

PROFESSIONAL SERVICES FOR DESIGN – ANGER FISHING PIER



Submitted to:

**Charlotte County
Purchasing Division**

18500 Murdock Circle, Suite 344
Port Charlotte, FL 33948-1094

Submitted by:

Giffels-Webster Engineers, Inc

900 Pine Street, Suite 225
Englewood, FL 34223

Ph. (941) 475-7981

Contact: Dennis J. Croyle, P.E.

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May 21, 2026
GWE: 2026.14

CHARLOTTE COUNTY - RFP NO. 20260407

DESIGN - ANGER FISHING PIER

TABLE OF CONTENTS

EVALUATION CRITERIA SECTIONS	PAGES
SECTION I: TEAM PROPOSED FOR THIS PROJECT • RESUMES	3
SECTION II: PROPOSED MANAGEMENT PLAN	4
SECTION III: PREVIOUS EXPERIENCE OF TEAM PROPOSED FOR THIS PROJECT	8
SECTION IV: PROJECT CONTROL	4
SECTION V: PRESENT PROPOSED DESIGN APPROACH FOR THIS PROJECT	8
SECTION VI: PRESENT EXAMPLES OF RECENTLY ACCOMPLISHED SIMILAR PROJECTS	5
SECTION VII: DESCRIBE YOUR EXPERIENCE AND CAPABILITIES IN THE FOLLOWING AREAS	4
SECTIONS VIII - XI: • VIII - VOLUME OF WORK • IX - LOCATION • X - LITIGATION • XI - MINORITY BUSINESS	1
SECTION XII: REQUIRED COUNTY FORMS	N/A
TOTAL PAGES	37

May 21, 2026

REF: 2026.14

Rhiannon Mills, Senior Contract Specialist – Purchasing
Charlotte County Administration Center
18500 Murdock Circle, Suite 344
Port Charlotte, FL 33948-1094

RE: RFP# 20260407, DESIGN - ANGER FISHING PIER

Giffels-Webster Engineers, Inc. (GWE) is pleased to submit our proposal for professional engineering services, including design, permitting, and construction oversight for the demolition and complete replacement of the Anger Fishing Pier, bulkhead, and approach.

GWE is well qualified for this project, having extensive experience delivering marine and coastal infrastructure projects throughout Charlotte County and Southwest Florida. Our team is highly familiar with regional site conditions, permitting agencies, and construction standards that apply to projects of this nature.

Our team is committed to delivering a resilient, constructible design that meets Federal, State, and Local requirements while enhancing the long-term functionality and appearance of the pier.

We understand the importance of the **Anger Fishing Pier** as a community landmark and recreational amenity. Our approach will prioritize safety, usability, and environmental stewardship, while minimizing disruptions and providing exceptional long-term value for Charlotte County residents and visitors.

As called for in RP-21.A, I certify that this proposal has been prepared without collusion with any other person or entity submitting a proposal pursuant to this RFP. The principals interested in this proposal are the officers of Giffels-Webster Engineers, Inc. No other person or entity has a financial interest in this proposal. I further confirm that I, Dennis Croyle, P.E., as Vice President and authorized officer of Giffels-Webster Engineers, Inc., am empowered to make representations on behalf of the firm and to bind the firm to perform as per contract if awarded.

In accordance with the RFP requirements, our proposal has been submitted electronically via the designated portal.

We appreciate the opportunity to continue our partnership with Charlotte County on this important project. It would be a privilege to apply our knowledge and experience to exceed your expectations once again.

Sincerely,
Giffels-Webster Engineers, Inc.

A handwritten signature in blue ink, appearing to read 'D Croyle', is positioned above the printed name of the signatory.

Dennis Croyle, P.E., Vice President

SECTION I:
TEAM PROPOSED FOR THIS PROJECT

CHARLOTTE COUNTY - RFP NO. 20260407
DESIGN ANGER FISHING PIER

SECTION I: PROPOSED TEAM

A. Background of the personnel

The proposed team includes Giffels-Webster Engineers, Inc. (GWE) as Prime Consultant for design, permitting, and construction-phase services. Sub-consultants will provide structural engineering, survey, and environmental services. Our team is highly familiar with Charlotte County procedures, personnel, and the Anger Fishing Pier site itself. Pursuant to **RP-23.A** and **RP-23.C**, **Mr. Jonathan H. Cole, P.E.** (Principal-in-Charge), and **Mr. Dennis J. Croyle, P.E.** (Project Manager and Lead Designer) will not be substituted without the express permission of Charlotte County.

1. Project Management

Jonathan H. Cole, P.E., Principal-in-Charge



Mr. Cole has over 40 years of municipal engineering experience, including service as Charlotte County Engineer, and will serve as Principal-in-Charge for this project. He is a licensed Professional Engineer in five states and holds a B.S. in Civil Engineering from the University of Connecticut.

- 25+ years as Principal-in-Charge for large-scale infrastructure projects
- Extensive experience in master planning, design, and contract administration
- Serve as an expert witness for civil and utility projects

His longstanding leadership and local knowledge make him uniquely qualified to oversee this project.

Dennis J. Croyle, P.E., Principal, Project Manager / Lead Designer



Mr. Croyle is a licensed Professional Engineer with over 10 years of experience in civil design and construction oversight. As Vice President of GWE, he will serve as the Project Manager and Engineer of Record (Lead Designer) for this project.

He has led the design of numerous seawalls, docks, walkways, and coastal structures throughout Florida, including key Charlotte County projects such as the South Gulf Cove Boat Ramp, El Jobean Pier, Lister Park Seawall Replacement, Port Charlotte Beach Boarding Piers, and T-Dock Replacement. His experience also includes work for Hillsborough County, Martin County, Sarasota County, Englewood Water District, and others.

Mr. Croyle's strong command of federal, state, and local permitting, combined with his practical construction knowledge, ensures designs are both compliant and constructible. His leadership has consistently resulted in projects delivered on time, within budget, and with minimal environmental impact. He is known for his clear communication, attention to detail, and commitment to quality—qualities that make him a trusted partner on high-visibility public projects.

Pursuant to **RP-23.D**, a reference list for both Giffels-Webster Engineers, Inc. and Mr. Croyle, the lead designer, follows:

Firm / Organization	Contact Name	Phone	Project
Charlotte County Community Services	Lacey Solomon	941-613-3238	Lister Park Seawall Replacement
Charlotte County Community Services	Lonne Moore	941-613-3237	South Gulf Cove Boat Ramp

2. Other Key Personnel

Mr. Cole and Mr. Croyle will be supported by the following staff, with all GWE design work performed at our Englewood office:

Kendra Kotlarski, P.E., Design Engineer



Mrs. Kendra Kotlarski is a Professional Engineer (P.E.) with specialized civil engineering with expertise in regulatory permitting, including work with agencies such as CCCL, SWFWMD, FDEP, and USACE. She has extensive experience guiding projects through environmental permitting processes and ensuring compliance with Federal, State, and Local regulations.

Kevin E. Furniss, Senior Designer



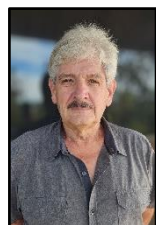
Mr. Furniss has worked at Giffels-Webster Engineers, Inc., for 35 years. He manages civil plan production, design, conflict detailing, and drafting, bringing decades of experience to each project. His attention to detail and extensive design expertise benefits both GWE and its clients.

Tim Morrow, Senior Designer



Mr. Timothy Morrow is a Senior Designer at Giffels-Webster Engineers, Inc. (GWE), where he has 30 years of experience in civil engineering and utility design. His expertise lies in complex plan production, conflict resolution, and detailed drafting, ensuring that each project is completed with precision and efficiency. His deep knowledge of utility systems, coupled with his proficiency in AutoCAD® and Civil 3D, makes him an integral member of the GWE team.

Al Kuni, Senior Inspector



Mr. Al Kuni will manage construction inspection work with County staff and contractors to ensure timely, in-spec delivery. He is familiar with Community services and has delivered successful construction on recent projects.

Sub-Consultants

STRUCTURAL – Centro Consulting Group

Leo E. Rodriguez, P.E., Senior Engineer / Principal

Founded in 2022, Centro Consulting Group (CENTRO) is structural engineering firm driven by excellence, innovation, and a commitment to delivering exceptional service. CENTRO provides specialized structural engineering services with a focus on marine, coastal, and infrastructure projects. CENTRO is a statewide certified Minority Business Enterprise (MBE) and a certified Small Business Enterprise (SBE) in several counties, including Hillsborough and Pinellas. The firm's principal, Mr. Leo Rodriguez, P.E., serves as our Lead Structural Engineer for this project. Mr. Rodriguez brings highly relevant local experience to this role, having served as the Structural Engineering Lead for the new Tom Adams Bridge Control House built in 2016. Additionally, he led the recent Bridge Countermeasure Study to protect the Tom Adams Bridge foundations from storm-induced scour.

SURVEY – ATHCA Surveying Inc.

Russell Strayer, P.S.M., Project Manager / Principal

Mr. Strayer is a Florida licensed surveyor familiar with Charlotte County. His firm offers boundary, topographic, right-of-way, mean high water, and hydrographic surveys, as well as construction stakeout and as-builts.

ENVIRONMENTAL – Suncoast Eco Services

Jennifer Krajcir, Project Manager / Principal

Ms. Krajcir is an environmental specialist focused on upland and coastal habitats in Southwest Florida. She provides protected species assessments, permit support, and mitigation planning for state and federal approvals.

B. Resumes

The resumes of key team members can be found on the following pages.

RESUMES

Jonathan H. Cole, P.E.



POSITION:

President/Principal-In-Charge

EDUCATION:

University of Connecticut
Storrs, CT

B.S., Civil Engineering (1979)

YEARS OF EXPERIENCE: 40

LICENSURE/CERTIFICATIONS:

- ♦ P.E. #36384, Florida
- ♦ P.E. #0013198, Connecticut
- ♦ P.E. #06872, New Hampshire
- ♦ P.E. #E-17024, Nebraska
- ♦ P.E. #27320, Kansas
- ♦ FL Advanced Traffic Control
- ♦ FDEP Stormwater Erosion and Sediment Inspector

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Email: jcole@gwefl.com

Mr. Cole is a licensed Professional Engineer with over 36 years of experience in civil engineering, including site development, coastal infrastructure, and public parks projects. He is President of Giffels-Webster Engineers, Inc., and formerly served as County Engineer for Charlotte County, Florida.

His extensive background includes work on public access facilities, marine structures, storm-damaged infrastructure, and federally-funded recovery projects. Mr. Cole provides strategic oversight and technical leadership across all phases of design and construction, with emphasis on:

- Boardwalks, piers, and shoreline improvements
- Public park and access amenity design
- Construction oversight and contract administration
- Coastal permitting and agency coordination (FDEP, USACE)
- FEMA disaster recovery documentation and compliance
- Environmental impact mitigation and resilient design Integration

Mr. Cole has managed projects involving causeways, waterfront structures, and ADA-compliant pathways. He excels at guiding teams through regulatory approvals, public agency collaboration, and successful delivery of durable, community-facing infrastructure.

Representative Project Experience:

Mr. Cole has served as Engineer-of-Record or Principal-in-Charge on numerous public infrastructure projects involving coastal access, marine structures, and recreational park improvements, including:

- Ponce de Leon Fishing Pier and Boardwalk – City of Punta Gorda
- Charlotte Harbor Fishing Pier – Engineer of Record while with another firm
- Coral Creek Bridge Emergency Sidewalk Repair – Charlotte County
- Hathaway Park Dock and Boat Launch – Charlotte County
- Laishley Park Marina Finger Piers – City of Punta Gorda
- Ainger Creek Boat Ramp and Parking Expansion – Charlotte County
- El Jobean Boat Ramp and Parking Improvements – Charlotte County
- South Gulf Cove Boat Ramp Park Expansion – Charlotte County

These projects reflect Mr. Cole's deep experience with waterfront construction, resilient public access features, and compliance with local, state, and federal permitting requirements.

Dennis J. Croyle, P.E.



POSITION:

Project Engineer

EDUCATION:

University of Florida

Gainesville, FL

B.S., Civil Engineering (2011)

YEARS OF EXPERIENCE: 13

LICENSURE/CERTIFICATIONS:

- ◆ P.E. #82287, Florida
- ◆ FL Advanced Traffic Control
- ◆ FDEP Stormwater Erosion and Sediment Inspector

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Mr. Croyle is a licensed Professional Engineer with over 10 years of experience in civil engineering and construction management. With a background in both design and field construction, he provides practical, buildable solutions for coastal infrastructure, public parks, and storm-resilient access facilities.

He earned his Bachelor of Science in Civil Engineering from the University of Florida in 2011 and has served as Project Manager and Engineer-of-Record on a wide range of public sector projects throughout Florida. Mr. Croyle leads the design, permitting, and construction coordination for projects involving:

- Boardwalks, docks, and boat ramps
- Seawalls, revetments, and shoreline stabilization
- Pedestrian and ADA-access improvements in parks and rights-of-way
- Storm-damaged infrastructure repair

He works closely with local governments and regulatory agencies to deliver code-compliant, community-oriented solutions that balance resilience, cost-efficiency, and aesthetics.

Representative Project Experience:

- Port Charlotte Beach Park Boarding Dock Replacement – Charlotte County
- Lister Park Seawall Replacement – Charlotte County
- Spring Lake Boardwalks and Drainage Improvements – Charlotte County
- Sidewalk and Pedestrian Projects – Charlotte County Public Works
- Various Sewer Expansion Projects – Charlotte County Utilities

Mr. Croyle will serve as Engineer of Record for design, permitting, and construction support—bringing a history of on-time, on-budget delivery of coastal and public access improvements for Charlotte County.

Kendra Kotlarski, P.E.



POSITION:

Designer

EDUCATION:

Florida Gulf Coast University
Fort Myers, FL
B.S., Civil and Environmental
Engineering (2020)

YEARS OF EXPERIENCE: 4

LICENSURE/CERTIFICATIONS:

- ◆ P.E. #101039
- ◆ Sunshine 811 Ticket Trained

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Ms. Kendra Kotlarski holds a Bachelor of Science in Civil and Environmental Engineering from Florida Gulf Coast University and is a licensed Professional Engineer in the State of Florida.

She has developed strong expertise in regulatory permitting, particularly with agencies such as SWFWMD, FDEP, and USACE. Her experience includes coordinating environmental and utility permitting processes, preparing supporting documentation, and ensuring full compliance with Federal, State, and Local regulations throughout the design and construction phases of public infrastructure projects.

At Giffels-Webster Engineers, she is involved in site design, permitting, specification development, plan preparation, and construction-phase services. She is proficient in AutoCAD, permit package assembly, and technical coordination with reviewing agencies. Her background also includes field review support, shop drawing review, and quantity takeoff development.

Representative Permitting & Utility Project Experience:

- Ackerman–Countryman Phase 2, Charlotte County Utilities
- Port Salerno / New Monrovia Vacuum Sewer Design, Martin County Utilities
- Ruskin and Wimauma Septic-to-Sewer Program, Hillsborough County
- Charlotte Park Septic-to-Sewer Project, City of Punta Gorda
- Bay Indies Utility Relocations (Phases 1 and 2), City of Venice
- Multiple ERP and FDEP Permits – Including wastewater collection/transmission and stormwater management systems

Kevin E. Furniss



POSITION:

Senior Designer

YEARS OF EXPERIENCE: 36

LICENSURE/CERTIFICATIONS:

- ◆ Certified Technician Level III

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Mr. Kevin Furniss has been with Giffels-Webster Engineers, Inc. (GWE) since 1989 and serves as the firm's lead civil designer for infrastructure, park, and coastal improvement projects. A 1986 graduate of Lemon Bay High School in Englewood, he has completed extensive coursework in drafting, computer-aided design, blueprint reading, and architectural graphics through State College of Florida and Charlotte Technical College.

Mr. Furniss brings over 35 years of experience in civil design, plan preparation, and construction documentation. His responsibilities include:

- Leading the layout and drafting of site, roadway, drainage, and utility plans
- Preparing construction and permitting drawing sets
- Developing record drawings
- Supporting construction through field verification and coordination
- Ensuring code compliance and clarity in all design deliverables

He is proficient in AutoCAD Civil 3D and is known for producing consistent, high-quality plans for public sector projects throughout Southwest Florida.

Representative Project Experience – Charlotte County:

- Port Charlotte Beach Park Boarding Docks
- Lister Park Seawall Replacement
- Sheehan Boulevard Sidewalk Improvements
- Midway Boulevard Phase II – Roadway, drainage, and utility improvements
- Placida Road Improvements – Civil plan production and utility coordination
- Burnt Store Road Improvements – Including ACOE permitting support
- East/West Spring Lake Wastewater Expansion – Utility layout and site design
- Various County Sidewalk and ADA Projects – Grading, drainage, and public access enhancements

Timothy Morrow



POSITION:

Senior Designer

EDUCATION:

- ♦ AutoCAD CAD/CAM Technology Certification
Completed 1,180 hours of training, 1991

YEARS OF EXPERIENCE: 20

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Professional Summary Senior AutoCAD Civil 3D & Land Development Desktop Technician with over 25 years of experience designing maps and producing construction documentation for Professional Engineers and Professional Land Surveyors. Highly skilled in preparing detailed plans, managing CAD standards, and providing comprehensive engineering support.

Extensive experience in creating and managing AutoCAD Templates & Standards for Civil Engineering and Land Surveying.

Strong background in both office and field operations related to Land Surveying and Civil Engineering.

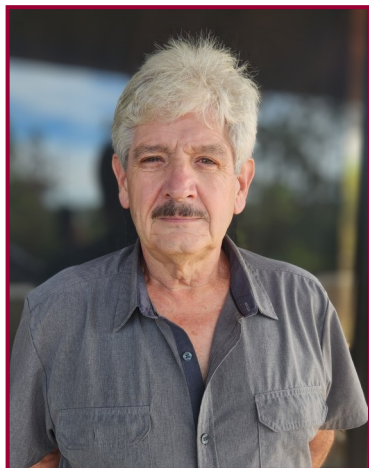
Expertise in developing full sets of construction plans for Civil Engineering Projects, including:

- Cover Sheets
- General Notes
- Aerial Exhibits
- Site Plans
- Grading & Drainage Plans
- Utility Plans
- Plan & Profiles
- Cross Sections
- Detail Sheets
- Erosion Control Plans
- Pre & Post Drainage Basin Exhibits
- MUTCD & FDOT-compliant drawings

Proficient in preparing survey and mapping documentation, including:

- ALTA/NSPS Surveys
- As-Built Surveys
- Boundary & Topographic Surveys
- Tidal Water and CCCL Surveys
- Platting & Plot Plans
- Foundation & Right-of-Way Plans
- GIS Mapping
- Volumetric Calculations
- Construction Stakeout Plans
- ESOZ Plans
- Flood Elevation Certificates
- Sectional Breakdowns
- Certified Corner Records
- Legal Descriptions
- Sketch & Description Reports

Erwin "Al" Kuni



POSITION:

Construction Inspector

EDUCATION:

Taconic Vocational Highschool

United States Navy (1973-77)

- Construction Battalion

CERTIFICATIONS:

- Crane Operator
- Grader Operator
- Horizontal and Vertical Welding on Mild and Hi-hard Steel

YEARS OF EXPERIENCE: 46

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Construction Inspector: Erwin "Al" Kuni

Mr. Kuni has decades of experience both as an inspector and a plant manager for a large manufacturing facility.

He will be responsible for day-to-day construction field inspections, interfacing with the County, contractor, and project manager. Moreover, his demeanor is calm, his rationale sound, and his recommendations fair.

Project Experience :

Giffels-Webster Engineers, Construction Inspector (2022-current)

- Sarasota County Jail - East Wing Roof Replacement
- Baffle Remediation, WO #77 for Charlotte County

Lenco Industries, Plant Manager (1994-2000)

- Operations manager - Oversee 120 employees building tactical armored security vehicles

City of Pittsfield, MA Water and Sewer Dept: Foreman-(1985-93)

- In charge of all water and sewer drain lines. Installation, repair and new construction in the city of Pittsfield, MA

Lenco Industries, Plant Manager (1983-84)

- Plant manager-oversee 50 employees building tactical armored security vehicles

Consolidated Fabricators, Manager (1980-82)

- Plant manager-oversee 50 employees

Maximillian, Equipment Operator/Welder (1978-80) :

- Excavator and crane operator in summertime

Summary Biography

As a structural engineer of record, Leo has been responsible for structural design and modeling, engineering studies, field reports, load rating, inspections, preparation of plans, specifications and estimates, and quality assurance for fixed and movable bridges, and buildings.

EXPERIENCE

CHARLOTTE COUNTY CONTINUING SERVICE CONTRACT

CHARLOTTE COUNTY, FL

1/2021 – 3/2026

Project Manager and Engineer of Record for this five-year, TWO-based continuing contract. Charlotte County owns and maintains more than 100 bridges that are a vital link to the local transportation infrastructure. Mr. Rodriguez assisted the County with managing their bridge inventory by providing a variety of consultant services. The County assigned bridge rehabilitation projects as well as bridge replacements, bridge widenings and bridge inspections. Mr. Rodriguez provided structural design and analysis as well as roadway, maintenance of traffic, design, hydraulic/scour analysis, and environmental/permitting services.

- Tom Adams Bridge Control House
- Bridge Scour Countermeasures
- Cape Haze Bridge Rehabilitation
- Ainger Creek Bridge Emergency Repairs
- Englewood East/Gulf Cove MSBU's Bridge Rehabilitations
- South Gulf Cove FY24 Bridge Rehabilitations
- Northwest Port Charlotte MSBU Bridge Rehabilitations

13TH STREET/SANDS POINT DRIVE BRIDGE REPLACEMENT

PINELLAS COUNTY, FLORIDA

08/2022-03/2025

Project Manager and Structures Engineer of Record responsible for the replacement of the existing 13th Street/Sands Point Drive bridge over Pine Key Cutoff Canal in Tierra Verde. The proposed roadway typical section for the 13th Street bridge includes two 12-foot travel lanes, two 6-foot (minimum) buffered bicycle lanes and sidewalk on both sides of the roadway. This bridge serves as the only access to Pine Key community and required phased construction. The bridge is subjected to wave loading. Services being provided include bridge design, roadway analysis and plans, drainage, utility coordination, utility design, geotechnical, survey, public involvement and post-design services. Permitting was also required from Pinellas County, the Southwest Florida Water Management District (SWFWMD), the US Army Corps of Engineers (USACE) and the Florida Department of Environmental Protection (FDEP).

PORT SUTTON ROAD BRIDGE REPLACEMENTS

HILLSBOROUGH COUNTY, FLORIDA

03/2020-01/2025

Structures Project Manager and Engineer of Record responsible for the design, plans preparation and specifications for the new bridges that will replace the existing structurally deficient and functionally obsolete slab bridges. Port Sutton Road serves as the only ingress/egress to strategic industrial facilities in the Tampa Bay area. The bridges will consist of Florida Slab Beams (FSBs) and straddle the existing bridges to avoid undermining existing substructure and bulkhead walls. Complex maintenance of traffic and phased construction is required. The bridges are subjected to wave loading. Permitting was also required from Hillsborough County, the Southwest Florida Water Management District (SWFWMD), the US Army Corps of Engineers (USACE) and the Florida Department of Environmental Protection (FDEP).

OFFICE LOCATION

Tampa

REGISTRATION

Professional Engineer:

- FL 78493
- LA 44201
- SC 44380
- VA 0402069797

EDUCATION

M.S., Civil Engineering, 2012,
Utah State University

B.S., Civil Engineering, 2008, INTEC
(Santo Domingo, DR)

YEARS OF EXPERIENCE

Years with CENTRO 3
Total Years 18



Russell S. Strayer PSM

President, Professional Surveyor and Mapper, Florida

Russell Strayer, has over 20 years of experience in the surveying and mapping industry in private and municipal projects. Russell has successfully completed various design surveys, including but not limited to: as-built surveys, coastal design surveys, topographic surveys, construction control and stakeout, ALTA surveys, ADA surveys, hydrographic surveys, quantity surveys, route and boundary surveys. He has managed a variety of construction layout projects for roadways, high-rises, shopping plazas, retail malls, and dredging projects throughout Southwest Florida. In addition, his management expertise includes an understanding of the local municipal requirements for platting, record drawings, sketch and descriptions and GIS applications.

EXPERIENCE HIGHLIGHTS:

Over 22 years of experience in the surveying and mapping industry in private and municipal projects throughout Southwest Florida.

EDUCATION:

Bachelor of Science in Geomatics,
University of Florida (2008)

REGISTRATIONS:

Professional Surveyor & Mapper in
Florida, Number 6890 (2012-current)

AFFILIATIONS:

National Society of Professional
Surveyors

Florida Surveying and Mapping
Society

Leadership Sarasota Class of 2018

Sarasota Chamber of Commerce

Gulf Coast Leadership Class of 2012

YEARS OF EXPERIENCE:

Total:22

Management: 16

Prior: 6

EXPERIENCE

President, ATHCA Surveying Inc., Sarasota, Florida

(April 2023 – Present)

Russell is the President of ATHCA Surveying Inc. ATHCA Surveying, Inc. (Aerial, Terrestrial, Hydrographic Cartographics of America) is a surveying, mapping and geospatial firm that utilizes the latest survey technology to provide regional aerial, terrestrial and hydrographic surveying and mapping needs within our community.

Associate, Senior Project Manager, Dewberry Engineers Inc., Sarasota, Florida

(December 2021 – April 2023)

Russell was promoted to Associate, Senior Project manager for Southwest Florida for Dewberry and was responsible for all business development, client relations, billing and project budgets, preparing municipal and private contracts, managing quality assurance and quality control, manage field and office technology, processing of survey data and project management. He managed 2 field crews, a project manager and a cad technician. In 2022 the Sarasota location did approximately \$1.8 million in sales with 8 employees and upheld a 3.0 multiplier on projects. Russell successfully increased profit every year while managing this location.

Project Manager, Dewberry Engineers Inc., Sarasota, Florida

(April 2017 – December 2021)

Russell was the Professional Survey and Mapper for Southwest Florida for Dewberry and was responsible for all business development, client relations, preparing municipal and private contracts, managing quality assurance and quality control, manage field and office technology, processing of survey data and project management. In 2021 the Sarasota location did approximately \$1.4 million in sales with 8 employees and upheld a 3.0 multiplier on projects. Russell successfully increased profit every year while managing this location.

Project Manager, Strayer Surveying and Mapping Inc., Venice, Florida

(May 2009 - April 2017)

Russell was a project manager and Professional Surveyor, he was responsible for business development, client relations, preparing municipal and private contracts, managing quality assurance and quality control, manage field and office technology, processing of survey data and project management.

Project Experience

- City of Sarasota – Various Design Surveys with Parks and Recreation Department. Including Sarasota County Fire Academy located at 3600 Circus Boulevard and 1st Street in downtown Sarasota, 2024
- US-41 Venice Bypass Roadway, 2016, 1.7 miles of roadway widening and improvements of an existing section of US-41 located in Venice, Florida. This project consisted of completing survey control and survey layout of all proposed utilities, drainage, overbuild and roadway improvements for Bergeron Land Development.
- Fort Hammer Roadway and Upper Manatee River Road, 2016, 3 miles of roadway improvements, widening and bridge that will connect Lakewood Ranch to Parish located in Manatee County, Florida. This project consisted of completing survey control on both the north and south sides of the Manatee River for the layout and construction of the roadway widening, utilities, drainage and overbuild for Gator Grading & Paving.
- CR771 Gasparilla Roadway, 2016, 2.5 mile roadway widening, utility and drainage improvements of an existing section of Gasparilla Road located in Placida, Florida. This project consisted of completing survey control, machine control, survey layout and survey as-built of new utilities, drainage, bridge, and roadway improvements for Halfacre Construction Company.
- Myrtle Street, 2016, 1 mile of roadway and drainage improvements located in Sarasota County, Florida. This project consisted of completing survey control, laying out new sidewalk, light poles, curbing and drainage improvements with Halfacre Construction Company.
- Martin Luther King Streetscape Improvements, 2016, 0.7 miles located in the City of Sarasota, Florida. This project consisted of completing the survey control and the survey stakeout and as-built of new sidewalk, curbing, handicap ramps, and utilities with Halfacre Construction Company.
- USACE Project Cedar Hammock Wares Creek Phase II, 2016, located in Bradenton, Florida. This project consisted of providing the survey control, survey layout for the creek and drainage features, progress quantity reports and final as-built showing the final quantities for PAC Com Inc.
- Sumter Boulevard, 2015, 1.4 miles of roadway improvements and widening located in the City of North Port, Florida. This project consisted of completing survey control, survey layout for all utility, drainage and roadway improvements and completing a final survey as-built for AJAX Paving Inc.
- USACE Project Cedar Hammock Wares Creek Phase I, 2015, located in Bradenton, Florida. This project consisted of providing the survey control, survey layout for the creek and drainage features, progress quantity reports and final as-built showing the final quantities for PAC Com Inc.
- Boca Grande Causeway, 2014, located in Charlotte County, Florida. This project consisted of providing as-built survey services for the new center bridge and drainage improvements for Orion Marine Construction.

General Construction Survey Management Project Experience:

- Sansara Condominiums, 2016, 18-story high-rise located in the City of Sarasota. This project consisted of providing the design survey, survey control, and survey layout for the pilings and building envelope for the building and design of the condominiums. The client for this project was Kellogg and Kimsey.
- Embassy Suites, 2016, 18-story high-rise located in the City of Sarasota, Florida. This project consisted of verifying the original survey control and providing survey control for the column layout for each level of the building. The client of this project was Kellogg and Kimsey.
- Park Residences, 2016, 4-story condominium located on Lido Key, Florida. This project consisted of providing survey control, survey stakeout for the pilings, building, utilities, drainage, site improvements, and the survey as-built drawings for Gilbane Inc.
- Turtle Beach Renovations, 2016, located on Siesta Key, Florida. This project consisted of providing the survey control, survey stakeout for the parking lot, kayak launch, sidewalks, and picnic areas for Magnum Builders of Sarasota.
- Walmart Marketplace and Murphy Gas Station, 2016, located in Cape Coral, Florida. This project consisted of providing the survey control, survey stakeout and survey as-built for the utilities, drainage, parking lots, buildings and drives. The clients for this project was Satterfield and Pontikes, McLeod Land Services and Bay to Bay Properties.
- Loveland Community Center Apartments, 2015, located in Venice, Florida. This project consisted providing survey control, survey stakeout of new apartment buildings, site improvements, utilities and drainage, and survey as-built drawings of the completed construction for Halfacre Construction Company.
- Harbor Chase, 2015, new construction of an assisted living facility located in Sarasota, Florida. This project consisted of completing survey control, survey stakeout and survey as-built drawings for all utilities, site, and building construction for the prime contractor.
- Walmart Marketplace and Murphy Gas Station, 2014, located in North Port, Florida. This project consisted of providing the survey control, survey stakeout and survey as-built for the utilities, drainage, roadways, parking lots, and buildings. The clients for this project was South Eastern Civil Inc.
- Big Jim Self Storage, 2014, located in Venice, Florida. This project consisted of providing the design survey, survey control, survey stakeout, sketch and descriptions, and survey as-built drawings for all of the storage unit buildings, utilities, parking lots and drives.

Boundary and Topographic Survey Management Project Experience:

- Bradenton Convention Center, 2016, located in Manatee County, Florida. This project consisted of providing an ALTA/ NSPS Survey for the convention center property for design of a hotel and major site improvements.
- Marie Selby Botanical Gardens, 2016, located in the City of Sarasota, Florida. This project consisted of providing a topographic survey of the 15 acre property for the design of site improvements within the botanical gardens.
- Nathan Benderson Park, 2016, located in Sarasota, Florida. This project consisted of providing a topographic survey for the design and development of a portion of the growing park.
- Hilton on Clearwater Beach, 2015, located in Pinellas County, Florida. This project consisted of providing a boundary and topographic coastal survey, locating the coastal construction control lines, and following the FDEP coastal standards for the design and development of patio and beach dune improvements near Clearwater Beach.

- Ellenton Ice and Sports Complex, 2015, located in Manatee County, Florida. This project consisted of deed research, locating all improvements on and near the property and providing a boundary survey for a real estate transaction.
- Philippi Creek Assisted Living and Memory Care Facility, 2013, located in Sarasota County, Florida. This project consisted of providing sketch and descriptions, and a topographic and boundary survey, locating all existing improvements, elevations and trees for the 3.1 acre site along Philippi Creek for the design of an assisted living facility.
- Jacaranda Blvd Extension, 2012, located in the City of Venice, Florida. This project consisted of providing a topographic and route survey of a 1.2 mile proposed roadway corridor connecting Jacaranda Boulevard to Laurel Road.

Specific Purpose and Various Survey Management Project Experience:

- Courtyard at Citrus, Phase 2 & 3, 2016, located in the City of Sarasota, Florida. This project included preparing the condominium plats for Phases 2 and 3.
- The Pearl, 2016, located in the City of Sarasota, Florida. This project consisted of preparing the condominium plat for the proposed high-rise in Golden Gate Point.
- Island Court, 2015, located in the City of Venice, Florida. This project consisted of providing the land condominium plats for all phases of this project on the island of Venice.
- Port Royal Environmental Submerged Land Lease, 2014, located in the City of Naples, Florida. This project consisted of preparing the submerged land lease for the preservation of an island habitat.
- Links Preserve at the Plantation Golf and Country Club, 2013, located in Venice, Florida. This project consisted of preparing a land condominium plat within a large planned community in Venice.
- Flamingo Ditch Deertown Gully Outfall Submerged Land Leases, 2013, located in the City of Venice, Florida. This project consisted of preparing sketch and descriptions for proposed outfall structures into the Gulf of Mexico to help with drainage and pollution of the beach within the city limits.
- Laurel Gardens Subdivision Plat, 2012, located in Sarasota County, Florida. This project consisted of preparing the sketch and descriptions and the subdivision plat for the 6 lot subdivision located near Laurel Road and US-41.
- Lemon Bay Watershed Drainage Project, 2012, located in Sarasota County, Florida. This project consisted of surveying and creating a GIS-compatible database of 2,000+ existing drainage structures for the modeling of the existing drainage features located within the watershed.

Hydrographic Survey Management Project Experience:

- Bird Key Yacht Club, 2016, located in Sarasota County, Florida. This project consisted of completing a survey as-built of the completed dredge and dock improvements at the yacht club.
- Sarasota Yacht Club, 2016, located in Sarasota County, Florida. This project consisted of completing a hydrographic survey with a single-beam echo sounder for the design of a dock design within Sarasota Bay.
- Manatee County Maintenance Dredge Program, 2015, located throughout Manatee County, Florida. This project consisted of various pre and post surveys of drainage outfall sites throughout Manatee County.

Jennifer Krajcir

Ecologist

Contact

24123 Peachland Blvd C4-242
Port Charlotte, FL 33954
941.303.3745
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Education/Training

BS Biology, University of Tennessee
Knoxville, TN (2000)

Authorized Gopher Tortoise Agent,
FFWCC (GTA-17-00062D)

ACE Wetland Delineation Training
with Regional DEP Supplement
Tampa, FL (2018)

Florida Master Naturalist
Coastal/Upland/Wetland
Sarasota & Charlotte Counties
(2018-2019)

Florida Scrub Jay
(2019)

Professional Affiliations

Ecological Society of America
Gopher Tortoise Council
Society of Wetland Scientists

Primary responsibilities include surveying and monitoring state and federally listed species including general and species-specific surveys, development/design of project specific surveys and standard operating procedures, data analysis and providing guidance on conservation measures and regulatory requirements of protected species. Extensive experience in permitting and regulatory compliance.

Relevant Projects & Experience

Bald eagle: Monitoring bald eagle nests during nearby construction projects for nests (roofing, residential construction, commercial construction). Preparation of Bald Eagle Management Plans and reporting to USFWS, FWC, and local governments.

Florida scrub jay surveys in accordance with U.S. Fish and Wildlife Service (USFWS) Scrub Jay Survey Protocol within Charlotte and Sarasota counties.

Gopher tortoise surveys and relocations: 750+ hours gopher tortoise surveys, 500+ gopher tortoise burrow excavations by hand shovel, backhoe/excavator, and bucket trapping

Burrowing Owl surveys to locate burrows, hand clear vegetation, provide t-perches, install stakes and signage to protect burrows/owls. Charlotte County (Placida). Permitting and relocation when required.

Wetlands: Identification, delineation, DEP and ACE permitting, as well as restoration monitoring / reporting.

Other Notables

PMP Project Management certification

Electronics Technician (ET), US Navy

Professional Licensed Drone Pilot

SECTION II:
PROPOSED MANAGEMENT PLAN

CHARLOTTE COUNTY - RFP NO. 20260407
DESIGN ANGER FISHING PIER

SECTION II: PROPOSED MANAGEMENT PLAN

A. Team Organization

GWE has developed a structured, collaborative management approach to guide this project through all phases—from initial site investigation to final construction observation. Our team is comprised of experienced engineers, inspectors, and subconsultants familiar with Charlotte County procedures, standards, and personnel. Marine structural engineering is provided by Mr. Leo Rodriguez, P.E., of Centro Consulting Group (Structural Sub-Consultant), who works directly under our Project Manager throughout each phase.

1. Site Analysis / Permitting Phase

Led by **Dennis Croyle, P.E.** and **Kendra Kotlarski, P.E.**, with site review by **Jonathan Cole, P.E.**, this phase includes:

- Reviewing existing site conditions, available surveys, GIS, and utility data
- Conducting topographic, hydrographic, and environmental data collection (via subconsultants)
- On-site structural reconnaissance of the existing pier, bulkhead, approach, and remnant Tom Adams Bridge piles to inform design assumptions
- Assessing jurisdictional requirements, including FDEP exemption eligibility under Ch. 62-330 F.A.C., USACE SPGP coverage, FEMA EHP review, and DRC review (if applicable)

Ms. Kotlarski will lead the permitting efforts, coordinating with FDEP, USACE, USFWS, NMFS, SWFWMD, and Charlotte County Zoning staff to ensure timely submittals and regulatory compliance. Mr. Rodriguez will provide structural input to the regulatory submittals where structural scope drives review (e.g., pile sizing, foundation footprint, demolition methods).

2. Schematic Design Phase

Led by **Dennis Croyle, P.E.** with structural design by **Leo Rodriguez, P.E. (Centro)**, civil site layout support by **Kevin E. Furniss and Timothy Morrow**, this phase includes:

- Developing conceptual layouts and structural alternatives, including pier geometry, pile types, decking systems, bulkhead configuration, and revetment treatments
- Preparing a Technical Memorandum with Design Alternatives (per RP-20.A.2) including ROMs, design considerations, permitting/regulatory considerations, and a summary table with recommendations
- Reviewing accessibility, user needs, and long-term maintenance goals
- Coordinating internal reviews and early agency input
- Vetting all concepts with Charlotte County staff prior to advancing to design development

The team will evaluate salvaging and reusing existing concrete piles where structurally viable versus construction of a fully new pile-supported pier system. Structural alternatives will compare traditional timber piles, precast concrete piles, and FRP piles with composite or concrete decking systems. Special emphasis will be placed on designing a wave-resilient pier capable of withstanding future hurricane and storm surge conditions through elevated decking, increased pile embedment, and robust connections.

Salvage Option: Field observations indicate that the majority of the existing pier structure sustained significant damage from the hurricane. While selective salvage of some concrete piles and structural elements may be feasible, a detailed condition assessment, structural analysis, and load rating will be required during the Schematic Design phase to determine viability and long-term durability.



Replacement Option: For the Anger Fishing Pier, a fully resilient replacement is recommended as the preferred solution. Our team will perform a comprehensive material and system evaluation comparing lifecycle cost, constructability, maintenance requirements, and storm resilience for each major component. We will prioritize a new pile foundation system (precast concrete or FRP piles) with reinforced concrete bent caps. Proposed alternatives will include composite decking with marine-grade railings, elevated deck profiles to minimize wave forces, and robust detailing designed to exceed current coastal resilience standards.

3. Design Development Phase

Led by **Dennis Croyle, P.E.**, with structural design by **Leo Rodriguez, P.E. (Centro)**, permitting support from **Kendra Kotlarski, P.E.**, and contributions from **Kevin E. Furniss** and **Timothy Morrow** (site layout) this phase includes:

- Drainage, grading, paving, utilities, shoreline stabilization, sidewalks, and amenities
- Finalizing structural framing, pile design, connections, decking, railings, ADA features, and bulkhead/revetment details

- Developing storm-load and wave analyses consistent with relevant codes and FEMA hazard mitigation expectations. The storm-surge and wave effects for this area were studied during the Bridge Scour Evaluation study led by Mr. Rodriguez. Our team has ample coastal analysis to make an informed decision on storm-loading and wave impacts.
- Coordinating closely with permitting agencies
- Developing progressive cost estimates (Engineer's Opinion of Probable Cost) and addressing constructability constraints
- Conducting formal design reviews at the 60%, 90%, and 100% milestones



Architectural Rendering of Anger Fishing Pier

4. Construction Document Phase

Led by **Dennis Croyle, P.E.**, with structural plans and details produced by **Leo Rodriguez, P.E. (Centro)**, and supported by **Kendra Kotlarski, P.E., Kevin E. Furniss**, and **Timothy Morrow**, this phase includes:

- Completing final detailing of all structural and shoreline elements (site, pier, bulkhead, revetment, approach)
- Developing technical specifications and incorporating permitting conditions
- Delivering AutoCAD files and digital plans to Charlotte County Community Services per RP-20.B.1.a
- Conducting internal QA/QC reviews across all disciplines
- Submitting a final Engineer's Opinion of Probable Construction Cost (OPC) per RP-20.B.1

5. Construction Observation Phase

Construction-phase services will be overseen by **Dennis Croyle, P.E.** and **GWE's field inspection team**. Responsibilities include:

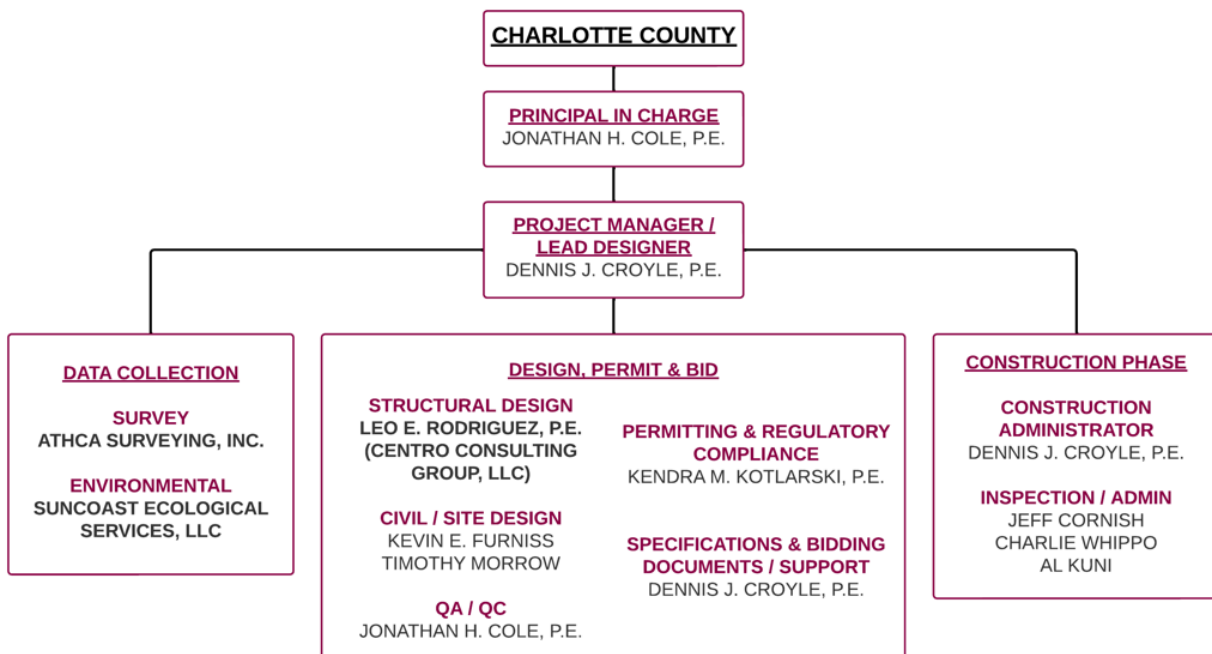
- Reviewing submittals and shop drawings (structural submittals reviewed by Mr. Rodriguez)
- Responding to RFIs and attending construction meetings
- Conducting site visits and preparing field reports
- Coordinating final walkthroughs, punch lists, and project certification per RP-20.C.1.d–e
- FEMA-funded oversight: GWE will assist with documentation, reporting, and compliance verification throughout construction (DR-4834-FL, Project No. 817220)
- Coordinating as-built documentation per RP-20.C.1.f

GWE's inspection staff will work closely with County personnel and the contractor to ensure compliance with the approved plans and timely resolution of field issues.

B. Roles and Responsibilities of Participants

The GWE team is led by veteran principals who will oversee and actively monitor both the design and construction phases, ensuring continuity, accountability, and the expertise necessary for successful project delivery. **Jonathan H. Cole, P.E.**, serving as Principal-in-Charge, and **Dennis J. Croyle, P.E.**, as Lead Designer and Project Manager. Mr. Croyle will be supported throughout each phase by our structural sub-consultant, Centro Consulting Group, and our other key team members.

Our team consists of local, highly skilled professionals with deep experience in delivering marine and coastal infrastructure projects in Charlotte County. The organizational chart below outlines the leadership structure and management approach that GWE will implement to guide Charlotte County through each phase of the Anger Fishing Pier and Approach project.



SECTION III:
PREVIOUS EXPERIENCE OF TEAM PROPOSED
FOR THIS PROJECT

CHARLOTTE COUNTY - RFP NO. 20260407
DESIGN ANGER FISHING PIER

SECTION III: PREVIOUS EXPERIENCE OF TEAM PROPOSED FOR THIS PROJECT

A. Relevant work history with public/government facilities and CM method.

Public/Government Facilities Projects

Our team has extensive experience with public/government facilities. Throughout our careers, we have successfully completed numerous projects for public/government clients, providing us with a deep understanding of the unique challenges that come with public projects. Examples of recent facilities projects include:

- Charlotte County, Florida – Work Order #349, South Gulf Cove Boat Ramp (Professional Fees: ~\$75,000, March 2026)
- Charlotte County, Florida – Work Order #314, File #2024000330 – Ollie's Pond Observation Pier Design (Professional Fees: ~\$30,000, March 2024)
- Charlotte County, Florida – Work Order #308, File #2024000253 – Walking Paths Design, South Gulf Cove Park & Carmalita Park (Professional Fees: ~\$75,000, January 2024)
- Charlotte County, Florida – Work Order #161 – Port Charlotte Beach Inspection (Professional Fees: \$67,000, May 2021)
- Charlotte County, Florida – Work Order #181 – Lister Park Seawall Replacement (Professional Fees: \$38,000, August 2021)
- Charlotte County, Florida – Work Order #171 – CEI Services, Baffle Remediation Inspection (Professional Fees: \$89,779, April 2023)

CM Method Experience

GWE is actively coordinating with and assisting clients in utilizing the increasingly popular Construction Manager (CM) method. We are currently using the Construction Manager at Risk (CMAR) delivery method on a large project for Hillsborough County—the Ruskin Septic-to-Sewer and Low-Pressure Sewer Conversion projects—and recently completed the Englewood Water District, the V1 Pump Station Rehabilitation project.

Hillsborough County Septic-to-Sewer Projects

This large-scale initiative involves the design and construction of vacuum sewer collection areas. To optimize the CMAR process, GWE developed detailed phasing plans for each collection area, breaking the project into manageable work packages. Each package includes technical specifications, special conditions, quantity take-offs, and corresponding plan sets. Our team continuously coordinates with the Construction Manager to develop subsequent phases, allowing construction activities to commence while design efforts are still underway. This phased delivery strategy streamlines workflow, reduces delays, and accelerates the overall project schedule—maximizing efficiency and providing substantial time savings for the County.

Englewood Water District: Pump Station Rehab Project

This project involved the design and construction of a pump station rehabilitation at the first EWD vacuum station pump building. Leveraging the CMAR delivery method, we worked in close collaboration with the contractor throughout both the design and construction phases. To optimize the process, GWE developed detailed phasing plans for each component of the building, including individual work packages covering structural, mechanical, and electrical systems. These packages incorporated comprehensive technical specifications, special conditions, material quantities, and construction plans. This phased approach facilitated early contractor involvement, integrating their expertise to enhance efficiency and proactively address potential challenges—minimizing delays and streamlining execution. The cost-plus structure provided additional advantages, including transparent cost accounting, flexibility to accommodate design modifications and unforeseen conditions, and effective risk management through real-time cost adjustments.

B. Relevant work history with Marine/Seawall/Civil, Coastal, Engineering and Structural projects.

The GWE team brings decades of experience delivering marine, coastal, structural, and civil infrastructure projects across Southwest Florida. Our personnel specialize in the design, rehabilitation, and construction support of piers, seawalls, docks, revetments, boardwalks, and shoreline stabilization structures for public-sector clients—particularly Charlotte County. Our project experience spans both saltwater and freshwater environments and includes work on:

- Fishing piers
- Boat ramps and docks
- Concrete and vinyl seawalls
- Boardwalks and park access
- Shoreline erosion protection
- ADA-compliant waterfront infrastructure



Ainaer Creek Expansion



Spring Lake Park Improvements



El Jobean Boat Ramp



El Jobean Fishing Pier

Representative Charlotte County Projects (GWE):

- El Jobean Fishing Pier Rehabilitation
- Port Charlotte Beach Boarding Pier and T-Dock Replacement
- Lister Park Seawall
- Spring Lake Boardwalks and Park Improvements
- El Jobean Boat Ramp and Parking Improvements
- Hathaway Park Dock and Boat Launch
- South Gulf Cove Boat Ramp Park Expansion
- Ainger Creek Boat Ramp Parking Expansion

Beyond Charlotte County, GWE has designed over 150 marine docks and seawall systems, including those at Wannabe Inn (formerly Weston's Resort) and Gasparilla Marina.

Direct, Site-Adjacent Structural Experience (Centro Consulting Group):

Mr. Leo Rodriguez, P.E., of Centro Consulting Group (our Structural Sub-Consultant), brings direct site-adjacent structural experience to this project through his prior work on the Tom Adams Bridge—the bascule bridge directly adjacent to the Anger Fishing Pier on the Lemon Bay (Intracoastal Waterway) crossing. Remnants of the original Tom Adams Bridge piles remain in the water at the pier site, making this experience uniquely relevant to evaluating substructure conditions, marine loading, and agency coordination for the Anger Pier replacement.

Tom Adams Bridge New Control House (2016)

Owner: *Charlotte County*

Location: *Englewood, FL*



Mr. Rodriguez, PE, served as the Structural Engineering Lead for the movable bridge rehabilitation and new control house design. The project included the structural design, plans, and specifications for the rehabilitation of the Tom Adams Bridge—a vital Hopkins Trunnion twin double-leaf bascule span crossing the Intracoastal Waterway (ICWW) in Englewood, Florida. The relocated control house is a resilient four-story concrete building founded on 24” square prestressed concrete piles capable of resisting storm and wave events, including major channel scouring.

Completion Date: 2016

Similar Experience:

- New Tender House
- Structural Design
- Coastal Infrastructure
- Permitting

[Project Location Link](#)

Contact Information:

Kelly Slaughter
Charlotte County

 Kelly.Slaughter@charlottecountyfl.gov

 941.628.1216

Tom Adams Bridge Structural Repairs (2025)

Owner: Charlotte County

Location: Englewood, FL



Led by **Leo Rodriguez, PE**, serving as **Project Manager and Structures Engineer of Record (EOR)**, our team delivered high-resiliency solutions for both the bascule span and its supporting infrastructure. The team provided expert structural design, permitting, and construction specifications for the comprehensive rehabilitation of the **Tom Adams Bridge (No. 010029)**. Spanning 998-feet with a double-leaf bascule main span over the Lemon Bay Intracoastal Waterway, this critical asset requires specialized movable bridge and marine expertise.

Completion Date: 2025

Design Fee: \$182,143

Construction Cost: \$2,000,000

Similar Experience:

- Structural Design
- Fender System Repairs

[Project Location Link](#)

Contact Information:

Kelly Slaughter
Charlotte County



Kelly.Slaughter@charlottecountyfl.gov



941.628.1216

Comprehensive Rehabilitation Scope: Following field and underwater assessments, the Team provided a robust repair plan:

- **Movable Span & Steel Repairs:** Structural steel strengthening, live load shoe restoration, open grid deck weld repairs, and protective spot coating.
- **Substructure & Fender Hardening:** Underwater epoxy repairs for pile spalls and cracks, cathodic protection integration, and upgrading the fender system with long-lasting Fiber Reinforced Polymer (FRP) components.
- **Tender House Facility Upgrades:** Integration of a new emergency generator and associated electrical system retrofits. Replacement of

Environmental & Permitting Coordination: Operating in a highly sensitive coastal environment, the team seamlessly managed marine traffic control and environmental compliance. Our team navigated complex multi-agency coordination, securing critical approvals from the **USCG, USACE, and SWFWMD** to ensure continuous navigational channel operation and avoid project delays.

Bridge Scour Study and Countermeasures (2026)

Owner: Charlotte County

Location: Englewood, FL

Under the leadership of **Leo Rodriguez, PE**, serving as **Project Manager and Structures Engineer of Record (EOR)**, the project provided comprehensive structural assessments and executing the design of targeted scour countermeasures for Charlotte County. This critical infrastructure initiative focuses on mitigating erosion, stabilizing bridge foundations, and addressing severe weather and disaster recovery damage across the County's bridge network.

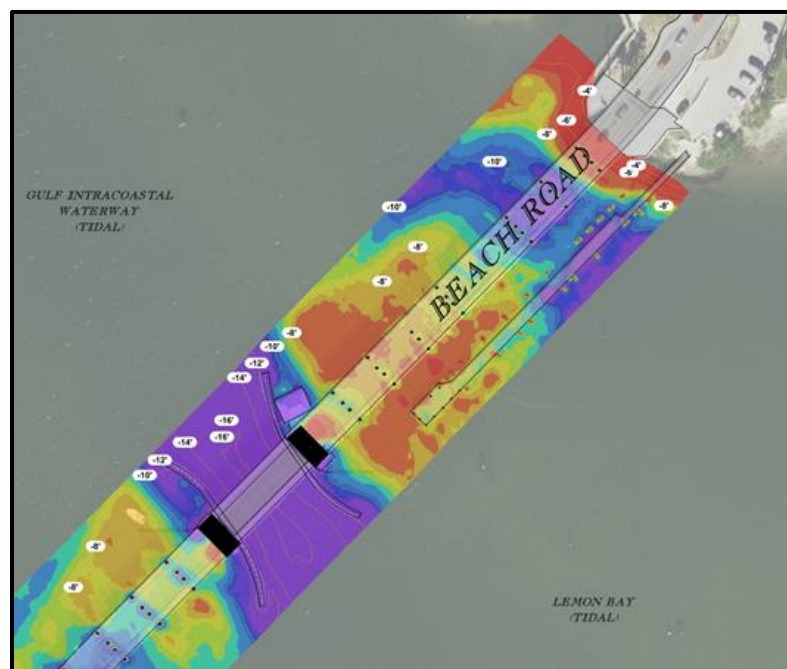
Completion Date: 2026
Design Fee: \$388,108
Construction Cost: \$2,000,000 (Est.)
Similar Experience:
▪ Structural Design
▪ Scour Countermeasures
Project Location Link
Contact Information:
Kelly Slaughter
Charlotte County
Kelly.Slaughter@charlottecountyfl.gov
941.628.1216

The project included the following structures

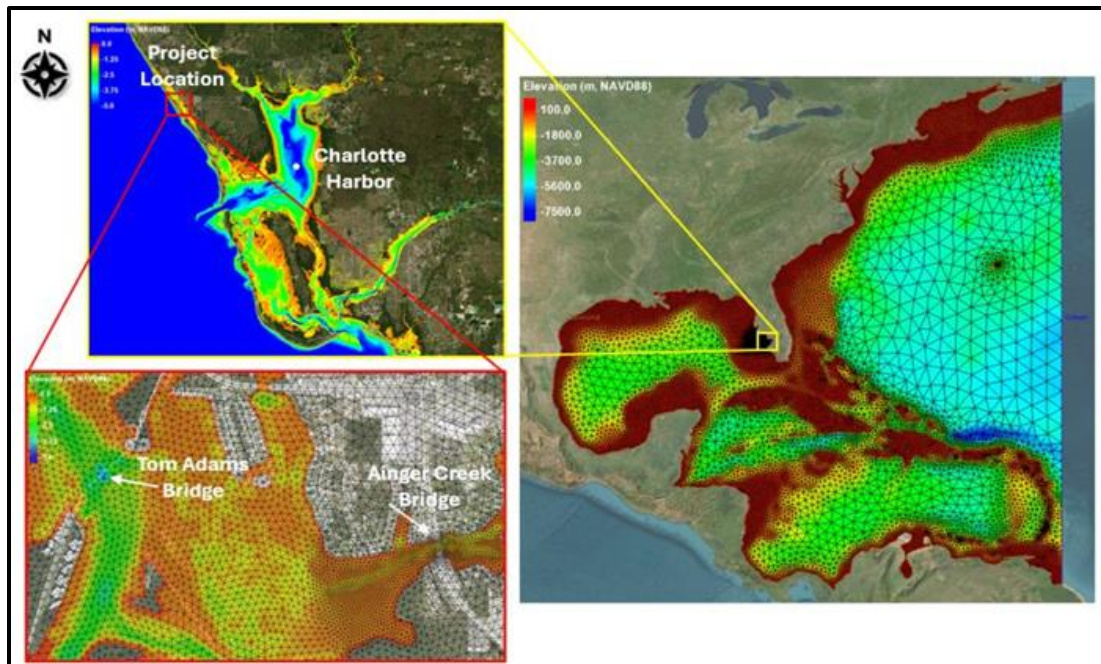
- Tom Adams Bridge over Lemon Bay (#010029)
- Ainger Creek Bridge (CR 775) (#010062)
- Midway Bridge over N. Spring Lake (#014073)

Comprehensive Scope & Target Locations:

- **Unknown Foundation Assessments:** Evaluating legacy bridges with missing foundation records and apply targeted, innovative remedial actions.
- **Channel Bottom Hardening:** Strategically designing riprap and other scour countermeasure systems to stabilize channel beds and banks against high-velocity erosion.
- **Slope Protection:** Reinforcing embankments to prevent slope failure and protect against future major storm events.



Bathymetric survey of the entire bridge, including the Ainger Creek Fishing Pier



Hydraulic and Storm Surge Analysis bridge, including the Ainger Creek Fishing Pier

NASA Causeway Bridge, Brevard County, FL

Owner: FDOT District 5

Location: Cape Canaveral, FL



FDOT replaced the aging NASA Causeway bascule bridges with two (2) new 4,025-foot-long, high-level concrete bridges over the Indian River Lagoon. The bridges support the growing space industry, increasing navigational clearances and widening lanes and shoulders for oversized vehicles to the Cape Canaveral launch sites.

FDOT replaced the aging NASA Causeway bascule bridges with two (2) new 4,025-foot-long, high-level concrete bridges over the Indian River Lagoon. The bridges support the growing space industry, increasing navigational clearances and widening lanes and shoulders for oversized vehicles to the Cape Canaveral launch sites.

Completion Date: 2025

Similar Experience:

- Structural Design
- Foundation Design
- Wall Design
- Precast Concrete Design

[Project Location Link](#)

Contact Information:

Tyler Satterfield
Orion Marine Group

✉ tsatterfield@orn.net

☎ 813-981-9159

Project Role: Orion hired CENTRO to provide Value-Engineering and re-designs during construction. CENTRO re-designed 13 Bridge Pier footings and foundations (25% of the total bridge foundations) which presented several issues during construction including cracked and out-of-tolerance concrete piles. Centro designed precast seal slabs used to construct bridge footings in the water, temporary walls and cofferdams, demolition plans, temporary tie-downs for beam erection and provided bridge load ratings. The new bridge foundations were designed to resist high vessel collision forces, wave forces and extreme scouring of the waterway.

Our success lies in our ability to integrate structural design and regulatory permitting into cohesive, buildable solutions—ensuring safe, sustainable, and maintainable marine infrastructure. The pages that follow include photos and highlights from relevant pier and marine projects.

C. Permitting experience with coastal regulatory agencies.

Our firm has extensive experience navigating the regulatory requirements set by coastal regulatory agencies, including FDEP, the U.S. Army Corps of Engineers, USFWS, NMFS, and SWFWMD. We are well-positioned to deliver successful coastal projects that balance environmental conservation with our clients' needs. Our expertise and established relationships with agency personnel ensure compliance with environmental and biological impact assessments, mitigation measures, and state and federal law resulting in timely, compliant projects. Recent permitting projects include:

- Charlotte County Community Development – Lister Park Seawall Replacement (May 2023) and Port Charlotte Beach Boarding Pier replacement (2020)
- Charlotte County Utilities – multiple projects
- Cape Haze Force Main Coral Creek Crossing (December 2017)
- Countryman Waterway Crossing (December 2022)
- Melbourne Waterway Crossing (April 2023)
- Englewood Water District – Kettle Harbor Waterway Crossing (March 2021)

D. Design within a fixed project budget.

Our team has a proven ability to design within fixed project budgets, meeting project requirements while staying within budget constraints. Recent examples include:

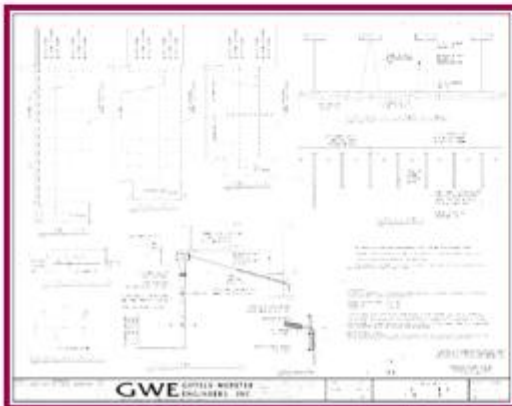
- Charlotte County / City of Punta Gorda – Tee & Green Water Main Improvements (Professional Fees: \$44,000, June 2020)
- Charlotte County – Willmington Sidewalk Design (Professional Fees: \$73,000, April 2023)
- Charlotte County / Englewood Water District – Beach Road Force Main (Professional Fees: \$99,400, September 2021)
- Sarasota County – Midnight Pass 10" and 16" Water Main (Professional Fees: \$150,000, June 2020)
- Martin County – Port Salerno New Monrovia Vacuum Sewer Design (Professional Fees: \$1,089,555, December 2022)
- Martin County – Golden Gate Construction, Engineering, and Inspection (CEI) (Professional Fees: \$778,980, March 2023)



Lister Park Seawall



PC Beach Boarding Pier



Private Seawall Design & Construction



SECTION IV:
PROJECT CONTROL

CHARLOTTE COUNTY - RFP NO. 20260407
DESIGN ANGER FISHING PIER

SECTION IV: PROJECT CONTROL

A. Schedule

1. What techniques are planned to assure that the schedule will be met?

GWE recognizes that delays in project schedules can cause significant impacts to Charlotte County and its residents, particularly when critical community assets like the Anger Fishing Pier are involved. Timely completion is essential to restoring public access, minimizing disruptions, and meeting FEMA disaster recovery objectives. To ensure adherence to the project schedule, GWE will implement the following techniques:

Development of a Detailed Schedule

In compliance with **RP-23B**, GWE will develop, maintain, and update a progress schedule throughout the design phase. This detailed schedule will outline all tasks, dependencies, and milestones necessary to achieve 100% construction document issuance within 120 calendar days of contract execution.

Project Management Software

We will leverage tools such as Microsoft Project to monitor progress in real time, manage task sequencing, and forecast potential delays. This allows for proactive adjustments before issues impact critical deadlines.

Regular Coordination and Progress Reporting

Consistent communication with Charlotte County will be maintained through scheduled coordination meetings and formal progress updates. Centro Consulting Group, our structural sub-consultant, will participate in internal coordination calls and at all milestone meetings to ensure structural design progresses in lockstep with civil and permitting work.

Clear Roles and Accountability

All team members will have clearly defined responsibilities tied directly to schedule milestones, ensuring focused execution and efficient task management. Mr. Croyle, as Project Manager, holds overall schedule accountability; Mr. Rodriguez (Centro) is accountable for structural deliverable schedule; Ms. Kotlarski for permitting submittals.

Regulatory Permitting Strategy

Agency review timelines can impact schedules, particularly during the Site Analysis/Permitting Phase. GWE's permitting specialists will engage early with regulatory agencies (FDEP, USACE, USFWS, NMFS, SWFWMD) to anticipate review durations and streamline submittals. Given that this project involves replacement of an existing structure, GWE anticipates a streamlined permitting process. Specifically, we will pursue verification under the FDEP exemption provisions applicable to repair or replacement of existing structures, in accordance with Chapter 62-330, F.A.C., and federal coverage under the U.S. Army

Corps of Engineers State Programmatic General Permit (SPGP) where the project meets specific conditions.

Based on our familiarity with similar projects and previous coordination with both FDEP and USACE, we expect this process to focus on verification rather than full permit applications, significantly reducing review times.

Contingency Planning

Recognizing the potential for unforeseen challenges, GWE will integrate contingency measures within the schedule to mitigate risks and maintain momentum.

The subsequent construction phase will be supported through active coordination with the County and contractors to ensure completion within the specified 270 calendar days from notice to proceed. Our experience with similar marine projects equips us to manage both design and construction timelines effectively.

Proposed Design Schedule

Task Name	Duration	Start	Finish
Contract Execution & Kickoff	5 days	07/06/2026	07/10/2026
Site Analysis & Data Collection	15 days	07/13/2026	07/31/2026
Schematic Design / Tech Memo	20 days	08/03/2026	08/28/2026
Design Development	25 days	08/31/2026	10/02/2026
Permitting Submittals	10 days	10/05/2026	10/16/2026
Regulatory Review Period	30 days	10/19/2026	11/27/2026
Construction Documents	20 days	11/30/2026	12/25/2026
Final Review & QA/QC	10 days	12/28/2026	01/08/2027
100% CD Submission	5 days	01/11/2027	01/15/2027

Post-Design Support

Task Name	Duration	Start	Finish
Bid Phase Support	30 days	02/01/2027	03/12/2027
Construction Observation	270 days	06/01/2027	02/26/2028

2. Who will be responsible to ensure that the schedule will be met?

Mr. Dennis Croyle, P.E., as Project Manager, is responsible for overseeing the project and ensuring it is completed on time and to required quality standards. Mr. Croyle works closely with the project team—including Mr. Leo Rodriguez, P.E. (Centro, Structural Sub-Consultant), Ms. Kendra Kotlarski, P.E. (Permitting), and field inspection staff—to develop a detailed project plan, set deadlines for each task, and monitor progress against the plan. He is also responsible for identifying potential issues or delays and taking corrective action as necessary to keep the project on track.

B. Cost

1. What control techniques are planned?

GWE employs a structured and proven approach to cost control, using a combination of planning tools, contractual clarity, and real-time tracking to ensure projects remain within budget.

Design Budget Control

- **Lump Sum with Defined Scope:** We recommend a lump sum contract with a clearly defined scope of services. This structure ensures mutual understanding from the start and protects the County by controlling engineering costs tied to in-scope deliverables.
- **Contingency Planning:** We account for potential scope growth (e.g., drainage or ADA enhancements) by assigning costs to optional tasks in advance. This avoids contract amendments and preserves flexibility without financial surprises.
- **Clear Roles and Accountability:** Defined roles within our team—including a clearly delineated structural scope handled by Centro—ensure every member is responsible for their part of the cost structure, minimizing delays and miscommunication that lead to overruns.

Construction Cost Control

- **Accurate Cost Estimating:** GWE regularly monitors bid trends from similar projects and adjusts estimates to reflect current market conditions—factoring in material availability, fuel costs, and labor conditions.
- **Detailed, Accurate Plans:** Our bid documents eliminate ambiguity. We prepare clear construction drawings and precise quantity takeoffs to reduce contractor uncertainty; limit pricing spread and avoid future change orders.
- **Bid Package Coordination:** We collaborate with County staff to ensure bid and contract documents are coordinated and complete. This improves contractor confidence, encourages responsible bidding, and reduces potential disputes.

2. Demonstrate ability to meet project cost control.

GWE has a proven track record of delivering marine projects on time and within budget, including multiple projects for Charlotte County under constrained funding. Our cost control success is driven by a combination of structured internal procedures and field-tested strategies, as demonstrated below:

Recent Demonstrated Experience

El Jobean Fishing Pier Rehabilitation (Prior Phase)

GWE previously completed design services for the rehabilitation of this same pier under a strict budget. We delivered complete construction documents and bid support services without contract amendments or budget increases—despite unforeseen field conditions and historical documentation gaps. Cost control was achieved through clear scope definition, timely decisions, and flexible field coordination.

Lister Park Seawall Replacement

GWE successfully completed the design and permitting of this project under budget. Our early coordination with FDEP helped the County avoid unnecessary costs by confirming eligibility boundaries and minimizing rework during construction.

How We Control Costs

- **Lump Sum Structure + Defined Scope:** Our scopes are detailed, and our budgets are tied directly to deliverables. When budget is limited, we design accordingly, distinguishing between base scope and optional items.
- **Real-Time Cost Tracking:** Internally, we use task-level cost monitoring software to ensure no phase overruns. Project managers meet weekly to review labor use vs. budget and reallocate resources proactively. Centro applies the same task-level tracking on its structural deliverables.
- **Permitting Strategy to Avoid Scope Creep:** For this pier replacement, we anticipate exemption verification from FDEP and SPGP coverage from USACE. These lower-cost regulatory pathways will preserve the budget for design and construction documents.
- **Bid-Ready Documents = Fewer Change Orders:** Our projects historically receive competitive bids that align with estimates due to detailed construction plans, thorough quantity takeoffs, and pre-bid contractor briefings, which reduce ambiguity and contractor risk pricing.

GWE doesn't just plan for cost control—we deliver it. We bring a history of budget adherence, particularly on Charlotte County's marine infrastructure projects, and we'll bring that same discipline to the Anger Fishing Pier and Approach.

3. Who will be responsible for cost control?

Mr. Dennis J. Croyle, P.E., Project Manager, will be directly responsible for overall project cost control. He will oversee the budget, monitor task-level spending, manage subconsultants, and ensure all work stays within the agreed scope. Mr. Leo Rodriguez, P.E., is responsible for cost control of Centro's structural scope. Mr. Croyle's successful delivery of prior Charlotte County marine projects—on time and within budget—demonstrates his capability in this role.



C. Recent, Current and Projected Workload

GWE's staff have remained consistent for many years, providing the County with a stable, experienced team. With minimal private-sector workload and a manageable municipal workload, we are well-positioned to meet the schedule demands of the Anger Fishing Pier and Approach project.

Key Personnel Availability

Team Member	Current Commitment	Available Capacity
Jonathan H. Cole, P.E.	50%	50%
Dennis J. Croyle, P.E.	60%	40%
Leo E. Rodriguez, P.E. (Centro)	50%	50%
Kendra Kotlarski, P.E.	60%	40%
Tim Morrow	80%	20%
Kevin Furniss	50%	50%
Inspection Staff	10%	90%

Our team's flexibility and capacity allow us to support the County's 120-day design timeline and follow through with construction oversight as needed. GWE is ready to deliver.

SECTION V:
PRESENT PROPOSED DESIGN APPROACH
FOR THIS PROJECT

CHARLOTTE COUNTY - RFP NO. 20260407
DESIGN ANGER FISHING PIER

SECTION V: PRESENT PROPOSED DESIGN APPROACH FOR THIS PROJECT

A. Describe proposed design methodology, including phased approach.

Design Methodology

The Anger Fishing Pier Replacement is a critical public infrastructure project with strong recreational, environmental, and historical significance. The pier sits at the mainland foot of the Tom Adams Bridge on the Lemon Bay (Intracoastal Waterway) crossing and serves as a destination for residents, anglers, and tourists alike. As such, the design must deliver both structural resilience and an inviting public experience.

As with all GWE projects, we will collaborate closely with Charlotte County Community Services, the anticipated facility operator and stakeholder. Our team will engage with County staff to ensure the pier's reconstruction meets long-term operational goals while enhancing public enjoyment. We will evaluate maintenance requirements, constructability, and user accessibility. Our team is committed to integrating storm resiliency, FEMA Hazard Mitigation Plan considerations, and ADA compliance throughout the design, ensuring the new structure is durable, accessible, and aligned with community values.

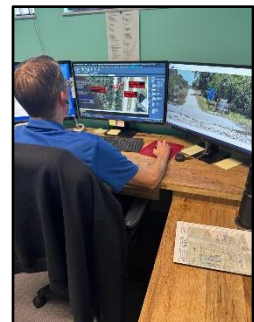
Our objective is to support Charlotte County in delivering a pier that exceeds expectations—providing an improved recreational space that honors the legacy of the original structure.

Proposed Work Plan

Our approach emphasizes team coordination, flexibility, and responsiveness. Conditions discovered during design can change assumptions; our team is prepared to adapt and integrate new findings into the design without delay or compromise. Our methodology ties to the work plan and schedule outlined below.

Data Collection & Site Analysis

GWE will begin by reviewing all available background materials, including any existing design files, historical surveys, utility data, FEMA damage documentation, and environmental reports. Any missing or outdated data will be addressed early by releasing subconsultants for new field work. Mr. Rodriguez (Centro) will conduct on-site structural reconnaissance of the existing pier, bulkhead, approach, and the remnant Tom Adams Bridge piles in the water at the site. Early site reconnaissance minimizes unforeseen conflicts and supports accurate preliminary design.



Survey

Surveying will begin immediately. This task is critical to pier alignment, foundation design, and integration with the existing approach and bulkhead. Any horizontal or vertical controls used previously will be tied in, ensuring continuity with historical conditions. Bathymetric and hydrographic survey will document existing pile locations (including remnant Tom Adams Bridge piles) and underwater conditions.

Geotechnical

Site-specific subsurface conditions will be evaluated to inform pile design. Mr. Rodriguez's prior work on the adjacent Tom Adams Bridge provides a useful starting point for anticipated subsurface profiles in this area of Lemon Bay; geotechnical scope will be confirmed early in design.

Environmental

Environmental fieldwork will include evaluations for protected species, aquatic habitat, and shoreline stability. Given the marine setting on Lemon Bay, particular attention will be given to potential presence of smalltooth sawfish, manatee zones, submerged aquatic vegetation, and essential fish habitat. Findings will be integrated early into the design to avoid project delays or redesign.

Cultural / Archaeological

GWE can provide cultural resource assessments if needed. A desktop review and consultation with SHPO may be appropriate depending on permitting feedback. Should significant resources be identified, we are equipped to assist with coordination and avoidance strategies. The presence of remnant historic Tom Adams Bridge piles will be specifically addressed in the cultural review.

Zoning / DRC

Piers are generally allowed by-right, but a Zoning Site Plan review may be required—especially in commercial areas. Replacement of an existing facility typically does not require a standalone site plan; however, if review is needed, we are very familiar with the process from numerous projects over the decades.

Permitting

Because this project involves replacement of an existing pier, we anticipate the permitting process will be limited to FDEP exemption verification under Ch. 62-330, F.A.C. and USACE SPGP coverage. GWE has extensive experience securing such verifications. This process is faster than full ERP or federal permit applications and is suitable given the scope of work and structure replacement in the same footprint. Our early coordination with FDEP, USACE, USFWS, and NMFS will help validate this path, saving the County both time and resources. FEMA EHP review will be coordinated in parallel to maintain federal funding eligibility.

Civil/Site Design – Approach

Civil and site design will be led by Mr. Croyle, P.E., with coordination across structural, environmental, and survey disciplines to provide a unified shoreline system from upland approach to water's edge. The walkway will be cast-in-place reinforced concrete with a non-slip finish, designed for full ADA compliance and coordinated grades between the parking area, bulkhead cap, and pier landing. Independent settlement detailing at the bulkhead interface will prevent cracking and trip hazards, and stormwater will be managed in compliance with SWFWMD and FDEP requirements.

Structural Design – Pier, Bulkhead, and Revetment

Structural design will be performed by Mr. Leo Rodriguez, P.E., of Centro Consulting Group (our Structural Sub-Consultant), under Mr. Croyle's overall project direction. The pier will be designed using durable, storm-resilient materials appropriate for saltwater conditions in the Lemon Bay marine environment.

Concrete piles, composite or synthetic decking, and stainless or hot-dipped galvanized hardware will be considered for longevity and minimal maintenance, consistent with the existing concrete pile-supported concrete-and-timber configuration described in the RFP. Pier width, railing height, and decking configuration will be designed in accordance with ADA requirements and public safety considerations. The adjoining bulkhead will be evaluated and designed for erosion control and approach stability, and the rip-rap revetment will be designed for storm surge and tidal action exposure characteristic of the Intracoastal Waterway.

Structural Design Approach

Structural design for the Anger Fishing Pier will be governed by the Florida Building Code (FBC) 2023, ASCE 7-22, and applicable FEMA Public Assistance hazard mitigation guidelines. Given the pier's exposure on Lemon Bay, wave loading and hydrodynamic forces will be evaluated using ASCE 7 Chapter 5 coastal provisions combined with site-specific wave modeling to account for storm surge, wave run-up, uplift, lateral forces, and debris impact.

We recommend a new pile-supported system utilizing 14-inch (minimum) precast prestressed concrete piles as the primary foundation. FRP composite piles will be considered due to the highly corrosive zones for superior long-term durability and resistance to saltwater degradation. Piles will support reinforced concrete bent caps and a composite or concrete deck system.

Key design innovations and efficiencies include elevated deck framing to reduce wave forces, enhanced pile-to-cap connections with corrosion-resistant hardware, and the evaluation of a modular precast or composite decking system to accelerate construction over water while significantly reducing long-term maintenance costs for the County. We will also strategically assess selective reuse of existing concrete piles where they meet current load and durability criteria, offering a balanced hybrid approach that optimizes cost, constructability, and storm resilience.

Preliminary Design Plans

Following data collection and site analysis, preliminary plans will be produced, including alignment, profile views, and structural sections. A Technical Memorandum (per RP-20.A.2) will summarize findings and provide recommendations on pier dimensions, structural system, materials, and ROMs. These plans will refine cost estimates and guide the permitting and construction document phases.



Final Design

Final plans will include detailed drawings for pile installation, decking, railings, bulkhead and revetment, ADA paths, lighting (if included), and erosion control improvements. A Best Management Practices (BMP) plan will address erosion and turbidity control during construction. All plans will be sealed (structural by Mr. Rodriguez, civil/site by Mr. Croyle) and ready for bidding and permit compliance. A detailed Engineer's Opinion of Probable Cost (OPC) and a complete bid package—including technical specifications and quantity takeoffs—will be provided for incorporation into the County's contract documents.

Construction Management

GWE has a full staff of field inspectors and construction administrators. We typically review shop drawings and respond to questions during construction. Mr. Rodriguez (Centro) will perform structural shop drawing review and respond to structural RFIs throughout construction.

- Progress meeting attendance and preparation of condensed minute summaries
- Coordination of, and transmittal of, shop drawings to the Design Engineer for review and approval

- Evaluation of the quantity and quality of work as it progresses, and issues relative to contractor claims
- Review and recommendation of the contractor's monthly applications for payment
- Inspection services to monitor and observe the quantity of material installed
- Construction Administrator coordination of field inspection
- Field Observation Reports
- Record drawings

FEMA Compliance

As a federally funded disaster recovery project (DR-4834-FL, Project No. 817220), all design and construction activities will be conducted in compliance with FEMA Public Assistance Program requirements, including Environmental and Historic Preservation (EHP) review protocols and applicable 2 CFR Part 200 provisions.

During the design phase, GWE will:

- Prepare documentation to support FEMA's EHP review, including site plans, material descriptions, and environmental assessments as required.
- Integrate hazard mitigation and resiliency measures into the pier, bulkhead, and revetment design, consistent with FEMA funding expectations.
- Ensure design work remains within the approved scope of work and footprint to avoid triggering a revised FEMA review.

During construction, GWE will:

- Monitor field activities for compliance with FEMA-eligible scope and methods.
- Document progress, material changes, and field conditions in a manner consistent with FEMA audit requirements.
- Support the County with any required EHP updates, closeout documentation, or site inspections related to the federal funding source.

Our experience on federally funded projects ensures we will support Charlotte County in maintaining full compliance with all applicable FEMA and federal procurement standards from design through construction closeout.

B. What problems do you anticipate and how do you propose to solve them?

Several challenges are anticipated during the design and construction of the Anger Fishing Pier and Approach project. GWE's proactive approach identifies these issues early and outlines solutions to mitigate risks and maintain project success:

Problem #1 – Permitting and Regulatory Coordination

Although the project qualifies as replacement of an existing pier, permitting still requires careful navigation. While we anticipate eligibility for FDEP exemption verification and USACE SPGP coverage, unexpected agency requests or environmental findings could arise.

Solution: GWE will engage FDEP, USACE, USFWS, and NMFS early in the design process to confirm the exemption path. Our familiarity with these agencies and their expectations enables us to preemptively address potential concerns, avoiding unnecessary delays.

Problem #2 – Maintaining ADA Compliance

The new pier and approach must meet ADA accessibility standards, including ramp slopes, guardrail height, and surface materials.

Solution: GWE will fully integrate ADA design into all phases—careful grading of the upland approach, decking selection, handrail design, and clear-width requirements. ADA compliance will be reviewed continuously through design and construction.

Problem #3 – Construction Access and Material Delivery Challenges

Working over Lemon Bay presents logistical challenges for material staging, access, and removal of the existing damaged structure without impacting adjacent infrastructure (including the active Tom Adams Bridge) or environmental resources.

Solution: GWE will coordinate closely with contractors during bid document preparation to specify safe staging, demolition, and construction methods. Use of barges or temporary work platforms will be anticipated where necessary, and construction sequencing will be outlined to minimize disruptions to vehicular traffic on Beach Road and to navigation under the Tom Adams Bridge.

Problem #4 – Community Expectations

The Anger Fishing Pier is a beloved community asset and has been closed for nearly a year following Hurricane Milton. Disruptions to public access or extended construction schedules could create frustration among residents.

Solution: GWE will work with Charlotte County to develop clear construction phasing and public communication strategies. Advanced notice of closures, posted timelines, and informational signage will help set realistic expectations and maintain public support.

Problem #5 – Existing Pier Substructure & Remnant Tom Adams Bridge Piles



Per the RFP, the existing structure is a 360-ft synthetic-decked, concrete-pile-supported concrete-and-timber pier. Remnants of the original Tom Adams Bridge piles are also present in the water at the site. The structural condition of the existing pier piles—and the implications of the adjacent remnant bridge piles for the new pier alignment—require careful evaluation.

Solution: Mr. Rodriguez (Centro) will perform a comprehensive structural assessment of the existing pier piles and bulkhead, leveraging his prior structural engineering experience on the Tom Adams Bridge. Where existing piles are structurally sound and constructable viable, they will be considered for reuse or reinforcement; where they are not, full replacement will be specified. The evaluation will also document the remnant Tom Adams Bridge piles and recommend whether they should be removed, encapsulated, or worked around in the new design—considerations that have direct cost, permitting, and historical-resource implications.

Problem #6 – Limited Original Design Documentation

Original design and load calculations for the existing pier may be incomplete or unavailable, limiting baseline engineering data and increasing reliance on field verification.

Solution: GWE and Centro will rely on prior repair plans, available County records, FEMA damage documentation, and new field surveys to develop a safe, code-compliant design. Mr. Rodriguez will perform a design-from-scratch structural approach guided by site conditions, supported by field measurements, materials sampling, and the team's adjacent-site experience on the Tom Adams Bridge.

Problem #7 – Clarifying Scope Across Multiple Components

The RFP includes the pier, bulkhead, approach, asphalt walkway, and revetment, but the extent of repair vs. replacement for each is not clearly defined.

Solution: At project initiation, GWE will work with the County to confirm the limits and nature of work for each element—pier, bulkhead, revetment, and approach. We will assume complete replacement of the pier per the RFP language and include optional bid items or alternates for any partial-replacement scenarios identified during the schematic design phase. This clarity will guide accurate design, permitting, cost estimating, and FEMA alignment from the start.

Problem #8 – FEMA Documentation Requirements

The County has already submitted an initial FEMA claim under DR-4834-FL (Project No. 817220); full reimbursement will likely depend on thorough documentation and justification of design decisions.

Solution: GWE will structure all evaluations, design reports, and construction recommendations to align with FEMA documentation standards. This includes providing the County with sealed structural assessments, damage reports, and cost breakdowns suitable for FEMA EHP review and audit processes.

Problem #9 – Wave Loading and Storm Resiliency

The pier's exposure to Lemon Bay open water leaves it vulnerable to wave action, especially during storm events—a particularly important consideration given Hurricane Milton's role in the existing damage.

Solution: Mr. Rodriguez will evaluate site-specific wind and wave forces and integrate resilient design features such as deeper embedment depths, composite decking, stainless steel connections, and breakaway components where applicable. Structural systems will be designed for code-based coastal loads (FBC, ASCE 7) and FEMA mitigation best practices.

Problem #10 – Durability of Superstructure Materials in Marine Environment

Frequent wet-dry cycling, salt spray, and UV exposure degrade conventional materials used in pier decking, framing, and fasteners.

Solution: GWE and Centro will specify proven, durable materials suitable for marine exposure—including composite or synthetic decking (consistent with the existing pier's synthetic decking), fiberglass-reinforced handrails, and marine-grade stainless or coated hardware. Material selection will balance long-term performance, availability, and FEMA cost reasonableness criteria.

Problem #11 – Pier Geometry and ADA Compliance

Meeting ADA standards on a 360-ft linear pier with grade changes, transitions to ramps, and handrail height continuity poses challenges.

Solution: Our design will include consistent slopes, compliant landings, and continuous guardrails and handrails meeting ADA and FBC accessibility codes. Approach transitions will be smoothed and coordinated with upland grading for seamless access.

Problem #12 – Selective Demolition Without Environmental or Adjacent-Structure Impact

Selective demolition of the pier must be done with precision to avoid damaging the adjacent Tom Adams Bridge, the new structure, or releasing debris into Lemon Bay.

Solution: Bid documents will define controlled demolition sequences and specify environmental protection measures (turbidity curtains, debris containment). Where necessary, work will be staged from barges or temporary platforms to isolate demolition from sensitive areas and to protect adjacent infrastructure.

Problem #13 – Aligning FEMA Scope with Pier Replacement Strategy

Pier replacement must align with FEMA's approved damage scope and mitigation strategies to remain eligible for funding.

Solution: GWE will structure design decisions, documentation, and cost breakdowns to align with FEMA's cost reasonableness and environmental review requirements. Hazard mitigation upgrades (stronger framing, improved materials) will be clearly justified within the eligible scope.

Problem #14 – Public Safety and Use During Construction

Community curiosity and access around the pier site may increase safety risks and interference during construction.

Solution: We will coordinate with the County to include clear signage, secure fencing, and construction zone isolation in the plans. Where appropriate, temporary observation areas or informational displays may be considered to maintain public engagement without compromising safety.

Problem #15 – Long-Term Maintenance Considerations for the County

Piers require ongoing maintenance; poor design decisions now can create cost burdens later.

Solution: Our design will incorporate lessons learned from previous County pier projects, including avoiding high-maintenance features and ensuring easy access for inspection and repair. Material selection, structural detailing, and connections will be tailored for lifecycle value and durability.

Problem #16 – Unforeseen Subsurface Conditions in Lemon Bay Variable seabed conditions, potential scour, and undocumented debris from the hurricane may complicate foundation design.

Solution: Centro will utilize the geotechnical borings combined with the bathymetric survey performed during the bridge scour evaluation to develop conservative yet efficient pile design parameters. Contingency foundation details and alternate pile types will be included in the bid documents to address any differing site conditions encountered.

Problem #17 – Vibration Impacts on the Adjacent Tom Adams Bridge and Bulkhead The installation of new, precast concrete piles in close proximity to the existing Tom Adams Bridge bents and the mainland bulkhead poses a significant risk of vibration-induced settlement or structural damage to these critical adjacent structures.

Solution: The construction documents will include strict vibration monitoring requirements and establish safe threshold limits for the contractor. To further protect the adjacent infrastructure, Mr. Rodriguez will evaluate foundation installation alternatives—such as specifying pre-drilling or jetting to advance piles through the dense upper soil layers—which significantly reduces the required hammer energy and completely mitigates vibration risks.

C. Describe innovative approaches in production and design.

GWE recognizes that the Anger Fishing Pier is more than just infrastructure—it is a vital recreational and community asset. Our design approach integrates innovation, durability, and user experience to ensure the pier's long-term success.

Resilient Design Above Standards

Given the coastal exposure on Lemon Bay and the risk of severe weather (recently demonstrated by Hurricane Milton), GWE proposes designing the pier to exceed minimum code requirements for structural loads, wave forces, and storm surge resiliency. Potential measures include:

- Use of corrosion-resistant materials such as composite/synthetic decking, stainless steel hardware, and high-performance pile wrapping.
- Oversized structural members where feasible to enhance durability against extreme events.
- Integration of FEMA Hazard Mitigation Plan principles to support long-term federal funding eligibility for future events.

These enhancements will extend the pier's service life and reduce long-term maintenance costs.

User-Centered Design for Public Enjoyment

Understanding that the pier serves a wide variety of users—fishermen, sightseers, and families—our design will prioritize accessibility, comfort, and experience. Innovative features may include:

- Integrated ADA-accessible fishing guard rails at different elevations.
- Benches, educational signage about Lemon Bay ecology or local history (including the original Tom Adams Bridge), and improved lighting for extended safe use into the evening.

This approach enhances the pier's role as a community gathering space, not just a fishing structure.

SECTION VI:
PRESENT EXAMPLES OF RECENTLY
ACCOMPLISHED SIMILAR PROJECTS

CHARLOTTE COUNTY - RFP NO. 20260407
DESIGN ANGER FISHING PIER

SECTION VI: PRESENT EXAMPLES OF RECENTLY ACCOMPLISHED SIMILAR PROJECTS

A. Describe the Projects to Demonstrate.

Giffels-Webster Engineers, Inc. (GWE), supported by Centro Consulting Group for structural engineering, has completed numerous marine and shoreline infrastructure projects relevant to the Anger Fishing Pier replacement. The following examples highlight our ability to manage public waterfront projects with a strong emphasis on schedule adherence, cost control, constructability, and responsive field coordination. The first project below—the Tom Adams Bridge—is the most directly relevant example, as it is the bridge immediately adjacent to the Anger Fishing Pier. Subsequent GWE projects were all completed for Charlotte County and demonstrate consistent delivery on similar marine infrastructure.

Tom Adams Bridge – Site-Adjacent Structural Engineering (Centro Consulting Group)

The Tom Adams Bridge is the bascule bridge directly adjacent to the Anger Fishing Pier on the Lemon Bay (Intracoastal Waterway) crossing. The pier sits at the mainland foot of the bridge, and remnants of the original Tom Adams Bridge piles remain in the water at the pier site. Mr. Leo Rodriguez, P.E. (Centro), provided structural engineering services for this bridge—giving our team direct, site-adjacent experience uniquely relevant to the Anger Fishing Pier replacement.



Tom Adams Bridge Control House Replacement

Client: Charlotte County

Location: Beach Road / Lemon Bay (Intracoastal Waterway), Englewood, FL

Status: Completed / 2016

Construction Cost: \$14,000,000

Scope: Mr. Rodriguez served as the Structures Engineer Lead. The scope included the comprehensive structural design, permitting, and construction specifications for a new, highly resilient four-story concrete control house adjacent to the bascule bridge span. Designed to withstand severe coastal wind and wave loads, the new over-water structure was founded on deep 24-inch square prestressed concrete piles driven directly into the Lemon Bay waterway.

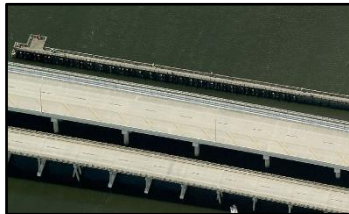
Schedule and Cost Control: By conducting rigorous early field assessments and utilizing advanced structural modeling, our team accurately defined the complex marine foundation and superstructure requirements early in the design phase. This proactive, data-driven approach allowed us to produce highly coordinated construction documents, ensuring the project was bid accurately and delivered within the County's budget without costly schedule overruns.

Construction Problems and Solutions: Constructing a new multi-story concrete structure over the water while tying into an operational movable bridge required seamless multidisciplinary coordination. During construction, we proactively managed the integration of the new structural concrete elements with complex architectural, mechanical, electrical, and hydraulic machinery upgrades. We provided custom Technical Special Provisions (including TSP512 for specialized architectural elements) and efficiently processed field RFIs and complex shop drawings to keep the marine contractor moving without delay.

Design Deficiency Impacts: None. The structural design was complete, highly coordinated across all engineering disciplines, and fully code-compliant. As a result, there were zero change orders stemming from design errors or omissions.

Direct Relevance to Anger Fishing Pier: The Tom Adams Bridge Control House is located immediately adjacent to the Anger Fishing Pier site, sharing the exact same marine environment, geotechnical subsurface conditions, and severe wave/wind loading criteria on Lemon Bay. Our successful design of deep-pile marine foundations (24-inch prestressed concrete piles) and resilient over-water concrete structures at this specific location translates directly to the structural, constructability, and permitting requirements of the new pier.

El Jobean Fishing Pier Rehabilitation (GWE Work Order #111)



Client: Charlotte County

Location: El Jobean, FL

Status: Completed

Scope: Structural evaluation and rehabilitation design for a historic fishing pier over the Myakka River.

Schedule and Cost Control: GWE evaluated multiple repair options early, ultimately recommending full replacement of deteriorated piles to minimize construction risks and avoid cost overruns. This proactive strategy helped the County avoid inflated repair costs and potential change orders.

Construction Problems and Solutions: On-site adjustments were required to accommodate ADA-compliant fishing guardrail drop-downs and to modify framing to suit as-built conditions. GWE coordinated closely with the contractor to resolve these issues in the field without impacting schedule.

Design Deficiency Impacts: None. Adjustments were made during design to reduce long-term maintenance and simplify construction, leading to an efficient and constructible solution.

Shoreline / Tie-In Component: While not a seawall project, the pier included shoreline tie-in elements and elevation adjustments at the landward approach, ensuring ADA access and structural integration with adjacent revetment—directly applicable to the Anger Pier approach and bulkhead tie-in.

Lister Park Seawall Replacement (GWE Work Order #181)



Client: Charlotte County

Location: 4301 Lister Street, Port Charlotte, FL

Status: Completed

Scope: Design, permitting assistance, surveying, and construction support for replacement of approximately 125 linear feet of concrete seawall and associated improvements, including outfall realignment.

Schedule and Cost Control: GWE delivered the design and permitting support services on time and within budget. A $\pm 10\%$ final Engineer's Opinion of Probable Construction Cost was developed, and the project proceeded on schedule through bidding and construction.

Construction Problems and Solutions: The project required close coordination with an existing lift station and a permitted stormwater facility. To construct the new outfall pipe without disturbing the existing stormwater system, GWE revised alignment and permitting strategies to avoid regulatory complications and minimize utility conflicts.

Design Deficiency Impacts: There were no construction change orders due to design deficiencies. Adjustments were made proactively during design and coordination phases to resolve potential field issues before bidding.

Seawall Delivery: The project involved complete replacement of the seawall, including new cap, tiebacks, and toe protection. GWE confirmed the project qualified for FDEP ERP exemption, expediting delivery—a permitting strategy directly applicable to the Anger Pier bulkhead and revetment scope.

Port Charlotte Beach Boarding Piers (GWE Work Order #161)

Client: Charlotte County

Location: Port Charlotte Beach Park, 4500 Harbor Blvd, Port Charlotte, FL

Status: Completed

Scope: Inspection, design, permitting, and construction oversight for full replacement of three deteriorated boarding piers serving public boat ramps.

Schedule and Cost Control: GWE completed the design, permitting, and bid support on time and within budget. A competitive bid was secured, and the County moved forward with construction on schedule.

Construction Problems and Solutions: During installation, deeper-than-expected subsurface conditions required a construction change order for longer timber piles. GWE coordinated closely with the County and contractor to validate the change and ensure continued progress without design revision—a relevant lesson learned for the Anger Pier subsurface investigation.

Design Deficiency Impacts: No construction changes were attributed to design deficiencies. The design was complete and code-compliant, with construction changes resulting solely from unforeseen subsurface conditions.

Shoreline / Tie-In Component: Although not a seawall project, the design included tie-ins to the shoreline and ADA-compliant sidewalk access. GWE confirmed ADA compliance per Chapter 10 of the ADA Standards and addressed accessibility improvements to the connecting path—directly applicable to the Anger Pier approach.

Port Charlotte Beach T-Dock Replacement (GWE Work Order #262)



Client: Charlotte County

Location: Port Charlotte Beach Park, 4500 Harbor Blvd, Port Charlotte, FL

Status: Completed

Scope: Full design, permitting, bid support, and construction-phase services for replacement of the fixed timber T-shaped fishing and mooring dock on the Myakka River.

Schedule and Cost Control: GWE delivered the design and bid documents on schedule and in line with the project budget. The bid price closely aligned with the Engineer's Opinion of Probable Construction Cost. Construction proceeded with only minor adjustments.

Construction Problems and Solutions: No issues were encountered during construction. The project proceeded smoothly with no field modifications required, and construction was completed in accordance with the design plans.

Design Deficiency Impacts: There were no change orders due to design deficiencies. All construction adjustments were related to field conditions, not plan errors or omissions.

Seawall / Tie-In Delivery: The project included direct tie-ins to an existing shoreline concrete seawall. ADA access improvements and elevation coordination were included in the design to ensure safe, compliant transitions between the upland walkway and the fixed pier structure—comparable scope to the Anger Pier approach and bulkhead interface.

Additional Centro Marine / Structural Projects

13th Street / Sands Point Drive Bridge Replacement

Client: Pinellas County

Location: Tierra Verde, FL (Pine Key Cutoff Canal)

Status: 2025 (design complete. Construction on-going)

Design Fee: \$861,552

Scope: Mr. Rodriguez served as the Project Manager and Structures Engineer of Record (EOR) for the replacement of a structurally deficient bridge over a tidal canal. The new 180-foot-long structure utilizes Florida Slab Beams (FSB) and provides two 12-foot travel lanes, buffered bicycle lanes, and pedestrian

sidewalks. Because the bridge serves as the sole access point to the Pine Key community, the project required complex phased construction to maintain traffic and emergency access at all times.

Schedule and Cost Control: By utilizing advanced structural modeling and conducting thorough early environmental and geotechnical assessments, our team accurately defined the complex over-water phasing requirements during the preliminary design stage. This proactive coordination ensured that the project scope was fully captured in the construction documents, preventing costly schedule overruns or change orders during the critical construction phases.

Construction Problems and Solutions: Maintaining access for residents and emergency vehicles during the demolition and reconstruction of the community's only bridge presented severe logistical challenges. Mr. Rodriguez successfully engineered an innovative phased construction sequence that safely maintained traffic while allowing the contractor to install the new deep foundation systems. Furthermore, because the structure is subjected to severe wave loading, the design integrated specialized marine protections to ensure long-term resiliency.

Design Deficiency Impacts: None. The structural design and phased construction plans were highly coordinated, fully code-compliant, and effectively mitigated risks prior to construction, resulting in zero change orders due to design errors or omissions.

Direct Relevance to Anger Fishing Pier: The 13th Street Bridge project directly mirrors the marine engineering challenges of the Anger Fishing Pier. Our team successfully designed a resilient structure subjected to coastal wave loading while navigating an aggressive, highly constrained over-water construction footprint. Furthermore, our experience successfully securing complex permits from the SWFWMD, USACE, and FDEP for this coastal bridge translates directly to the regulatory strategy required to quickly deliver the Anger Pier.

Client: Orion Marine Group / Florida Department of Transportation (FDOT)

Location: Brevard County, FL (Indian River Lagoon)

Status: Ongoing

Scope: Centro served as Specialty Structural Engineer providing Value Engineering and rapid re-design during construction of two new 4,025-ft high-level concrete bridges over the Indian River Lagoon, including complete re-engineering of 13 marine bridge pier footings and foundations (25% of the total) to resolve severe constructability issues.

Schedule and Cost Control: When catastrophic field conditions threatened the schedule, Centro delivered innovative VE re-designs that recalibrated pile group capacities and minimized phasing impacts, keeping the critical path moving. The collaboration earned the project a **2025 FDOT/FTBA "Best in Construction – Partnering" award** and a **2025 ENR Southeast Regional Best Projects Award of Merit**.

Construction Problems and Solutions: Unforeseen geotechnical conditions caused concrete piles to bend and crack during over-water driving. Centro led a 100-day rapid redesign using down-hole cameras to locate damage, engineered a steel cage and concrete-fill retrofit, recalibrated pile group bearing capacity, and added supplemental piles to restore full structural integrity—all without halting overall construction.

Design Deficiency Impacts: None. Centro was retained specifically to resolve unforeseen underwater field conditions and contractor constructability challenges.

Direct Relevance to Anger Fishing Pier: Award-winning, demonstrated expertise installing precast concrete piles in unpredictable underwater geotechnical conditions—directly transferable to mitigating the foundation and constructability risks of the Anger Pier installation in Lemon Bay.

SECTION VII:

DESCRIBE YOUR EXPERIENCE AND
CAPABILITIES IN THE FOLLOWING AREAS

CHARLOTTE COUNTY - RFP NO. 20260407
DESIGN ANGER FISHING PIER

SECTION VII: DESCRIBE YOUR EXPERIENCE AND CAPABILITIES IN THE FOLLOWING AREAS

A. Value Engineering

Value engineering is a core part of how GWE delivers projects. A representative recent example: during the El Jobean vacuum sewer project, we supported a contractor's proposal to switch from jack-and-bore to directional drilling—saving the County over \$60,000. GWE mitigated the associated risks by recommending upsized pipe and developing performance testing specifications to ensure proper installation.

On marine and structural projects, our combined GWE/Centro team applies the same approach: evaluating alternatives early in design (pile types, decking systems, bulkhead/revetment configurations), quantifying first-cost vs. life-cycle trade-offs, and recommending changes that protect long-term performance while reducing construction cost.

EE WILLIAMSON ROAD TRAIL, SEMINOLE COUNTY, FL:

Mr. Rodriguez, PE was the Engineer of Record for the new pedestrian bridge on EE Williamson Road. As a value engineering service, Mr. Rodriguez, PE provided the re-design of the pedestrian bridge from the proposed cast-in-place concrete slabs with Double T girders spanning 72-feet eliminating six intermediate bents and 18 concrete piles. This innovative approach allowed the Contractor to expedite schedule and minimize construction footprint.

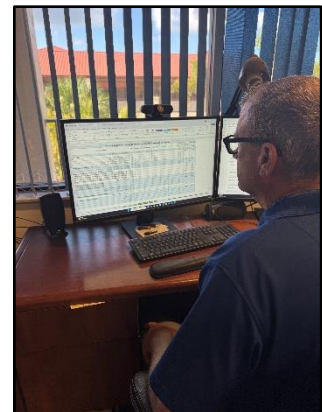
US 19 PEDESTRIAN OVERPASS NORTH OF HARN BOULEVARD, PINELLAS COUNTY, FL:

Mr. Rodriguez, PE was the Engineer of Record for the value engineering re-design performed on this pedestrian bridge. Mr. Rodriguez, PE developed prefabricated (precast) concrete alternatives to replace the cast-in-place concrete elements of the original design. This construction saving initiative is estimated to save up-to \$200,000 and cut construction cost by 4-months.

B. Cost Analysis and Control

GWE has extensive experience conducting cost-benefit analysis (CBA) and financial modeling for public infrastructure projects across Florida. Our team uses tools such as Net Present Value (NPV), Benefit-Cost Ratio (BCR), and Return on Investment (ROI) to guide project planning and prioritization. Relevant examples include:

- Martin County Emergency Generator Study – Assessed long-term capital and operational costs for emergency power at a critical utility site.
- Bocilla / Little Gasparilla Island Sewer Study – Compared vacuum and low-pressure sewer systems and analyzed expansion scenarios to evaluate cost impacts.
- Charlotte County Septic-to-Sewer Projects – Performed lifecycle and phased cost analyses to support technology selection and sequencing.



- El Jobean Vacuum Sewer – Evaluated directional drilling alternatives with risk-based cost strategies to save construction dollars.

These examples demonstrate how GWE applies rigorous financial evaluation across project types. For marine and structural infrastructure like the Anger Fishing Pier, the same methods apply—evaluating material alternatives, foundation types, and long-term maintenance trade-offs—with structural cost analysis input from Mr. Rodriguez (Centro).

C. Life Cycle Cost Analysis

Life Cycle Cost Analysis (LCCA) evaluates the total cost of ownership for an asset by combining capital, operating, maintenance, and end-of-life costs—adjusted to present value. This method ensures that the selected alternative is not just the lowest in initial cost, but the most cost-effective over its entire service life.

$$\text{Total LCC} = \text{Initial Cost} + \text{Replacement} + \text{Energy} + \text{O\&M} + \text{Repairs} + \text{Misc.} - \text{Salvage Value}$$

GWE has applied LCCA in numerous utility infrastructure projects for Hillsborough County, Martin County, the City of Punta Gorda, and Charlotte County Utilities—comparing technologies and long-term costs to support sound decision-making. The same principles apply directly to marine structures such as piers, where long-term material durability, maintenance frequency, and replacement timing greatly affect total cost. For the Anger Fishing Pier, our team will apply LCCA to compare structural systems (pile type, decking, hardware) to identify the option with the lowest total cost over the design service life. LCCA is a standard part of GWE's preliminary design approach.

D. Environmental Assessment

GWE routinely performs environmental assessments and permitting for marine infrastructure projects throughout Southwest Florida. Our team has extensive experience supporting pier, seawall, boardwalk, and shoreline improvement projects with the full range of environmental services necessary to secure permits and maintain regulatory compliance.

Our capabilities include:

- Wetland jurisdictional determinations
- Protected species assessments (including smalltooth sawfish and manatee zones)
- Submerged aquatic vegetation (SAV) surveys
- Design of mitigation and monitoring plans
- Vegetation and exotic removal plans
- Wildlife management plans
- Assembly, submittal, and tracking of FDEP, USACE, USFWS, NMFS, and Water Management District permits

Field data collection and monitoring during design and construction includes:

- Mitigation compliance monitoring
- Water quality sampling
- Staff gauge and seasonal high-water determinations
- Submerged resource surveys and protected species documentation

Our team has completed hundreds of assessments in upland and wetland coastal environments. A recent example is the protected species assessment for Charlotte County Utilities as part of the Lake View

Midway project. For the Anger Fishing Pier project, Ms. Jennifer Krajcir (Suncoast Eco Services) will serve as environmental project manager and primary liaison with regulatory agencies, ensuring timely submittals, responsive coordination, and full FEMA EHP compliance.

E. Permitting for Charlotte County



GWE has extensive experience serving as a permitting agent for Charlotte County, with a strong track record navigating the Design Review Committee (DRC) process and obtaining building permits for public infrastructure projects. A recent example is the CCU O'Hara Pump Station, which was approved through both the special exception and DRC review. Our familiarity with DRC standards—site layout, accessibility, architectural treatment, and landscaping—allows us to prepare efficient, compliant submittals that meet County expectations.

We also routinely manage building permit submittals through the Charlotte County Building Department, preparing code-compliant structural plans and working with County staff and contractors to resolve comments quickly and move projects to construction. For this project, we anticipate that the work will qualify as a replacement of an existing structure and may therefore be exempt from DRC, significantly streamlining the permitting timeline. GWE will coordinate early with the zoning department to confirm exemptions and ensure all necessary documentation is secured without delay. Our deep familiarity with local permitting processes ensures a smooth, timely path from design through approval.

F. Specialized Marine / Coastal Experience

GWE specializes in marine engineering services tailored to meet the unique demands of coastal infrastructure. Our team has over 20 years of experience in marine construction design and inspection, with a reputation for high-quality, cost-effective solutions throughout Charlotte County, where many of our staff reside and maintain long-standing relationships with local officials and stakeholders. We are intimately familiar with the County's procedures, permitting expectations, and community priorities—expertise that allows us to navigate projects efficiently and deliver designs that meet both regulatory and public-use needs.

For this project, GWE's marine experience is paired with Centro Consulting Group's specialized marine and bridge structural engineering. Mr. Leo Rodriguez, P.E., of Centro (our Structural Sub-Consultant), brings direct site-adjacent experience through his prior structural engineering work on the Tom Adams Bridge—the bascule bridge directly adjacent to the Anger Fishing Pier. Centro's tagline, “Engineering your Solutions,” reflects their approach to delivering practical, constructible structural design tailored to each project's marine environment, schedule, and budget.

Combined team marine engineering experience includes design and inspection of:

- Fishing piers (concrete pile-supported and timber)
- Boat docks and boarding piers
- Concrete and vinyl seawalls
- Bulkheads and revetments
- Marine and bascule bridge structures (Centro)
- Boardwalks and shoreline access improvements

Mr. Rodriguez is uniquely positioned for the Anger Fishing Pier project, having been intimate knowledge of the specific hydrodynamic, geotechnical, and corrosive realities of this exact site on Lemon Bay during his tenure as Structures EOR for the adjacent Tom Adams Bridge Control House and rehabilitation.

Beyond our direct Lemon Bay experience, CENTRO's heavy-civil marine portfolio is extensive. We specialize in engineering complex coastal infrastructure—including deep-foundation piers, massive bulkhead replacements (such as our recent 2,840-foot Port Everglades seawall), breakwater walls, and 20-foot deep underwater cofferdams.

Furthermore, CENTRO is renowned for our Value Engineering (VE) approach to marine construction. For example, on the SR A1A Seawall project, Mr. Rodriguez performed a specialized scour analysis utilizing recent hurricane data to reduce sheet pile depths by over 50% and eliminate the need for high-risk underwater welding—saving the client immense time and budget. By integrating these advanced engineering practices with FEMA Hazard Mitigation guidelines and strict marine concrete detailing, we ensure the new Anger Fishing Pier will achieve its 75-year design life as a highly durable community asset.

We approach every project with a commitment to quality and accountability—consistently completing our work without claims for extras and always striving to exceed client expectations. Our combined structural and civil engineering team is equipped to evaluate, design, and oversee all components of marine infrastructure with a focus on longevity, safety, and user accessibility.

G. Working on Public and/or Government Facilities and Amenities

GWE has extensive experience working with government agencies and municipalities across Florida, including numerous successful projects for Charlotte County. Our team understands the unique challenges of delivering public infrastructure—from regulatory coordination and public accountability to budget constraints and schedule sensitivity.

We regularly provide the following services for public facilities and amenities:

- Engineering Design – Utilities, parks, public access structures, and civil infrastructure with a focus on functionality, durability, and sustainability.
- Construction Observation – Oversight of construction activities to ensure adherence to design specifications, budget, and schedule, working closely with contractors and County staff throughout the process.
- Permitting – Efficient navigation of local and state permitting processes, ensuring timely approvals for infrastructure, marine, and community projects.
- Inspection Services – On-site inspections and reporting to verify code compliance, safety, and quality throughout construction.

Our long history with public clients—including Charlotte, Hillsborough, and Martin Counties—demonstrates our capability to deliver complex, high-visibility projects with professionalism and efficiency. GWE and Centro are committed to maintaining that same level of service for Charlotte County's Anger Fishing Pier.

SECTIONS VIII - XI:
VOLUME OF WORK, LOCATION,
LITIGATION, MINORITY BUSINESS

DESIGN ANGER FISHING PIER

SECTION VIII: VOLUME OF WORK

GWE has successfully designed several large and small scale projects for Charlotte County and the total volume of work contracted within the last twenty-four months exceeds \$500,000.00.

SECTION IX: LOCATION

GWE has operated a successful and financially stable engineering business in **Charlotte County, Florida** for over 30 years, providing quality design services throughout the decades to municipalities and private clients.

Our main office has been in Englewood, Florida since 1992, which is less than 10 miles from the project site. This proximity allows us to easily access the project area, meet with stakeholders and government officials, and stay informed about any changes or updates.

Furthermore, our sub-consultants are all local businesses familiar with the site location.

SECTION X: LITIGATION

GWE has not been named as a defendant or co-defendant in any lawsuit in the last five years.

SECTION XI: MINORITY BUSINESS

Giffels-Webster Engineers subconsultant Control Consulting Group LLC does hold a credited MBE/WBE Certification.



REQUIRED FORMS

PART V - SUBMITTAL FORMS
PROPOSAL SUBMITTAL SIGNATURE FORM

1.	Project Team Name and Title	Years experience	City of office individual will work out of for this project	City individual's office is normally located	City of individual's residence
	Jonathan H. Cole, P.E., Principal-in-Charge	41	Englewood	Englewood	Englewood
	Dennis Croyle, P.E., Principal, Project Manager, EOR	14	Englewood	Englewood	Port Charlotte
	Kendra Kotlarski, P.E., Designer	5	Englewood	Englewood	Englewood
	Kevin Furniss, Senior Designer	37	Englewood	Englewood	Englewood
	Tim Morrow, Senior Designer	30	Englewood	Englewood	Port Charlotte
	Al Kuni, Senior Inspector	40	Englewood	Englewood	Englewood

2.	Magnitude of Company Operations				
	A) Total professional services fees received within last 24 months:			\$ 6,145,188.46	
	B) Number of similar projects started within last 24 months:			2	
	C) Largest single project to date:			\$ 9.5M	

3.	Magnitude of Charlotte County Projects				
	A) Number of current or scheduled County Projects			8	
	B) Payments received from the County over the past 24 months (based upon executed contracts with the County).			\$ 2,061,992.02	

4.	Sub-Consultant(s) (if applicable)	Location	% of Work to be Provided	Services to be Provided
	Centro Consulting Group	Tampa	15	Structural
	ATCHA Surveying, Inc	Port Charlotte	5	Surveying
	Suncoast Eco Services	Port Charlotte	<1	Environmental

5.	Disclosure of interest or involvement: List below all private sector clients with whom you have an active pending contract and who have an interest within the areas affected by this project. Also, include any properties or interests held by your firm, or officers of your firm, within the areas affected by this project.				
	Firm	Address			
	Phone #	Contact Name			
	Start Date	Ending Date			
	Project Name/Description				

NAME OF FIRM Giffels-Webster Engineers, Inc.

(This form must be completed and returned)

Yes X No

Comments or Additional Information:

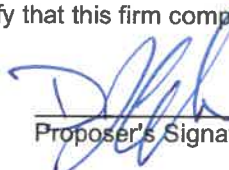
RFP No. 20260407

DRUG FREE WORKPLACE FORM

The undersigned vendor in accordance with Florida Statute 287.087 hereby certifies that Giffels-Webster, Engineers, Inc.
does: (name of business)

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).
4. In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Impose a sanction on or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is so convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this firm complies fully with the above requirements.



Proposer's Signature

5/20/2026

Date

NAME OF FIRM Giffels-Webster Engineers, Inc.

(This form must be completed and returned)

**HUMAN TRAFFICKING AFFIDAVIT
for Nongovernmental Entities Pursuant To FS. §787.06**

Charlotte County Contract #20250407

The undersigned on behalf of the entity listed below, (the "Nongovernmental Entity"), hereby attests under penalty of perjury as follows:

1. I am over the age of 18 and I have personal knowledge of the matters set forth except as otherwise set forth herein.
2. I am an officer or representative of the Nongovernmental Entity and authorized to provide this affidavit on the Company's behalf.
3. Nongovernmental Entity does not use coercion for labor or services as defined in Section 787.06, Florida Statutes.
4. This declaration is made pursuant to Section 92.525, Florida Statutes. I understand that making a false statement in this declaration may subject me to criminal penalties.

Under penalties of perjury, I declare that I have read the foregoing Human Trafficking Affidavit and that the facts stated in it are true.

Further Affiant sayeth naught.



Signature

Dennis Croyle, P.E.

Printed Name

Vice President

Title

n/a

Nongovernmental Entity

5/20/2026

Date

NAME OF FIRM Giffels-Webster Engineers, Inc.

(This form must be completed and returned)

BYRD ANTI-LOBBYING CERTIFICATION

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of an Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S.C. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

5/20/2026
Date

Dennis Croyle, P.E.

Type or Print Name


Signature

Vice President

Title

END OF PART V

NAME OF FIRM Giffels-Webster Engineers, Inc.

(This form must be completed and returned)