, (843) 972-6200
Design/Construction Value: \$75 Million
Project Description:
Responsible for oversight of bridge design, seismic design, and plan production for three bridge structures in Colleton County, SC. This design-build project will improve safety on the segment of US 17 from south of Wiggins Road to SC 64 in Jacksonboro, while preserving community resources and protecting the natural and scenic environment of the Ashepoo, Combahee, and Edisto (ACE) Basin. The proposed project involves a 4-lane divided primary facility with three bridges: a 130-foot-long single span prestressed concrete beam structure with mechanically stabilized earth (MSE) walls over CSXT rail lines, a 90-foot-long flat slab bridge over Tupelo Swamp, and a 420-foot-long AASHTO Type II girder structure over the Ashepoo River.

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

The Lead Design Engineer is not required to be on-site full-time for the duration of construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	Wesley McGuffin Construction Manager / Superintendent
b. Role of Key Individual for this Project:	Construction Manager
c. Name of Firm with which you are now associated:	Palmetto Infrastructure, Inc. 
d. Years of Experience: With this Firm <u>12</u> Years	With Other Firms <u>20</u> Years
<p>Palmetto Infrastructure, Inc.: Construction Manager/Superintendent – Responsible for all phases of construction and construction management for bridge replacement project. He is responsible for the review of plans, scheduling of work, tracking of job costs, managing daily field operations, and coordinating with the owner's engineers as well as on-site safety management, subcontractor coordination and the supervision of all construction work, ensuring it is completed to the owner's satisfaction. Wesley oversees construction, will implement, and inspect traffic control and Erosion Control, and maintain job site records. 2018 - Present</p> <p>Palmetto Infrastructure, Inc.: Crane Operator – Responsible for operating equipment for bridge construction. 2011 – 2018</p> <p>United Contractors, Inc.: Crane Operator – Responsible for operating equipment for bridge construction including barge and water work. 2006 – 2011</p> <p>Eastern Bridge Company, Inc.: Superintendent – Responsible for bridge crew and project oversight at the jobsite. 2002 – 2006</p> <p>Modern Continental South: Superintendent – Responsible for bridge crew and project oversight at the jobsite. 2001 – 2002</p> <p>United Contractors, Inc.: Crane Operator– Responsible for operating equipment for bridge construction 1996 – 2001</p> <p>As shown through this progression of work, Wesley has constructed and managed the construction of bridges for his entire career. He fully understands every component of bridge construction from utility relocations to site prep work, to site close out work. Wesley maintains accurate daily logs for work performed.</p>	
e. Education:	Walhalla High School, Walhalla, SC National Commission for the Certification of Crane Operators
f. Active Registrations:	Certified Crane Operator Commercial Driver's License Certified Rigger
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<p><u>City of Greenville Swamp Rabbit Trail Pedestrian Bridges Design Build</u></p> <p>Key Personnel Role: Construction Manager / Superintendent</p> <p>Experience with Current Firm: Palmetto Infrastructure</p> <p>Project/Assignment Duration: Project 2021, Assigned 2021</p> <p>Owner Contact Information: City of Greenville, Nick DePalma, 864-933-2242</p> <p>Design/Construction Value: \$4,994,755 Design & Construction</p> <p>Project Description:</p>	

Project include Design & Build of Two Pedestrian Bridges over Haywood Rd. and Laurens Rd. Structures consisted of composite concrete and steel H-Pile foundation with a poured in place cap. Superstructure of cored slabs with a structural steel truss over roadway. Wesley's specific responsibilities included scheduling, managing daily field operations, working with CI Firm, environmental compliance and quality control testing was performed in accordance with contract requirements, and ensuring project completion on schedule.

Emergency Bridge Package 2020-1 DB

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

Project included 2 emergency bridge replacement projects and associated approach roadway reconstruction in York and Anderson Counties. Wesley's specific responsibilities included scheduling, managing daily field operations, working with SCDOT resident to ensure MOT, environmental compliance and quality control testing was performed in accordance with contract requirements, and ensuring project completion on schedule. Project requirements included completion in 215 days. Palmetto obtained substantial & final completion on time.

Emergency Bridge Package 2018-2A DB

Key Personnel Role: Construction Manager / Superintendent
Experience with Current Firm: Palmetto Infrastructure
Project/Assignment Duration: Project 2018-2020, Assigned 2018-2019
Owner Contact Information: SCDOT, AJ Thomas Bostic, bosticta@scdot.org, (843) 317-4001
Design/Construction Value: \$5,127,593 Construction
Project Description:

This project included 3 emergency bridge replacement projects and associated approach roadway reconstruction in Dillon and Marlboro Counties. Wesley's specific responsibilities included ordering materials, maintaining a safe project worksite, oversee all bridge construction activities, and project closeout activities. Wesley maintained a direct line of communication with the design team to identify project issues and promote solutions. His construction knowledge and project organization allowed this project to be completed on time. Project requirements included completion in 200 days. Palmetto obtained substantial completion on time.

Pickens County SC File 39.111B

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

Original contract required a No Cost Design/Build Change Order that was PII's concept. Walls and bridge were changed due to constructability and the temporary railroad structure was deleted. The needed offline structure was incorporated into new three-span bridge on drill shaft foundation. Retaining walls were redesigned to a drilled pile as the detailed sheet pile could not be installed due to cohesive soils. SCDOT was given the design in Stage II, and after additional design the bridge was widened. Retaining walls and an Amtrak platform were added in a unit price traditional contract. Project required coordination and construction challenges with SCDOT, NSRR and Amtrak. Palmetto Infrastructure Inc. was able to partner with SCDOT to navigate a challenging project to delivery.

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

Rabun County GDOT 170940 Cat Gap Road over Tallulah River, Superintendent Completion 9-15-2022

Laurens County SCDOT 3051250 Missallie Dr. over Shell Creek, Superintendent Completion 12-30-2021

Appendix B – Work History and Quality Form - Contractor
SCDOT Design Build Project
Bridge Package 15
Contract ID 8862230



WORK HISTORY AND QUALITY FORM – CONTRACTOR

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Palmetto’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Palmetto (in thousands)
Name: EBP 2018-2A DB Location: Dillon & Marlboro Counties, SC	Name: 	Name of Owner: SCDOT Project Manager: A.J. Thomas Bostic Phone: 843-317-4001 Email: bosticta@scdot.org	Construction 10/2019 Design 04/2019	\$ 5,127	\$5,127

g. Narrative describing the work performed by Palmetto Infrastructure.

Project included the replacement of bridges over waterways on secondary roads. Each site utilized a roadway closure and detour during construction. The existing bridges were damaged in flooding in September 2018, and were required to be completed on an accelerated schedule. All work was completed safely, and on-time, with no disputes or issues. This includes stopping work at S-51 and removing construction equipment to allow a utility subcontractor to repair a leaking 8” force main sewer pipe, as well as the discovery of unknown storm sewer pipes in the roadway approach.



S-51 over unnamed creek (left photo): 70’ single span bridge on 15 degree skew. End bents utilized steel pile foundations, superstructure consisted of 24” cored slab units with AWS. Adjacent intersection was reconstructed as part of the project.

S-400 over Herndon Branch (center photo): 50’ single span bridge. End bents utilized steel pile foundations, superstructure consisted of 21” cored slab units with AWS overlay. The roadway embankment on the upstream side of the bridge was reconstructed to pre-storm conditions as allowed by the Nationwide Permit. This helped control the bridge length and minimize roadway work. This bridge was constructed first as there were no utilities or ROW at the site.

Key Personnel:
 Greg Canniff, Project Manager
 Billy McCoy, Asst Project Manager
 Wesley McGruff, Construction Manager
 Jeff Mulliken, Quality Control

Design Work Location: Charlotte, NC

S-33 over Naked Creek (right photo): 115’ 3-span bridge (25’-65’-25’). End bents utilized steel pile foundations, interior bents used concrete composite piles with steel stingers, superstructure consisted of 21” and 24” cored slab units with AWS overlay. Electrical line was back fed and dropped in place to reduce utility relocation expenses. Rip rap splash pads were reduced to minimize environmental impacts.

h. Self-Assessment. The information provided in this section should be a self-assessment of Palmetto’s performance on the project to identify Palmetto personnel that have successfully completed projects on time and on or under budget, and to identify Palmetto’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

Palmetto worked with SCDOT to perform early work, including demolition of the existing bridges before the bird nesting moratorium kicked in and materials were fabricated at risk prior to RFC plan approval. This allowed Palmetto an early start on the project. Palmetto’s crews worked continuously on the project from the time roadways were closed until the bridge replacement was complete and the roadway reopened – save only a brief delay at S-51 to relocate a force main sewer noted above. The project was completed on-time, on-budget and Palmetto received above average scores from SCDOT for this work.

i. Quality Initiatives. Discuss Palmetto’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

Palmetto performed bridge demolitions before RFC drawings were approved to avoid the bird nesting moratorium. They worked with District SCDOT Personnel to reduce the size of rip rap splash pads at the base of flumes – especially for flumes less than 5’ tall. S-33 over Naked Creek was constructed utilizing “Top-Down” construction methods to avoid significant environmental impacts and minimize cutting trees in this forested swamp.

j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Palmetto shall provide a detailed explanation below.

Not Applicable

WORK HISTORY AND QUALITY FORM – CONTRACTOR

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Palmetto’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Palmetto (in thousands)
Name: EBP 2020-1 DB Location: York & Anderson Counties, SC	Name: 	Name of Owner: SCDOT Project Manager: Zach Herron Phone: 864-716-2380 Email: HerronZK@scdot.org	Construction 12/2020 Design 07/2020	\$ 3,173	\$ 3,173

g. Narrative describing the work performed by Palmetto Infrastructure.

Same Major Subcontractor:
P&L performed the grading and erosion control on this project

Project included the replacement of bridges over waterways on secondary roads. Each site utilized a roadway closure and detour during construction. The existing bridges were damaged in flooding, and were required to be completed on an accelerated schedule. All work was completed safely, and on-time, with no disputes or issues.



This includes recovering from a second flood, immediately post award, that changed the site and scope of work at S-174. The existing bridge completely collapsed during the second flood, and embankment material leading up to the bridge was washed away. The roadway embankment, and slope protection had to be recreated prior to completing the bridge replacement.

S-816 over Mud Creek (left photo): 160’ 3-span bridge (45’-70’-45’) on 15 degree skew. End bents utilized steel pile foundations, interior bents used concrete composite piles with steel stingers, superstructure consisted of 24” cored slab units with AWS overlay. Span arrangement was modified from SCDOT layout to push interior bents away from the top of bank. Steel piles at interior bent were driven to refusal first, then composite concrete pile was added on. This allowed the contractor to splice the steel portion only – and manufacture the concrete pile to predetermined lengths. Flowable fill and rip rap are used to protect the interior bents from scour.

Key Personnel:
Greg Canniff, Project Manager
Billy McCoy, Assist. Project Manager
Wesley McGruff, Construction Manager
Jeff Mulliken, Quality Control

Design Work Location: Charlotte, NC

S-174 over Six and Twenty Creek (center photo): 70’ single span bridge widened to accommodate roadway curvature. End bents utilized steel pile foundations, superstructure consisted of 24” cored slab units with AWS overlay. The roadway embankment of the bridge was reconstructed to pre-storm conditions as allowed by the Nationwide Permit. This helped control the bridge length and minimize roadway work. Palmetto worked with SCDOT and Dr. Wortham, the local landowner, to reduce ROW takes and reduce clearing at this site – a forested venue with a waterwheel used for weddings and social gatherings. Large rip rap (several feet in diameter) were retained from the existing embankment and reused to protect the upstream toe of slope.

h. Self-Assessment. The information provided in this section should be a self-assessment of Palmetto’s performance on the project to identify Palmetto personnel that have successfully completed projects on time and on or under budget, and to identify Palmetto’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

The project was completed on-time, on-budget and Palmetto received above average scores from SCDOT for this work. Palmetto worked with SCDOT at S-174 to perform early work, including removing existing bridges from the creek) as well as removing a second bridge downstream that also collapsed. Palmetto worked exceptionally well with the landowners at both sites to deliver projects that maintained access to properties, reduced impacts to the owners, and eliminated issues for the Department. SCDOT approved field changes for Palmetto to add paving in ditches at S-174 to minimize erosion. All additional work at S-174 due to the second flood was approved by SCDOT.

i. Quality Initiatives. Discuss Palmetto’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

Palmetto’s unique use of composite piles at S-816 – driving the steel piles to refusal before splicing the concrete piles on – eliminated concerns of splicing the concrete pile, saving time and money. Investigations at S-816 during demo proved the use of pile driving versus predrilling piles. Steepened slopes with geogrid and extra length guardrail posts avoided a stream impact at S-816. Reuse of Class C (and larger) rip rap at S-816 provides improved scour protection.

j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Palmetto shall provide a detailed explanation below.

Not Applicable. All answers are no.

WORK HISTORY AND QUALITY FORM – LEAD DESIGNER

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify CTEA’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by CTEA (in thousands)
Name: EBP 2018-2A DB Location: Dillon & Marlboro Counties, SC	Name: 	Name of Owner: SCDOT Project Manager: Jae Mattox Phone: 803-737-1805 Email: mattoxjh@scdot.org	Construction 10/2019 Design 04/2019	\$ 5,127	\$ 803

g. Narrative describing the work performed by CTEA.

Subconsultants:
Vaughn and Melton R&D (Heather Robbins)

Bridge, roadway, hydraulics, geotech, supplemental survey, permitting, ROW acquisition, public involvement, CLOMR, and construction engineering services for three bridge replacements using low volume criteria. Existing bridges were damaged in flooding in September 2018, and required to be completed on an accelerated schedule.

S-51 over unnamed creek (left photo): 70’ single span bridge on 15 degree skew. CTEA widened the bridge to minimize the intersection relocation and improve stopping sight distance. Our design reduced ROW, eliminated environmental impacts and accelerated construction.



Key Personnel:
Greg Canniff, Project Manager
Billy McCoy, Asst. Project Manager
Jeff Mulliken, Quality Control
Wesley McGruff, Construction Manager
Design Work Location: Charlotte, NC

S-400 over Herndon Branch (center photo): 50’ single span bridge. The roadway embankment on the upstream side of the bridge was reconstructed to pre-storm conditions as allowed by the Nationwide Permit, to minimize the bridge length and roadway work. Rip rap splash pads were reduced to minimize environmental impacts – since flumes were less than 5’ tall.

S-33 over Naked Creek (right photo): 115’ 3-span bridge (25’-65’-25’). Electrical lines dropped in place in lieu of relocation. Cored slabs designed for top down construction including the use of a steel frame temporary bridge over one span.

h. Self-Assessment. The information provided in this section should be a self-assessment of CTEA’s performance on the project to identify CTEA personnel that have successfully completed projects on time and on or under budget, and to identify CTEA’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

CTEA delivered the project design on time and on budget with excellent quality, recognized in our above average consultant performance scores – and most important, the comments and feedback we have received from SCDOT: **“When problems arose, no one pointed fingers...you just developed and implemented solutions.”** **“The designer has been very eager to complete the project in a manner satisfactory to all parties and has overall been very good to work with.”** **“The Carolina TEA Team is the only DB team to meet all design deliverables as submitted in the original schedule.”** CTEA won the **2020 ACEC SC Engineering Excellence Award** for this project.

i. Quality Initiatives. Discuss CTEA’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

CTEA produced the first deliverable package (S-400) and submitted the day of NTP. The design team met the schedule delivery dates for each package thereafter, including an independent QA review prior to each submittal. The General Permit was submitted the day of NTP and approved by USACE in less than 30 days. This allowed the Contractor to deliver the project on schedule while maintaining quality deliverables. The Team developed solutions that minimized environmental impacts and accelerated construction schedules, including designing S-33 for Top Down Construction, eliminating temporary works and minimizing environmental impacts as well as compressing the construction schedule. The widening of S-51 reduced the impacts of the intersection relocation, reducing environmental impacts and ROW. Water lines in the intersection were abandoned and replaced after project completion to avoid schedule impacts.

j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Palmetto shall provide a detailed explanation below.

Not Applicable – All questions are answered with a “NO”.

WORK HISTORY AND QUALITY FORM – LEAD DESIGNER

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Palmetto’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by CTEA (in thousands)
Name: EBP 2020-1 DB Location: York & Anderson Counties, SC	Name: 	Name of Owner: SCDOT Project Manager: Michael Pitts Phone: 803-737-2566 Email: PittsME@scdot.org	Construction 12/2020 Design 07/2020	\$ 3,173	\$ 746

g. Narrative describing the work performed by Palmetto Infrastructure.

Subconsultants:
Vaughn and Melton
Aulick
R&D (Heather
Robbins)

Bridge, roadway, hydraulics, geotech, supplemental survey, permitting, ROW acquisition, public involvement, and construction engineering services for two bridge replacements using low volume criteria. Existing bridges were damaged in flooding in 2019 and required to be completed on an accelerated schedule. This includes recovering from a second flood, immediately post award, that changed the site and scope of work at S-174. The existing bridge completely collapsed during the second flood, and embankment material leading up to the bridge was washed away. Supplemental survey and additional concept design was performed immediately following the flood.



S-816 over Mud Creek (left photo): 160’ 3-span bridge (45’-70’-45’) on 15 degree skew. End bents utilized steel pile foundations, interior bents used concrete composite piles with steel stingers, superstructure consisted of 24” cored slab units with AWS overlay. Span arrangement was modified from SCDOT layout to push interior bents away from the top of bank. Flowable fill and rip rap scour protection used at interior bents to eliminate the need for predrilling piles or drilled piers. 24” cored slabs used for 45’ spans to eliminate steps in pier cap, and designed for Top Down Construction methods.

Key Personnel:
Greg Canniff, Project Manager
Billy McCoy, Asst. Project Manager
Wesley McGruff, Construction Manager
Jeff Mulliken, Quality Control

Design Work Location: Charlotte, NC

S-174 over Six and Twenty Creek (center photo): 70’ single span bridge widened to accommodate roadway curvature. End bents utilized steel pile foundations, superstructure consisted of 24” cored slab units with AWS overlay. The roadway embankment of the bridge was reconstructed to pre-storm conditions as allowed by the Nationwide Permit. This helped control the bridge length and minimize roadway work. Large rip rap (several feet in diameter) were retained from the existing embankment and reused to protect the upstream toe of slope. Additional verification of hydraulic models performed after the second flood using available rain gage data to verify hydraulic capacity of bridge opening.

h. Self-Assessment. The information provided in this section should be a self-assessment of CTEA’s performance on the project to identify CTEA personnel that have successfully completed projects on time and on or under budget, and to identify CTEA’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

The project was completed on-time, on-budget and CTEA received above average scores from SCDOT for this work. Comments include: **Team has been very cooperative and responsive to any conflicts presented. CTEA has done an excellent job with communication when anything arose. The design build team worked well with SCDOT to quickly determine a solution to fix the S-174 design after inclement weather changed the conditions of the bridge.**

S-816 plans were submitted on schedule, S-174 plans were delayed slightly due to second flood, but overall project maintained the original schedule.

i. Quality Initiatives. Discuss CTEA’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

S-816 plans were submitted on schedule, S-174 plans were delayed slightly due to second flood, but overall project maintained the original schedule. SCDOT noted: **Team has been very cooperative and responsive to any conflicts presented. CTEA has done an excellent job with communication when anything arose.**

j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Palmetto shall provide a detailed explanation below.

Not Applicable. All answers are “NO”.

Appendix C – Work History and Quality Form - Designer
SCDOT Design Build Project
Bridge Package 15
Contract ID 8862230





October 12, 2022

Bridge Package 15

Design-Build – Contract ID 8862230

ANDERSON, CHESTER, CHESTERFIELD, AND LANCASTER COUNTIES

Quality of Past Performance

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

A handwritten signature in black ink, appearing to read "Gregory Canniff". The signature is written in a cursive style with a large, stylized initial "G".

Gregory Canniff

President

Appendix D – Legal and Financial
**SCDOT Design Build Project
Bridge Package 15
Contract ID 8862230**





Surety Department

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

South Carolina Department of Transportation
PO Box 191
Columbia, SC 29202

October 13, 2022

Subject: Palmetto Infrastructure, Inc., Greenville, SC
SCDOT Bridge Package 15, Design-Build Project, Contract ID 8862230
Anderson, Chester, Chesterfield and Lancaster Counties

To Whom It May Concern:

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

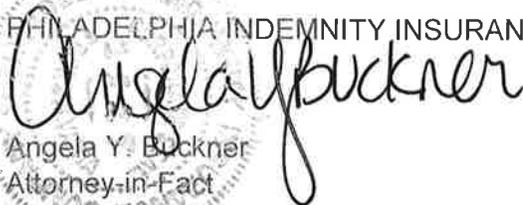
This letter is to advise you Philadelphia Indemnity Insurance Company is prepared to provide the necessary Performance and Payment Bond in connection with the above captioned project as required. As always, Philadelphia Indemnity Insurance Company reserves the right to perform normal underwriting at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

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

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

Sincerely yours,

PHILADELPHIA INDEMNITY INSURANCE COMPANY



Angela Y. Buckner
Attorney-in-Fact

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

PHILADELPHIA INDEMNITY INSURANCE COMPANY

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

Power of Attorney

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

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

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

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

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

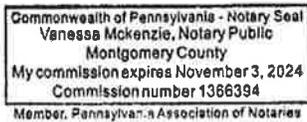


(Seal)

John Glomb, President & CEO
Philadelphia Indemnity Insurance Company

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

Notary Public:



residing at:

Bala Cynwyd, PA

My commission expires:

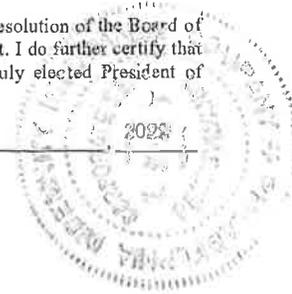
November 3, 2024

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

In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 13th day of October 2021.



Edward Sayago, Corporate Secretary
PHILADELPHIA INDEMNITY INSURANCE COMPANY





FINANCIAL CAPACITY OF GENERAL CONTRACTOR

To: South Carolina Department of Transportation (hereinafter "SCDOT")
Contract ID: 8862230
Estimated Contract Amount: \$12,000,000.00
Description: BRIDGE PACKAGE 15 – Anderson, Chester, Chesterfield, and Lancaster Counties

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

This 13th day of November 2022

Palmetto Infrastructure, Inc.

SOUTH CAROLINA
GREENVILLE COUNTY

By: 
Greg Canniff
Its: President

Sworn to and subscribed before me this 13th day of November 2022.


Notary Public
My Commission Expires 4-2024


Appendix E – Organizational Conflict of Interest **SCDOT**
Design Build Project
Bridge Package 15
Contract ID 8862230



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

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

October 12, 2022
Date

Greg Canniff

Print Name

Palmetto Infrastructure, 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
**SCDOT Design Build
Project Bridge Package 15
Contract ID 8862230**





October 12, 2022

Bridge Package 15

Design-Build – Contract ID 8862230

ANDERSON, CHESTER, CHESTERFIELD, AND LANCASTER COUNTIES

Confidential and/or Proprietary Information Page List

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

None

A handwritten signature in black ink, appearing to read "Gregory Canniff". The signature is written in a cursive style with a large, stylized initial "G".

Gregory Canniff

President

Appendix G - Addendum Receipt Forms
SCDOT Design Build Project
Bridge Package 15
Contract ID 8862230



No Addenda were provided by SCDOT for the RFQ.

Appendix H - Key Individual and Contractor –
Designer Reference Form
SCDOT Design Build Project
Bridge Package 15
Contract ID 8862230



Email	First Name	Last Name	Company Name	Project Name	Team
bosticta@scdot.org	AJ	Bostic	SCDOT	EBP 2018-2A DB	PII / CTEA
HerronZK	Zach	Herron	SCDOT	EBP 2020-1 DB	PII / CTEA
mattoxjh@scdot.org	Jae	Mattox	SCDOT	EBP 2018-2A DB	PII / CTEA
pittsme@scdot.org	Michael	Pitts	SCDOT	EBP 2020-1 DB	PII / CTEA
ndepalma@greenvillesc.gov	Nick	Depalma	City of Greenville	SRT over Haywood Road	PII / CTEA



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
HerronZK@scdot.org	Zach	Herron	Greg Canniff	EBP 2020-1 DB	Project Manager	PII / CTEA
bosticta@scdot.org	AJ	Bostic	Greg Canniff	EBP 2018-2A DB	Project Manager	PII / CTEA
LawsJD@scdot.org	Joe	Laws	Greg Canniff	Pickens County SC File 39.111B	Project Manager	Palmetto Infrastructure
parrissl@scdot.org	Shane	Parrish	Greg Canniff	Cherokee, Lancaster SC File 5487000	Project Manager	Palmetto Infrastructure
ndepalma@greenvillesc.com	Nick	Depalma	Greg Canniff	Swamp Rabbit Trail - Haywood and Laurens	Project Manager	Palmetto Infrastructure
HerronZK@scdot.org	Zach	Herron	Billy McCoy	EBP 2020-1 DB	Asst. Project Manager	PII / CTEA
bosticta@scdot.org	AJ	Bostic	Billy McCoy	EBP 2018-2A DB	Asst. Project Manager	PII / CTEA
LawsJD@scdot.org	Joe	Laws	Billy McCoy	Pickens County SC File 39.111B	Asst. Project Manager	Palmetto Infrastructure
parrissl@scdot.org	Shane	Parrish	Billy McCoy	Cherokee, Lancaster SC File 5487000	Asst. Project Manager	Palmetto Infrastructure
ndepalma@greenvillesc.com	Nick	Depalma	Billy McCoy	Swamp Rabbit Trail - Haywood and Laurens	Asst. Project Manager	Palmetto Infrastructure
pittsme@scdot.org	Michael	Pitts	Jeff Mulliken	EBP 2020-1 DB	QC Engineer	PII / CTEA
mattoxih@scdot.org	Jae	Mattox	Jeff Mulliken	EBP 2018-2A DB	QC Engineer	PII / CTEA
lacycr@scdot.org	Chris	Lacy	Jeff Mulliken	Replacement of US 17 Bridges over Rantowles Creek and Wallace River	Project Manager	The LPA Group
ristergd@scdot.org	David	Rister	Jeff Mulliken	Replacement of US76 Bridge over North Rabon and Lick Creeks	Bridge Project Manager	The LPA Group
ndepalma@greenvillesc.com	Nick	Depalma	Jeff Mulliken	Swamp Rabbit Trail - Haywood and Laurens	QC Engineer	Palmetto Infrastructure
HerronZK@scdot.org	Zach	Herron	Wesley McGruff	EBP 2020-1 DB	Construction Manager	PII / CTEA
bosticta@scdot.org	AJ	Bostic	Wesley McGruff	EBP 2018-2A DB	Construction Manager	PII / CTEA
LawsJD@scdot.org	Joe	Laws	Wesley McGruff	Pickens County SC File 39.111B	Construction Manager	Palmetto Infrastructure
parrissl@scdot.org	Shane	Parrish	Wesley McGruff	Cherokee, Lancaster SC File 5487000	Construction Manager	Palmetto Infrastructure



Appendix I - Unique Entity Identification
SCDOT Design Build Project Bridge
Package 15
Contract ID 8862230





October 12, 2022

Bridge Package 15

Design-Build – Contract ID 8862230

ANDERSON, CHESTER, CHESTERFIELD,
AND LANCASTER COUNTIES

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