

The Weiler Engineering Corporation



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Charlotte County Board of County Commissioners

RFP No. 2024000427

Design Restoration/Repair of Seawall at Bayshore Live

Oak Point Park

August 16, 2024



August 16, 2024

Alisa True, Senior Contract Specialist  
Charlotte County Purchasing  
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Port Charlotte, Florida 33948

RE: RFP No. 2024000427  
Design Restoration/ Repair Seawall at Bayshore Live Oak Point Park

The Weiler Engineering Corporation (WEC) proudly presents our team's response to RFP NO.2024000427 for the design of the Bayshore Live Oak Point Park Seawall Restoration/Replacement. WEC prides itself on coastal development and is ideally positioned to provide the best service on this project to Charlotte County. WEC has been in business in Charlotte County since 1993 and since that time has had a major focus on in-water work. WEC has been responsible for new seawalls, seawall repairs, boat ramps, a mooring field, and docks within Charlotte Harbor. WEC also has extensive experience working with the FDOT on projects within the right-of-way of the US 41 southbound bridge adjacent to this project. WEC also has recent experience managing grants commonly used for shoreline projects such as CDBG-MIT, FEMA, FWC Big P, NRCS, and many others types of grants including FDOT LAP and other federally funded programs.

Why choose the Weiler Engineering Corporation?

- ◇ **Local Project Specific Design / Permitting Experience** – WEC has designed and permitted seawall projects throughout south Florida included 2,531 LF of seawalls in Charlotte Harbor/Peace River area. The team presented here is located in Charlotte County and has worked collectively to achieve the success of the seawall projects demonstrated throughout this proposal.
- ◇ **Construction Expertise in Seawall and Marine Engineering** – WEC has provided construction management and construction engineering and inspections on many seawall and other marine projects. To date, WEC has performed construction management and CEI on 7.25 miles of FEMA funded seawall for the City of Punta Gorda.
- ◇ **Experts in FEMA Funding and Reimbursement** – WEC's FEMA experience from Pre-Disaster Mitigation Efforts, Detailed Damage Assessment Efforts, Securing FEMA funding, administrating FEMA funded projects from preliminary design through construction and reimbursement assistance is unparalleled among local engineering firms.
- ◇ **Staff Available to Focus on this Project Now** – With the recently completed 100% design on the nearby Live Oak Point Park Seawall Repair project and Harbour Heights Seawall Replacement project, WEC staff is ready to hit the ground running to fast track the design and permitting efforts
- ◇ **Demonstrated Success in Expediting Permit Review Times** – On the Live Oak Point Park Seawall project, WEC was able to obtain the Army Corps Nationwide Permits, the same permit that we anticipated to be required for this project, in 7 calendar days. More information on specific strategies to expedite the permit processes for this project are included within the Project Approach.
- ◇ **Approach Focused on the Future** – The design effort and information collected as part of this project will be of benefit to the County for future seawall repair and replacement design. Additional discussion of specific examples are included in the Project Approach section.

WEC conducted a site visit on July 19th to investigate the extent of the damages. From this investigation, it appears that a combination of backside scour and wave action caused the spalled seawall to fail at places of excessive corrosion. A site specific design utilizing cantilever precast panels and a pour in place cap, can be used at this location to mitigate future damages. Admixtures or corrosion resistant reinforcing can be used to increase the life expectancy as well as adding riprap to the seaward face of the wall.

Our team is led by Mike Giardullo, P.E., our Director of Civil engineering. Mike has served as the project manager and engineer of record for County seawall projects and other in-water projects. Specifically, Mike has been involved with design and management of all the projects mentioned above. Supporting Mike is Robin Palmer, P.E., (environmental engineering and permitting) and Max Morgan, P.E., (structural engineering). Robin and Max have worked with Mike on most of the projects mentioned here in. Throughout this RFP response, many past projects are highlighted. The same key staff responsible for the success of those projects is the same staff proposed for this project.

Finally, all WEC staff proposed herein work out of our Punta Gorda corporate office location. This office, located in the Sunloft Center, is two miles from the project location. WEC takes a “boots on the ground” approach to all design. We believe that design cannot just happen from behind a desk. Our close proximity to the project location will be a big benefit to field checking design and providing a plan set that includes methods of addressing the unique conditions found before construction.

We thank you for the opportunity to submit this RFP response and believe you’ll find that we have demonstrated our competence in such a project to be selected for professional services for the Bayshore Live Oak Point Park Seawall Replacement/ Repair project. We look forward to helping Charlotte County for this important community asset.

Sincerely,



R. Jeff Weiler, P.E.  
President

WEC Acknowledges and  
accepts Addendum 1 dated  
July 30, 2024



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Tab I: Team Proposed

## I. Team Proposed for this Project

### A. Background of Personnel

WEC takes pride in the accuracy of our proposal. The team listed below is the group that will help develop the Scope of Work and see the project through from start to finish. The team presented here is located in Charlotte County and has worked collectively to achieve the success of the seawall projects demonstrated throughout this proposal. No staff will be changed without express permission from Charlotte County.

#### 1. Project Manager

##### **Michael J. Giardullo, P.E., MSCE, MBA**

Mike, WEC's director of Civil Engineering has been with Weiler Engineering for over 18 years. During that time, he has focused on a variety of parks and marine engineering projects throughout South Florida. Specifically in Charlotte County, he has been responsible for the **seawall replacement**, the day dock replacement and the boat ramp replacement at Harbor Heights Park, Live Oak Point **Seawall Repairs**, Kiwanis Park Boardwalks, William R. Gaines Park Boardwalks, Port Charlotte Beach Park Repairs, and many other coastal projects for Charlotte County. He has extensive local experience including seven projects involving **seawalls** for the City of Punta Gorda. He has also worked on numerous boat ramps and **seawall** projects for DeSoto County and many **seawall** and marine projects for municipalities and private developments throughout the Florida Keys. Since 2011, Mike provided part time engineering support to DeSoto County as the County engineer and in that time, he has assisted DeSoto County with obtaining **FEMA** funding and ensuring reimbursement. He has developed a expertise in working with **FEMA** on similar projects that many consultants do not have the opportunity to develop.

#### 2. Other Key Personal

##### **R. Jeff Weiler, P.E. - Principal in Charge/ QA/QC**

Jeff is a Professional Engineer registered in the State of Florida. He is the President of The Weiler Engineering Corporation, specializing in residential, commercial, and municipal engineering projects throughout south Florida and has more than 31 years experience working in South Florida. Jeff is responsible for the successful completion of many projects for Charlotte County since 1997. As the Principle in Charge for this project, Jeff will assure that all necessary personnel are assigned to the project in order to complete the site inspections and recertification documents with the utmost professional quality.

##### **Brian Corso - Structural Department Manager**

Brian has been with Weiler Engineering (WEC) for over 9 years and has experience in several varying aspects of marine structural design, permitting, and construction oversight, specifically structural design for **seawall**, boardwalk, pier, park, and marina projects. He has worked closely with many types of clients including state and local governmental agencies and municipalities on concept development, design strategy, cost engineering, and submittal review. His most recent similar project for Charlotte County was the Harbour Heights **Seawall Replacement** where he conducted an assessment of the **seawall**, worked with the Structural Engineer to develop plans for its replacement, and will manage the construction oversight of its replacement. He is currently overseeing the construction inspections for the Punta Gorda **Seawall Replacement** Project. Brian is also involved in the design and oversight of all WEC seawall, pier, structural, and park projects.

##### **Max Morgan, P.E. - Structural Engineer**

Max has been with Weiler Engineering for over 6 years. He has worked on numerous in-water structures including inspections, and assessments, as well as full design and replacement of the structures. He has worked as an inspector, a design engineer, and the project manager on many structural projects. He is proficient in the permitting processes and the requirements for the regulatory agencies as well as performing flood, wind, and other dynamic load analyses. Recently, Mr. Morgan has completed the assessment for Live Oak Point Park and Allapatchee Shores Park. He is currently working on the 100% plans for the Live Oak Point Park **Seawall Repairs** Project.

### Robin C. Palmer, P.E. - Environmental Engineer

Robin is a Professional Engineer with over 10 years of experience in environmental and civil engineering. She has managed and permitted a multitude of projects across 15 counties. She has served as the Design Engineer, Permitting Specialist, and Project Manager throughout her time at WEC on projects that include seawall, boardwalk, and pier repair/replacement, new floating dock design, mangrove trimming/alteration permitting, UMAMs, CCCL permitting, and low-impact development. She has worked extensively with the FDEP on State Park projects on design and permitting for seawalls, boardwalks, piers, and restrooms all along Florida's coastlines. To date, Mrs. Palmer has been the design engineer on over 50 different projects at Florida state parks for the Florida Department of Environmental Protection. Robin is currently working on the design for Darst Park in-water Structures Replacement for Charlotte County

### Ashlie Maberino, E.I. - Design Engineer

Ashlie has 4 years of experience with The Weiler Engineering Corporation. In her time with the company, she has worked closely with regulatory agencies, and municipal agencies on permitting. She recently completed the design and permitting of the Harbor Heights Seawall Replacement project for Charlotte County. She is currently working on the Live Oak Point Seawall Repair project for Charlotte County and she worked on the previous inspection. Her expertise with ACOE, FDEP, FDOT, and SWFWMD permitting will allow the project to go through the permitting process smoothly and efficiently.

## 3. Sub-Consultants



### Tierra, Inc.

Tierra, Inc. is a consulting geotechnical engineering firm with capabilities to provide laboratory soils testing, and construction materials testing. Tierra was formed as a geotechnical engineering, contamination assessment and materials engineering firm with the intent of building upon the many years of combined experience of our founding principals. Tierra is committed to providing quality, responsive service, establishing a reputation for sound approaches, and professional competence in a wide range of technically demanding areas. Tierra is a Florida Statewide Certified Minority Business Enterprise (MBE). Tierra has teamed up with WEC on dozens of projects that require geotechnical services.

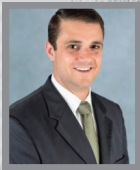
Tierra, INC. has been operating since 1992 and have been able to grow since then with their dedication to their clients. They are staffed with nearly 200 professionals, many of which WEC has had the pleasure of working with. Their quick turn around and thorough results make Tierra, INC. an easy choice to provide services to Charlotte County.



### CHW Professional Consultants-

CHW Professional Consultants have been in operation since 1988. They have several offices throughout the state of Florida and pride themselves in servicing their community. Their staff consists of over 100 employees of Professional Engineers, LEED APs, Project Engineers, Surveyors, and Field Professional Consultants crews. They provide surveys, planning, design, engineering, and inspection with a purpose: to positively transform the communities they serve. From designing municipal projects to engineering new roadway systems, they empower progress, concept to construction. Their longevity in the business has allowed them to provide turn key techniques while staying up to date on the latest technologies, innovations, and ideas. They continually approach their projects with a positive mental attitude and confidence that their services will guide their clients through the process in a streamline manner and exceed their expectations. Their community investment does not end at the completion of a project, as they serve on boards and provide industry insight toward improving the places we live. Client advocacy builds a better community, and staying connected gives us a clear vision of the future.

**MICHAEL GIARDULLO, P.E.**  
DIRECTOR OF CIVIL ENGINEERING



**ROLE**  
PROJECT MANAGER

**EDUCATION**  
BACHELOR OF SCIENCE  
CIVIL ENGINEERING  
LOYOLA MARYMOUNT UNIVERSITY

MASTER OF SCIENCE  
CIVIL ENGINEERING  
COLORADO STATE UNIVERSITY

**LICENSURE**  
FLORIDA LICENSED  
PROFESSIONAL ENGINEER  
#70676

ADVANCED MAINTENANCE  
OF TRAFFIC QUALIFICATION

FDEP QUALIFIED  
STORMWATER MANAGEMENT  
INSPECTOR #14470

LEED ACCREDITED PROFESSIONAL

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## RELEVANT EXPERIENCE

Mr. Giardullo has been with Weiler Engineering (WEC) for over 18 years and currently serves as the Director of Civil Engineering. Under his responsible charge, Weiler Engineering has designed, permitted, and supervised construction for numerous projects in South and Southwest Florida. Mr. Giardullo has performed design, permitting, and project management services for many municipalities and has worked very closely with FDOT, FDEP, and the SFWMD.

## REPRESENTATIVE PROJECTS

### HARBOUR HEIGHTS PARK IMPROVEMENTS—PUNTA GORDA, FL

Mr. Giardullo served the County as the Engineering of Record for this park upgrade project which was completed in numerous phases. Phases included the initial park and parking area improvements including: the replacement of the double wide boat ramp with ADA complaint access and docking. WEC completed the design and permitting of the replacement of the 2 day dock piers and construction is anticipated to be complete in February of 2019. Mr. Giardullo was the EOR for this project. **Currently Mr. Giardullo is working on the Harbor Heights Seawall Replacement.** This project design is complete and is awaiting the bidding process.

### CITY OF PUNTA GORDA SEAWALL REPLACEMENT— PUNTA GORDA, FL

The Weiler Engineering Corporation was contracted by the City of Punta Gorda to perform CEI services for 7.25 miles of seawall damaged by Hurricane Ian. Mr. Giardullo is currently the project manager for this project. He is responsible for reviewing pay applications from the Contractors, addressing design changes in the field, and ensuring the contractors are installing the seawall panels and caps per the specifications.

### HARBORWALK AND SEAWALLS—PUNTA GORDA, FL

Mr. Giardullo served as project manager for this waterfront infrastructure and linear park project. The Harborwalk involves 3.3 miles of prime harbor frontage

owned by the City of Punta Gorda. In addition to the design and permitting of a multi-use recreational trail which ranges in width from 10-ft to 30-ft, he was responsible for numerous park improvements including, restroom facilities, gazebos, picnic pavilions, a play ground, bocce courts, beach clean up, a small sailboat launching facility, seawall replacement parking areas, 8 separate stormwater management systems using retention treatment, roadway improvements, and pedestrian bridges. **5 Phases of this project involved the analysis of different types of seawalls and the engineering of repairs and replacement.** Mike was responsible for the permitting of these improvements through the FDOT, the SFWMD, the ACOE, the Charlotte Harbor Aquatic Preserve and FWC. In addition to providing regular updates to the Punta Gorda City Council, Mr. Giardullo also hosted public forum meetings to gain input from the general public.

### PONCE DE LEON SEAWALL AND BOARDWALK STRUCTURAL ASSESSMENT AND CONSTRUCTION DOCUMENTS— CITY OF PUNTA GORDA

Weiler Engineering completed a full assessment of the existing seawall and provided a detailed report of the existing seawall conditions with recommendations for repairing , determining replacement of one segment, and extending the seawall length, based on the final assessment. The report included preliminary cost estimates for any proposed repairs and for full replacement. The report also included seawall / cap repair/replacement details, site plan showing limits of seawall and location of fishing pier, connection details of the fishing pier to the new and repaired seawall caps, and ADA compliant upgrades of the fishing pier at the transition from land. The deliverable included Engineer's Cost Estimate & Technical Specifications. Final design was included as part of additional phases. WEC delivered 100% Construction Plans and Final Construction Documents in June 2020. Currently, WEC is engaged in the construction oversight of the





seawall including RFI, submittals, pay-app approvals, consulting to the City, and site visit inspections.

Weiler Engineering completed a full assessment of the existing boardwalks and fishing piers. A detailed report of the existing boardwalks and fishing piers conditions with recommendations for repairing, including options for replacement within the existing footprint, were included with the final assessment. The report also included preliminary cost estimate for proposed repairs or full replacement.

**LETTUCE LAKE BOAT RAMP—DESOTO COUNTY, FL**

Mr. Giardullo served as the engineer of record and project manager for the design and permitting of this boat ramp park. The design involved a double wide boat ramp, a picnic area, accommodations for a future playground, a restroom facility and parking area. The design also included a complete stormwater system involving catch basins, a dry retention area and side drains for this site along the Peace River. Timing of the permitting through the SWFWMD and ACOE was crucial due to deadlines of grant funding through the Florida Fish and Wildlife Conservation Commission.

**MORGAN PARK SEWALL PROJECT—DESOTO COUNTY, FL**

Mr. Giardullo served as the engineer of record and project manager for the design and permitting this restoration project. Mr. Giardullo assessed the various options

for riverbank stabilization and selected the design that would provide the most protection yet still remain cost effective. Mr. Giardullo worked closely with Desoto County and National Resource Conservation Service and streamlined this project the Notice to Proceed was issued in June 2018 and construction began in October 2018 and was completed in 2019. Throughout construction, Mr. Giardullo oversaw WEC inspectors and provided construction administration and engineering services. Mr. Giardullo also assisted DeSoto County with seeking reimbursement through NRCS.

**LIVE OAK POINT PARK IMPROVEMENTS—PUNTA GORDA, FL**

WEC was originally contracted by the County to complete an in-depth assessment of three areas of the existing Live Oak Point Park. The assessment look at multiple alternatives to address the settlement and erosion issues that are occurring at the park. WEC was later contracted to design, permit, and provide construction services for these improvements. We are currently near the end of the design phase for this project. Permitting efforts included coordination with FPL, FDOT, SWFWMD, and ACOE. Mr. Giardullo is the Engineer of Record for this project. He was responsible for the design and permitting oversight, bidding assistance, and construction services oversight.

**ANNE’S BEACH BOARDWALK REPLACEMENT—ISLAMORADA, FL**

Mr. Giardullo served as the engineer of record for the civil site design portion of this project which was reimbursable by FEMA following Hurricane Irma. This included the replacement of over 1,000 linear feet of boardwalk through environmentally sensitive areas, two parking lots, site grading, and shoreline protection. This project was a key project for the Village of Islamorada because of the popularity of the park. Following construction was complete in 2019, Mr. Giardullo and the Weiler Team also assisted the Village in obtaining reimbursement through FEMA.

## RELEVANT EXPERIENCE

Mr. Weiler started Weiler Engineering to offering a specialized knowledge and proven ability in the engineering community. Under his leadership and mentoring, the company has grown over the past 31 years amounting to being a leader in multiple engineering services including the CEI field in Southwest Florida and the Florida Keys. As Principal in charge and QA/QC, Jeff would be responsible to insure that the proper resources are assigned in order to achieve the project goals. He has served in this capacity on all the projects listed below.

## REPRESENTATIVE PROJECTS

### **HAWKS CAY RESORT—DUCK KEY, FLORIDA.**

Mr. Weiler has been in charge of nearly every phase of civil and structural design and construction engineering of this 500+ unit international destination facility. The project included construction of 390 townhouse/villas and renovation of the 177 unit historic hotel along with resort amenities, seawalls, restaurants, waterside shops and extension of the historic Heritage trail along US 1.

### **OYSTER CREEK GOLF AND COUNTRY CLUB—ENGLEWOOD, FLORIDA**

Mr. Weiler worked with the Golf Course Architect and was responsible for the design and permitting for all of the resort facilities including the site improvements to accommodate the 400 new homes and eighteen hole executive golf course straddling Oyster Creek.



**R. JEFF WEILER, P.E.**  
PRESIDENT

**ROLE**  
PRINCIPAL/QA/  
QC

**EDUCATION**  
BACHELOR OF  
SCIENCE  
CIVIL ENGINEERING  
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### **TRANQUILITY BAY RESORT—MARATHON, FLORIDA**

Mr. Weiler served as the Principal in Charge for all civil and structural phases of design, permitting and construction engineering for this resort on Florida Bay. The project included more than 100 townhouse hotel units, a five star restaurant, waterside facilities, two large swimming pools, two large swimming basins and a beach.

### **INDIGO REEF RESORT—MARATHON FLORIDA**

Mr. Weiler served as the Principal in Charge for all civil and structural phases of design, permitting and construction engineering for this resort on Florida Bay. The project included more than 80 townhouse hotel units, waterside facilities, a large swimming pool and boardwalk and docks to accommodate every unit.

### **THE BOAT HOUSE AT CORAL LAGOON—MARATHON, FLORIDA**

Mr. Weiler served as the Principal in Charge for all civil and structural phases of design, permitting and construction engineering for this resort on the Atlantic Ocean. The project included more than 40 townhouse hotel units, waterside facilities, boardwalks and seawalls, a 50 slip marina, boat haul out facilities and multi story dry boat storage facility.

### **PALM ISLAND MARINA, CAPE HAZE FLORIDA**

Mr. Weiler served as the Engineer in Charge for the design and permitting to install two large dry boat storage facilities and haul out facilities within the existing marina along the intercostal waterway at Lemon Bay. The project also included the design and permitting to construct a breakwater in the Intercoastal Waterway protecting the entire marina.

**ROBIN PALMER, P.E.**  
ENVIRONMENTAL  
ENGINEER

**ROLE**  
ENVIRONMENTAL  
ENGINEER

**EDUCATION**  
BACHELOR OF SCIENCE  
ENVIRONMENTAL ENGINEERING  
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## RELEVANT EXPERIENCE

Ms. Palmer is a Professional Engineer. She is an active member in the Peace River Engineering Society and Past President. Ms. Palmer also served for 4 years on the conference planning committee for the annual Southwest Florida Water Resource Conference held in Ft. Myers. In 2015, Ms. Palmer was recognized by the Governor for her first place award in technical writing at the ASCE Florida Section Annual Conference. She has served as the project manager for over 40 projects for the FDEP since 2016.

## REPRESENTATIVE PROJECTS

### **GASPARILLA BOARDWALK REPLACEMENT—BOCA GRANDE, FL**

**Design Engineer:** WEC was contracted by the FDEP to design a new boardwalk for Gasparilla Island State Park adjacent to the historic Boca Grande Lighthouse. The previous boardwalk was no longer accessible due to severe beach erosion. Ms. Palmer took the lead on the site design and permitting through the FDEP (Coastal Construction Control Line permit) and Lee County. This project involved creating a design that would not impact the sensitive environmental area with gopher tortoise burrows and beach dunes. The new boardwalk was strategically located to provide access to an area of the beach protected by a rock jetty, which thereby minimized the likelihood of beach erosion near the boardwalk. WEC also completed CEI services for the project.

### **LIGNUMVITAE KEY SPALLING AND DOCK REPAIR—ISLAMORADA, FLORIDA**

**Design Engineer / Project Manager:** Ms. Palmer worked on this project for the FDEP Bureau of Design and Construction. Ms. Palmer led the WEC team in facilitating the best strategy for the dock repairs needed after Hurricane Irma. The project included rebuilding a new wooden dock, spalling repair on the existing concrete dock, and CEI services. Ms. Palmer also handled the permitting for this project through SFWMD and ACOE.


### **COLLIER-SEMINOLE STATE PARK BOAT BASIN IMPROVEMENTS—NAPLES, FLORIDA**

**Design Engineer:** The project entailed park improvements for the boat basin at Collier-Seminole State Park including an **assessment on the existing seawall**, design of a new floating dock, floating kayak launch, fishing platform, and parking lot improvements. Ms. Palmer's role in this project included permitting through Collier County, South Florida Water Management District, and U.S. Army Corps of Engineers. As the Design Engineer, Ms. Palmer was tasked with adding the new park amenities that would replace the old dock, meet ADA compliance, and would not have a negative environmental impact.

### **FIESTA KEY MARINA — LAYTON, FLORIDA**

Ms. Palmer served as the Design Engineer for the improvements at Fiesta Key Marina. This project had 27 existing finger docks with 55 boat slips. The Project included replacing the slips in the marina with new, safer slips as well as marina basin **improvements with a combination of rip rap and seawall**. In some areas of the marina, a new steel sheet pile seawall was designed in front of the existing seawall as a repair method. Under the proposed improvements, the marina will have the same 27 boat finger docks with 55 boat slips. 1,075 LF of existing seawall will be replaced with new steel sheet piles. This project required permitting through the Florida Department of Environmental Protection and U.S. Army Corp of Engineers.

**BRIAN CORSO**  
STRUCTURAL ENGINEERING  
MANAGER



**ROLE**  
STRUCTURAL DEPARTMENT  
MANAGER

**EDUCATION**  
BACHELOR OF DESIGN, UNIVERSITY OF  
FLORIDA SCHOOL OF ARCHITECTURE

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### RELEVANT EXPERIENCE

Mr. Corso has been with the Weiler Engineering Corporation for over 7 years and has experience in several varying aspects of structural assessment and repair/rehabilitation. He has worked closely with many types of clients including local governmental agencies and municipalities on concept development, design strategy, cost engineering, and submittal review. Mr. Corso's most recent similar projects for Charlotte County were the Harbor Heights Park boat ramp and dock replacements where he conducted inspections and contractor oversight of the boat ramp installation as well as a full assessment of the dockage and worked with the Structural Engineer to develop plans for its replacement. His most recent similar project in southwest Florida is the Veteran's Park Boat Ramp for DeSoto County which has recently been bid and is heading to construction currently.

### REPRESENTATIVE PROJECTS

#### **HARBOR HEIGHTS PARK BOAT RAMP-HARBOR HEIGHTS, FL**

Mr. Corso served as the Construction Project Manager for the new Harbor Heights Boat Ramp project. Mr. Corso responded to RFIs and submittals for the contractor throughout the project, and completed routine inspections to ensure the project was constructed according to plans and regulations. The project included new sidewalks, concrete boat ramp, (2) fixed dock, and shoreline stabilization.

#### **HARBOR HEIGHTS PARK PIER REPLACEMENT-HARBOR HEIGHTS, FL**

Mr. Corso served as the Project Manager for the pier replacement project at Harbor Heights Park. Each of the (2) T-shaped piers were approximately 74LF and replaced the previously existing piers with a new wooden pier on 10" diameter piles. Mr. Corso lead the structural team to design a product that met all state and local codes.

#### **VETERANS PARK BOAT RAMP-ARCADIA, FL**

Mr. Corso served as the Lead Designer / Structural Project Manager on the new boat ramp facility at Veterans Park in Arcadia, FL. The project area for this project was 3.2+/- acres and included a new parking lot, sidewalk, shoreline stabilization, dual boat ramps, and a floating dock. Mr. Corso lead the structural team on the design of the pile supported concrete boat ramp.


#### **PONCE DE LEON SEAWALL, PIERS, AND BOARDWALK ASSESSMENTS AND REPAIR PLAN-PUNTA GORDA, FL**

Mr. Corso served as the Project Manager for the new coastal boardwalk within Ponce de Leon Park. This boardwalk replacement project was constructed in a loop for a scenic walk through the mangrove swamp. The project required 155 new 8" piles to be placed for the new boardwalk. Mr. Corso used his knowledge to design a boardwalk that was easily constructable in a constrained site.

#### **LIGNUMVITAE SERVICE DOCK REPLACEMENT-LIGNUMVITAE KEY, FL**

Mr. Corso oversaw the design of the new fixed dock within Lignumvitae Key Botanical State Park. The existing dock was damaged in Hurricane Irma and would frequently be overtopped in king tide events. Mr. Corso and his structural team designed a the fixed dock as well as a concrete slab on piles to support the loading and unloading of vehicles. This project required permitting from the South Florida Water Management District and U.S. Army Corps of Engineers.

**MAX MORGAN, P.E.**  
STRUCTURAL ENGINEER



**ROLE**  
STRUCTURAL ENGINEER

**EDUCATION**  
BACHELOR OF SCIENCE  
CIVIL ENGINEERING  
FLORIDA GULF COAST  
UNIVERSITY

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### RELEVANT EXPERIENCE

Mr. Morgan is a graduate from Florida Gulf Coast University with a Bachelor of Science in Civil Engineering. Mr. Morgan's experience is in permitting, waterfront structures, and material selection expertise. Through his role as a Design Engineer, Mr. Morgan has worked with local governmental agencies and municipalities for structural design to ensure design is uniform and flows with the intended vision of the client. Mr. Morgan has worked with SWFWMD, ACOE, FDOT, FDEP, and other permitting agencies on many projects.

### REPRESENTATIVE PROJECTS

#### DeSoto County Veterans Park Expansion and Rehabilitation

Funded in part by a grant from FWC, this project consisted of a new boat ramp and parking area. Mr. Morgan was a member of the structural design team, where he assisted with the structural calculations for the boat ramp foundation and served as the primary draftsman. For the construction phase of the project, he served as the project manager and primary point of contact for the client and contractor. As part of his duties, he reviewed documents from the contractor, including applications for payment and submittals. Additionally, he performed field inspections when required and advised site personnel when conflicts were discovered.

#### HARBOR HEIGHTS PIER REPLACEMENT—PUNTA GORDA, FLORIDA

A project to replace two fixed docks at Harbor Heights Park in Charlotte County. Mr. Morgan was responsible for performing daily construction progress inspections and answering contractor questions. Additionally, he was tasked with performing the closeout walkthrough with the client.

#### LIGNUMVITAE KEY BOTANICAL STATE PARK SERVICE DOCK REPLACEMENT—ISLAMORADA, FLORIDA

The existing service dock was located on Lignumvitae Key, an island accessible only by boat. Due to the uniquely isolated location of this state park, special considerations were required in the design. Mr. Morgan was responsible for assisting in the design of a dock and vehicle-rated loading ramp. Additionally, he was the lead structural draftsman for this project. The design he helped created considered the cost of mobilizing heavy equipment on the island and the low elevation of the existing topography.

#### DESOTO COUNTY REGIONAL WASTEWATER TREATMENT PLANT REHABILITATION (DCR WWTP REHAB CEI)—DESOTO COUNTY, FLORIDA

The existing WWTP in Arcadia was in severe disrepair and underutilized, with only one half of the plant in operation at the beginning of the project. Mr. Morgan has been involved with this project since the project began in 2020 and continues to oversee progress. Under the oversight of the engineer of record, he designed the new concrete headworks platform for the static screen system and was the primary draftsman during the entire design phase. For the continuing construction phase of the project, he has performed multiple and varied inspections, as well as project management duties. Besides typical construction progress inspections, he performed specialized coating inspections for the new protective system on the rehabilitated steel tanks. He is also responsible for review and approving contractor submittals, attending regular progress meetings, reviewing inspection reports, and facilitating communication between the engineer of record and the client.

**ASHLIE MABERINO, E.I.**  
CIVIL DESIGN  
ENGINEER



**ROLE**  
DESIGN ENGINEER

**EDUCATION**  
BACHELOR OF SCIENCE  
CIVIL ENGINEERING  
FLORIDA GULF COAST UNIVERSITY

**LICENSURE**  
FLORIDA CERTIFIED ENGINEERING  
INTERM #1100024051

**CONTACT INFORMATION**  
201 W. MARION AVENUE  
SUITE 1306  
PUNTA GORDA, FL 33950  
(941) 505-1700  
RPALMER@WEILERENGINEERING.ORG

### RELEVANT EXPERIENCE

Mrs. Maberino is a graduate from Florida Gulf Coast University with a Bachelor of Science in Civil Engineering. Mrs. Maberino is the current Vice President of Peace River Engineering Society (PRES). Mrs. Maberino has over 6 years of engineering experience. Mrs. Maberino’s experience is in permitting, utility studies, utility management, and stormwater design. Through her role as a Design Engineer, Mrs. Maberino has worked with local governmental agencies and municipalities for stormwater and utility design. Mrs. Maberino has worked with SWFWMD, FDOT, FDEP, and other permitting agencies on many projects.

### REPRESENTATIVE PROJECTS

#### HARBOR HEIGHTS SEAWALL REPLACEMENT—PUNTA GORDA, FL

Mrs. Maberino was responsible for the design and permitting of the Harbor Heights Seawall Replacement project. This project entailed 174 linear feet for seawall replacement, an upland retaining wall, and the replacement of the existing walk way. The design of the seawall repair took into consideration the existing piers and the design was tailored to not impact them. Mrs. Maberino was responsible for the ACOE permitting and the SWFWMD permitting. This project design is complete and is awaiting the bidding process.

#### LIVE OAK POINT PARK IMPROVEMENTS—PUNTA GORDA, FL

WEC was originally contracted by the County to complete an in-depth assessment of three areas of the existing Live Oak Point Park. The assessment look at multiple alternatives to address the settlement and erosion issues that are occurring at the park. WEC was later contracted to design, permit, and provide construction services for these improvements. We are currently near the end of the design phase for this project. Permitting efforts included coordination with FPL, FDOT, SWFWMD, and ACOE. Mrs. Maberino has been responsible for the design and permitting of this project. This project is currently in the final stages of permitting and 100% plans are ready pending the permit approvals.

#### WILLIAM R. GAINES JR. VETERANS MEMORIAL PARK BOARDWALKS—

Mrs. Maberino was responsible for the design, permitting, and construction engineering and inspection services for this project. The project was design in 2 phases and Phase 1 is complete. This project entails boardwalks through wetlands, mulch trails, educational kiosks, and exercise stations. Permits from SWFMD and ACOE were obtained. Mrs. Maberino worked with the reviewers from both regulatory agencies and addressed any questions they had throughout the permitting process.

## Thomas E. Musgrave, P.E.

Geotechnical Engineer



### Summary of Capabilities

Geotechnical Engineering  
Structural Engineering  
Structural Damage Evaluations  
Structural and Geotechnical Analysis  
Project Management  
Numerical Modeling of Soft Soil Embankments  
Numerical Modeling of Soil-Structure Interaction

### Years of Experience

With Tierra: 13 Years  
With Other Firms: 1 Year

### Education

B.S., Civil Engineering, University of South Florida, 2011

### Professional Organizations/Registrations/Awards

Florida Professional Engineer, License No. 81669  
American Society of Civil Engineers

Mr. Musgrave has worked in the field of Structural and Geotechnical Engineering for more than 13 years, starting as an intern and gaining experience in structural damage assessment, structural analysis, ground subsidence, water intrusion, roof inspection, cause and origin forensic investigation, and soils and materials testing. His experience includes working on structural forensic investigations as well as FDOT roadway projects, subsidence investigations, structural bridge analysis, pavement evaluation, MSE wall analysis, corrosion testing and research. He has performed FDOT projects for Districts I, V, VII and Florida's Turnpike Enterprise. Mr. Musgrave also has extensive experience in structural testing including GPR evaluation of concrete and steel reinforcement.

### Project Experience

Darst Park Seawall Replacement, Charlotte County  
Harbor Heights Park Seawall Replacement, Charlotte County  
City of Sarasota Seawall Replacement, Sarasota County  
City of St. Petersburg 2<sup>nd</sup> Avenue North and Bayshore Drive Seawall Replacement, Pinellas County  
Big Carlos Pass PD&E and Bridge Replacement, Lee County  
Fort Myers Country Club Pedestrian Bridges, Lee County  
Helms Road Signals Subsidence, Hendry County  
Resurfacing East Ventura Avenue from S. Deane Duff Avenue to S. Francisco Street, Hendry County  
Fort Denaud Road from SR 80 to Fort Denaud Bridge Way, Hendry County  
Frank Billie Field Office Parking Expansion, Hendry County  
Hendry County Safety Improvements, Hendry County  
Whitfield Avenue East Roadway Improvements, Manatee County  
North Lee County Wellfield Expansion, Lee County  
Southwest Florida International Airport Road Rehabilitation, Lee County  
Southwest Florida International Airport Maintenance Facility Expansion, Lee County  
Alico Road Widening from East of Ben Hill Griffin Parkway to Airport Haul Road, Lee County  
Corkscrew Road Widening from Ben Hill Griffin Parkway to Alico Road, Lee County  
McGregor Boulevard Milling and Resurfacing, Lee County  
Culvert Crossing of Canal along SR 29 into the Kaicasa Development, Collier County  
Utility Operations Building Foundation Repair, Collier County  
Vanderbilt Beach Road (CR 862) Bicycle Lane Improvements, Collier County  
Sunshine Boulevard from 17<sup>th</sup> Avenue SW to Green Boulevard, Collier County  
City of Venice Well RO-08 Pipeline, Sarasota County  
Myakka River Deer Prairie Creek Hydrological and Wetland Restoration, Sarasota County  
City of North Port, Sumter Boulevard Utility Extension, Sarasota County  
Honore Court, Sarasota County  
Lake Sarasota Due Diligence, Sarasota County  
Hidden Creek, Sarasota County  
Lake Magdalene Drainage Improvements, Hillsborough County  
Ridge Road and Lemon Road Drainage Retrofit, Pasco County

Chancey Road Extension, Pasco County  
Leisure Lane Connection Improvements, Pasco County  
Causeway Boulevard Bridge near Honeymoon Island, Pinellas County  
Largo Lakes Corporate Center, Pinellas County  
East Lake Road Assisted Living Facility, Pinellas County  
East Pasco Fleet/Transit Facility, Pasco County  
Starkey Gap Trail Crossing Signal at Trinity Boulevard, Pasco County  
Coastal Anclote Trail, Pasco County  
Brighton Valley Pipe Failure, Highlands County  
Pasco Road at Stanley Branch Culvert Replacement, Pasco County  
CR 720 (Canal Road) from SR 78 to Dead End Pavement Evaluation, Glades County

**FDOT District I**

SR 82 from Lee C/L to Collier C/L, Hendry County  
Francisco Street from Sonora Avenue to US 27, Hendry County  
Districtwide Scour Evaluation for Bridges with Unknown Foundations Contract  
Districtwide Bridge Engineering Contract  
SR 739 (Metro Parkway) from Winkler Avenue to North of S.R. 82, Lee County  
SR 82 from Homestead Rd. to Hendry C/L, Lee County  
I-75 (SR 93) Widening from SR 951 to North of Golden Gate Parkway, Collier County  
SR 29 from SR 82 to Hendry County Line, Collier County  
Vanderbilt Beach Road (CR 862) Bicycle Lane Improvements, Collier County  
Sunshine Boulevard from 17<sup>th</sup> Avenue SW to Green Boulevard, Collier County  
I-75 (SR 93) Widening over the Manatee River from US-301 to SR 64, Manatee County  
I-75 (SR 93) Widening at SR 70 Interchange, Manatee County  
I-75 (SR 93) at SR 72 (Clark Road), Sarasota County  
SR 64 (Manatee Avenue) from SR 789 to Perico Bay Boulevard, Manatee County  
CR 720 (Canal Road) from SR 78 to Dead End, Glades County  
CR 733 (3rd Street/Main Street) from US 27 to US 27, Glades County  
Central Polk Parkway (Segment 4), Polk County



*Thomas Musgrave, P.E.*  
*Page 2 of 2*







PLANNING.DESIGN.SURVEYING.ENGINEERING.CONSTRUCTION

## DAVID DAGOSTINO, PSM

Vice President / Surveyor  
(239) 352-6085 · daved@chw-inc.com

### ROLE

David "Dave" S. Dagostino is Vice President at CHW Professional Consultants, leading the Fort Myers Office and southwest Florida Surveying + Mapping operations. Dave is a licensed professional surveyor and mapper who has more than 30 years of experience in the A/E/C industry. As a key member of the team, he manages client relationships and provides expert guidance on all phases of the survey process. Dave's expertise includes land development, subdivision design, wetland delineation mapping, boundary surveys, topographic surveys, ALTA surveys and special purpose surveys.

### SPECIALIZATIONS

- Project Development and Management
- Legal Descriptions
- Topographic Surveys
- As-Built Surveys
- ALTA Surveys
- Right of Way Mapping
- Right of Way Control Surveys
- Survey Data Analysis

### EXPERIENCE

Years' Experience: 30

### PROJECT EXPERIENCE

Marathon Boulevard Pathway, Charlotte County, FL  
 Sunset Boulevard East Sidewalk, Charlotte County, FL  
 Veterans Boulevard, Port Charlotte, FL  
 First Replat of Section 77, Port Charlotte, FL  
 Metro Parkway Colonial Boulevard to Six Mile Cypress Parkway, Lee County, FL  
 Metro Parkway Extension Daniels to Alico Road, Lee County, FL  
 Grassy Key and 7-mile Bridge, Marathon FL  
 Riverside Drive, Punta Gorda, FL  
 Joel Boulevard and SR 80, Lee County, FL  
 SR 80, Cowboy Way, and Martin Luther King, Jr. Boulevard, Lee County, FL  
 Three Oaks Parkway, Corkscrew Road to Alico Road, Lee County, FL  
 Myakka River State Park, Sarasota County, FL  
 Tamiami Trail, Miami-Dade County, FL

### EDUCATION

Bachelor of Science in Surveying and Mapping, University of Florida

### PROFESSIONAL LICENSE / CERTIFICATIONS

Professional Surveyor and Mapper - Florida 5762

### ACTIVITIES

Florida Surveying and Mapping Society, Member  
National Society of Professional Surveyors, Member

t: (904) 619-6521 | 8465 Merchants Way, Suite 102, Jacksonville, FL 32222  
 t: (352) 331-1976 | 11801 Research Drive, Alachua, FL 32615  
 t: (352) 414-4621 | 2100 SE 17th Street, Unit 802, Ocala, FL 34471

[www.chw-inc.com](http://www.chw-inc.com)



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## JAMES CONDON, PSM

Director / Surveyor  
(239) 352-6084 · jimc@chw-inc.com

### ROLE

James "Jim" Condon, PSM, is a Florida Professional Surveyor and Mapper with over 33 years of experience in the private and public sector geomatics field. As Director of Surveying in Southwest Florida he oversees the production of ALTA/NSPS land title surveys, boundary and topographic surveys, as-built surveys, elevation certificates, and geodetic control surveys.

### SPECIALIZATIONS

- Project Development and Management
- Legal Descriptions
- Topographic Surveys
- As-Built Surveys
- ALTA Surveys
- Right of Way Mapping
- Right of Way Control Surveys
- Survey Data Analysis

### EXPERIENCE

Years' Experience: 33

### PROJECT EXPERIENCE

Marathon Boulevard Pathway, Charlotte County, FL  
Sunset Boulevard East Sidewalk, Charlotte County, FL  
First Replat of Section 77, Port Charlotte, FL  
Metro Parkway Colonial Boulevard to Six Mile Cypress Parkway, Lee County, FL  
Metro Parkway Extension Daniels to Alico Road, Lee County, FL  
SR 50, Hernando County, FL  
Homestead Road, Lee County, FL  
Winkler Avenue, Lee County, FL  
Gunnery Road, Lee county, FL  
Three Oaks Parkway, Corkscrew Road to Alico Road, Lee County, FL  
Myakka River State Park, Sarasota County, FL  
Tamiami Trail, Miami-Dade County, FL

### EDUCATION

Bachelor of Applied Science in Supervision and Management, Edison State College, Fort Myers, FL

### PROFESSIONAL LICENSE / CERTIFICATIONS

Professional Surveyor and Mapper - Florida 6074

### ACTIVITIES

Florida Surveying and Mapping Society, Member  
National Society of Professional Surveyors, Member

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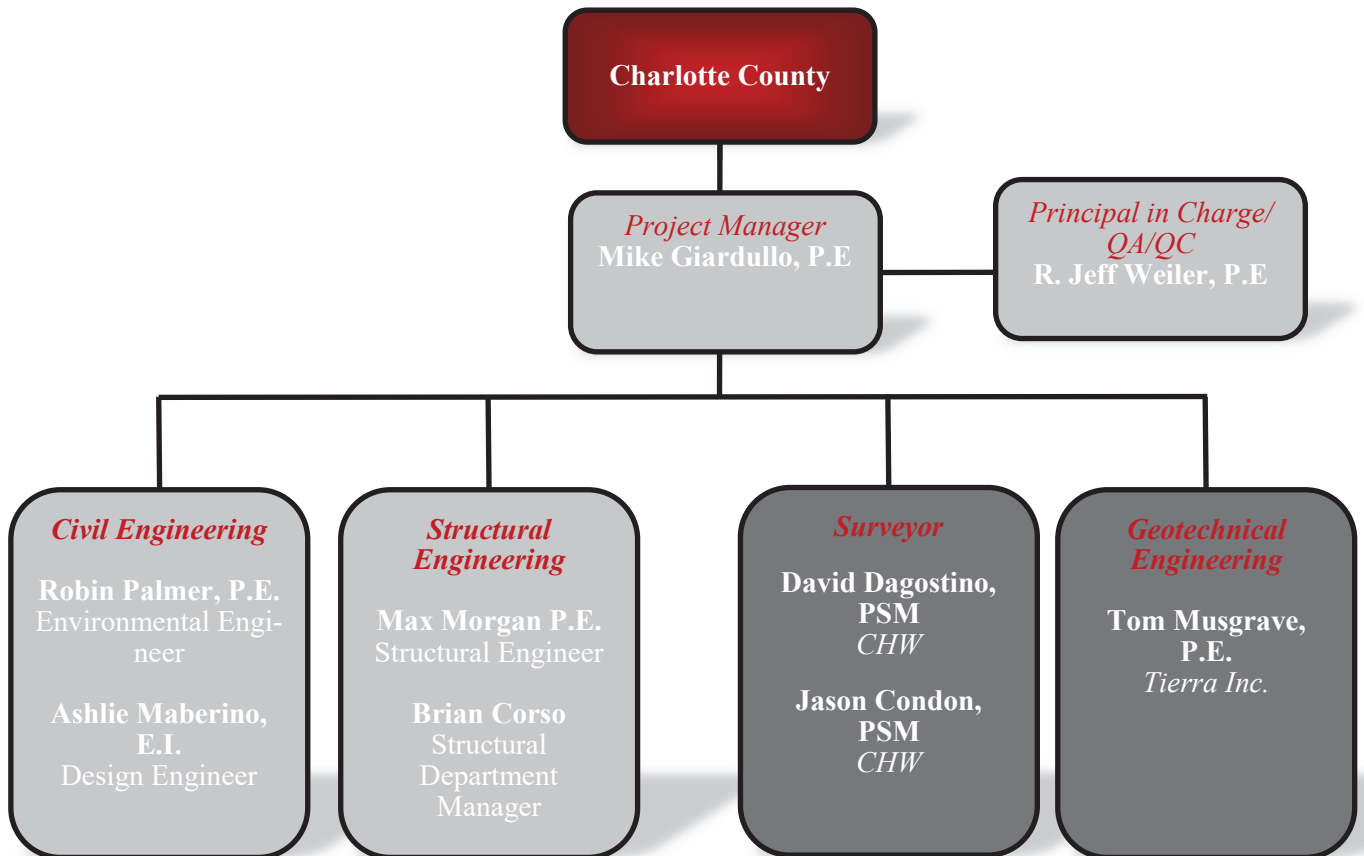
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Tab II: Proposed  
Management Plan

**II. Proposed Management Plan**

**A. Team Organization**

WEC is familiar with the necessary procedure to streamline the design process for seawall projects and beat the anticipated timeline. Our close proximity to the project site allows for staff to be completely familiar with the existing conditions and the goals of the project. To achieve the most desirable result in the shortest amount of time, WEC has trained its staff to handle projects such as this with the upmost care and diligence.

To accomplish this project, WEC has teamed with CHW. and Tierra, INC., who both have an incredible track-record in Charlotte County. All three firms, WEC, CHW, and Tierra, have assisted or completed design, permitting, and provided CEI services for this type of project both Tierra is ready to offer their geotechnical services to help the project move forward and progress as necessary. This set of dynamic experience will be a great benefit to Charlotte County as we move forward efficiently. It will be important for each task group to move forward expeditiously, but maintain consistency with materials and other design elements throughout the Bayshore Seawall Restoration/ Repair Project. At least one member from each firm is assigned to every task, allowing for inter-task communication and QA/QC to be an on-going activity. The ultimate goal is to provide a seamless transition and a consistent appearance that enhances the Charlotte County community.



## B. Roles and Responsibilities of Participants

**Mike Giardullo, P.E., Director of Civil Engineering– Project Manager:** Mike is experienced with all phases of seawall, marina, and water front design, as well as construction management and value engineering. Mike, the Director of Civil Engineering at WEC, has demonstrated his ability to manage and design projects using teams of in-house design staff, permitting staff, and construction inspectors. Mike has served as the lead designer and project manager for a variety of projects within the County, including the City of Punta Gorda’s Harborwalk project, Harbor Heights Pier Replacement and Boat Ramp Improvements, and South Gulf Cove Boat Ramp. Mike will be responsible for completing the design of this project. He has worked on many water front, seawall, and marina projects with over 17 years of experience. He will manage the WEC design team throughout the project and will complete the design as well as direct any utility relocation, erosion control, detour plans, environmental compliance, and all permitting required for this project. Mike also holds MOT Advanced Certification and is a FDEP Qualified Stormwater Inspector. Mike’s role as Lead Civil Engineer will not be substituted without the express permission of the County.

**R. Jeff Weiler, P.E.– Principal in Charge/QA/QC:** Jeff’s 36 years of experience in design, permitting, and CEI will be key to providing a successful project. As Principal in Charge/QA/QC he will provide necessary support to the Project Manager and Deputy Project Manager as needed throughout the project.

**Robin Palmer, P.E.—Environmental Engineer:** Robin’s experience with permitting, construction engineering and inspection in Charlotte County will ensure that the lifetime of the project will run smoothly. Robin has extensive knowledge of seawall replacements as she has worked closely with FDEP on dozens of their coastal repair and replacement projects.

**Max Morgan, P.E.—Design Engineer:** Max’s experience with permitting and construction engineering and inspection in Charlotte County will ensure that the lifetime of the project will run smoothly. His knowledge of Charlotte County’s requirements will ensure that coordination with the County will be efficient.

**Brian Corso—Structural Department Manager:** Brian will also work on the structural design of the project. His 14 years of design experience will streamline the process. He has done countless projects within Charlotte County and can ensure that any obstacles will be overcome with haste and ease.

**Ashlie Maberino, E.I.—Design Engineer/ Permitting:** Ashlie’s experience with permitting will ensure that the project will run smoothly. Her recent experience with the Harbor Heights Seawall Replacement Project, she understands what is required for the ACOE permitting and the water management district permitting.

\*We will maintain the same Principal, Project Manager, and lead designer(s) for the entirety of the project and will not be substituted without the express permission of the County.

Insert Tab

Tab III: Previous Team  
Experience

**Section III. PREVIOUS EXPERIENCE OF TEAM PROPOSED FOR THIS PROJECT**

**Prime Consultant Experience**

**HARBOUR HEIGHTS PEIR REPLACEMENT- PUNTA GORDA, FL**

Charlotte County received Marine Advisory Committee (MAC) funding for this pier project. Due to the grant funding time line for encumbering funds, the project had a tight schedule. WEC was selected for the evaluation of repairs for these two existing day dock structures. In working on the proposal, WEC determined that the conditions of the existing piers warranted replacement due to severe rotting and worm damage of the existing pilings. WEC and Charlotte County agreed that replacement was in order. WEC served as the design builder, sub-contracting the construction work to Marine Contracting Group. This was a unique arrangement for the County and WEC but proved to be an ideal method for completing construction quickly and encumbering grant funds in time. WEC was responsible for complete design including permitting through SWFWMD. WEC worked with SWFWMD to obtain State Programmatic approval resulting in an ACOE permit not being required which saved valuable time. WEC also provided construction administration and routine inspections throughout construction.



**STOCK ISLAND MARINA VILLAGE- STOCK ISLAND, FL**

Stock Island Marina Village is the largest deep water marina in the Florida Keys, with 220 slips that can accommodate vessels up to 300 feet, advanced concrete floating docks and land piers, water, in-slip pump-out, fueling facilities, and much more. WEC was able to obtain the largest Clean Vessel Act Grant issued in the state of Florida in the amount of \$1,200,000 (75% of construction cost) for the in-slip pump out services provided for each slip.

The permitting of this marina brought many challenges due to the fact that the proposed development would increase the existing number of slips and add fuel facilities to Safe Harbor which is recognized and monitored for its degrading water quality. A full environmental assessment of the waterway was required which involved obtaining a benthic survey and reviewing the pre- versus post- development environmental impacts. In order to improve water quality WEC designed an in-slip vacuum sewer system for waste disposal and proper fueling facilities per FDEP standards and obtaining a CVA Grant for the construction.

WEC also provided the design and structural engineering for the Captain’s Lounge, which serves as a ship store with an upstairs lounge, and the check-in point for boats entering the marina for fueling and docking facilities.

The fuel pump system provided at this marina alone is impressive. It is the fastest fueling system located in the Keys. It houses 60,000 gallons of fuel pumping at a maximum rate of 80 GPM for diesel and 28 GPM for gasoline.

**MORGAN PARK RIVERBANK EROSION RESTORATION —DESOTO COUNTY**

WEC was tasked with the design and permitting of 372 linear of shoreline stabilization along a curve in the Peace River which treated the only entrance to DeSoto County’s Morgan park. The problem was greatly exacerbated by Hurricane Irma. The County received funding through the National Resource Conservation Service with a tight time frame. WEC was authorized to proceed in June of 2018, applied for ACOE and FDEP permits within one month and worked with the County to fast track the bidding. Construction began in October of 2018 and is currently completed. WEC is also providing full construction administration and inspection for this work. The project includes 372 linear feet of 30’ and 20’ steel sheet piling with concrete cap, 2000 tons of rip rap, and upland improvements. The work is waterward of the ordinary high water line / safe upland limit line and was under heavy scrutiny from the regulatory agencies for environmental impacts.

**OCEANS EDGE RESORT-HOTEL & MARINA– KEY WEST**

Oceans Edge Resort (<https://www.oceansedgekeywest.com/>) is the newest luxury hotel and vacation rental resort in the keys. The 12 acre site boasts 100 condominium units and 16 hotel rooms all with 100% ocean view. The site also provides six pools, 15 boat slips with 8 in-slip pump out connections, fueling facilities, a restaurant and coffee shop, fitness building, offices, and a bath house.

Some of the services WEC was responsible for include: the concept design, assisting in land acquisition, overall civil site design, design of the vacuum sewer, water, and stormwater infrastructure, structural design of the seawalls and docking facilities, in-slip pump out system, obtaining all necessary permits, and assisting in the CVA Grant funding process.

One of the challenges faced on this project was the design of the stormwater management system due to lack of site area to provide stormwater treatment area required by the South Florida Water Management District (SFWMD). WEC accomplished this requirement by utilizing two (2) stormwater injection wells and over 2,000 linear feet of underground exfiltration trench. Due to the nature of the project, obtaining the SFWMD Environmental Resource Permit and the Army Corps of Engineers permits provided a challenge in itself. WEC was able to coordinate closely with each of the agencies to ensure construction began and completed according to the developers schedule.

WEC also provided construction inspection services which required monthly team site visits for the overall construction activities. Due to the nature of precision during the vacuum sewer main construction WEC provided daily on-site monitoring for all sewer system construction.

**FULL SERVICE ENGINEERING**

- Site Analysis
- Site Design & Plans
- Agency Permitting Requirements & Coordination
- Consultations with County Officials and the Public
- Complete Construction Drawings
- Construction Engineering Inspections
- As-Built Drawings





**INDIGO REEF– MARATHON, FL**

WEC provided complete site and structural design, permitting and construction contract administration for this 67 unit waterfront resort and 67 slip marina on Florida Bay.

Engineering design services and services during construction were provided for nearly every phase of this project including site, stormwater drainage and treatment, water distribution, wastewater collection and treatment facilities, docks, seawalls, environmental permitting and structural design for all of the homes and common facilities.

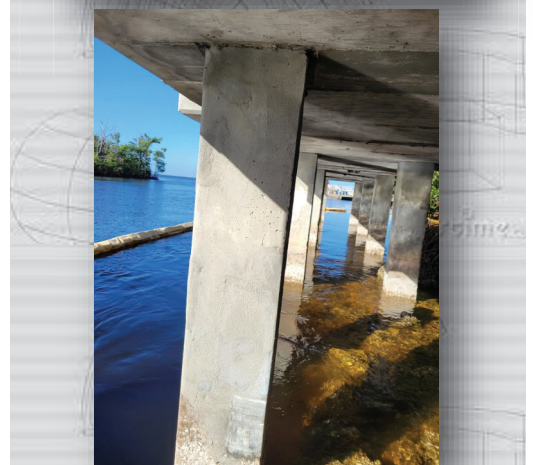
The project is unique and complex as it was necessary to fill in part of the existing canals to construct the homes and to develop a solution to revive the remaining non-habitable canals. WEC prepared plans and specifications to permit the means and methods necessary to rejuvenate the seagrass and benthic communities throughout the canal system and prepared the design and specifications necessary to build a number of the high end homes on top of nearly 35 feet of fill used to shorten the canals utilizing a combination of sheet piles, auger piles and grade beams.

Other design requirements unique to this project include upgrade of an existing wastewater treatment plant to 2010 BAT standards and construction of a complex underground stormwater retention area to provide necessary treatment prior to discharge to the aquatic preserve. Also; WEC worked with the local fire department to provide fire protection to the dock areas utilizing a dry line standpipe system as the density and the unique shape of the property precluded adequate access for fire protection vehicles to the docks.

**PONCE DE LEON SEAWALL AND BOARDWALK STRUCTURAL ASSESSMENT AND CONSTRUCTION DOCUMENTS**

Weiler Engineering completed a full assessment of the existing seawall and provided a detailed report of the existing seawall conditions with recommendations for repairing , determining replacement of one segment, and extending the seawall length, based on the final assessment. The report included preliminary cost estimates for any proposed repairs and for full replacement. The report also included Seawall / Cap repair/replacement details, site plan showing limits of seawall and location of fishing pier, connection details of the fishing pier to the new and repaired seawall caps, and ADA compliant upgrades of the fishing pier at the transition from land. The deliverable included Engineer’s Cost Estimate & Technical Specifications. Final design was included as part of additional phases. WEC delivered 100% Construction Plans and Final Construction Documents in June 2020.

Weiler Engineering completed a full assessment of the existing boardwalks and fishing piers. A detailed report of the existing boardwalks and fishing piers conditions with recommendations for repairing, including options for replacement within the existing footprint, were included with the final assessment. The report also included preliminary cost estimate for proposed repairs or full replacement.



**SOUTH GULF COVE BOAT RAMP— CHARLOTTE COUNTY**



The Weiler Engineering Corporation was responsible for the design and permitting necessary to construct the ramp, site, utility, parking, drainage, ingress, egress, docking and offsite roadway improvements for access to the new boat ramp facilities while maintaining the park atmosphere of the surrounding area.

The project included a great deal of coordination with State and Federal agencies because of the sensitive nature of the surroundings and location on the Myakka River. WEC designed and permitted docking facilities and a boat-basin and assisted the Owner during construction.

**RIVERSIDE BOAT RAMP— CHARLOTTE COUNTY**



The Weiler Engineering Corporation has been contracted by Charlotte County to design, permit, and provide construction, engineering, and inspection services for the Riverside Boat Ramp Improvements project. This project is an existing park that had a deteriorating boat ramp that is closed to the public. This project includes the redesign and permitting of the boat ramp in the same location and the addition of a ADA parking space and accessible pathway to the boat ramp. WEC is also working with the County to add a new dock at the boat ramp. This project is currently under review with SWFWMD and ACOE. Throughout the preliminary design and permitting phases, WEC staff has been in constant communication with County staff to address both regulatory and staff comments as they arise.

**AINGER CREEK BOAT RAMP—CHARLOTTE COUNTY**



Weiler Engineering was contracted by Charlotte County to provide improvements to the property which was previously privately owned. The site included a seawall and boat ramp which the County intended for public use. WEC worked with the Southwest Florida Water Management District in the permitting of site improvements, including parking area for cars and trailers, a stormwater management system and access to the boat ramp. Weiler staff worked closely with Charlotte County Staff throughout the design phase to ensure that the staff's vision for the project was achieved in the final design. Weiler also worked with the SWFWMD in the permitting of the improvements and to reduce potential impacts to Ainger Creek and the nearby Lemon Bay.

**HARBOR HEIGHTS BOAT RAMP IMPROVEMENTS - PUNTA GORDA**



Weiler Engineering provided the design and permitting for the Harbor Heights Boat Ramp Improvements, which included the addition of two (2) piers, as well as replacement of the boat ramp, adjacent seawall improvements, and various improvements for ADA access. WEC worked closely with County staff and the Contractor (Kelly Brothers, Inc) throughout the construction and during the course of performing Construction Engineering Inspections (CEI). The entire ramp area was dewatered using a steel sheet pile cofferdam and the ramp and approach were formed and poured in the dry. All areas of the project site were upgraded to be compliant with ADA access requirements, including the approach sidewalk and the installation of heavy duty handrail along the raised sidewalk area. Two fixed piers, 5'x70' & 5'x50', were installed with pressure treated decking and fendering for boat mooring to complete the project.

**DOCK, BOARDWALK, AND SEAWALL ASSESSMENT AND ALTERATION—COLLIER-SEMINOLE STATE PARK**

Weiler Engineering provided the civil and structural design for improvements at the Collier-Seminole State Park Boat Basin. An existing 520' seawall and wooden dock dating to the early 1960's at the Park's Boat Basin was in disrepair. WEC conducted and coordinated structural inspections including lead/asbestos testing of the existing facilities, and provided a report of findings and recommendations for repairs and/or replacement of the seawall, and demolition of the wooden dock which was beyond repair. WEC also provided design of improvements, to include a floating dock with gangway, seawall improvements, an ADA accessible fishing platform at the site, and an ADA accessible kayak launch with parking. WEC also provided improvements to upland facilities including revisions to the parking, additions of ADA spaces, and addition of a 483' sidewalk with handrail incorporated into seawall. Due to WEC's structural assessment and findings related to the dock, boardwalk, and seawall, FDEP was able to avoid complete replacement, in favor of a much less costly repair and rehabilitation recommended by WEC. These recommendations proved sound, as the existing seawall recently survived a direct landfall by Irma with no damage.

**ASSESSMENT, REHABILITATION, AND IMPROVEMENTS-33<sup>RD</sup> STREET BOAT RAMP PARK & DOCK - CITY OF MARATHON**

In addition to designing, permitting and securing the sovereign submerged land lease for the City of Marathon's largest boat ramp, WEC also inspected and assessed the existing conditions for the park's restroom facility, as well as seawall and dockage at the boat ramp, and based on assessment was able to provided the design of the FDEP permitted stormwater management facility, parking area and a rehabilitation of an existing restroom facility. Permitting of this facility took extensive coordination with the FDEP, the Army Corps of Engineers, the U.S. Coast Guard and the National Marine Sanctuary.

**LETTUCE LAKE BOAT RAMP—DESOTO COUNTY**

This project included a new double wide boat ramp including floating docks, parking, stormwater facilities and amenities. This ramp design is known as the easiest boater access in DeSoto County. WEC analyzed the available upland area and was able to make a long grade transitions from the uplands to the ramp slope. The gradual grade brakes to the 15° ramp slope make the approach smooth and easy set up to both lanes. To prevent damage from toe scour due to power loading, WEC extended the ramp under the mud line and support the toe of the ramp on pilings. A design method that has proved effective against cavities forming at the toe of the ramp. Permits were required from Army Corps and FDEP and the project was funded by FWC. Under separate work authorization, WEC design and provided CEI for a restroom facility in this park. Mike Giardullo is the Engineer of Record for the Design and Permitting. Tim McConaghy is the structural engineer. WEC also provided grant management, permit compliance and owner's representative services and provided construction engineering and inspection.



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## Tab IV: Project Control

## IV. Project Control

### A. Schedule

#### 1. Techniques planned to assure schedule is met

WEC has been involved in many similar projects in and around Charlotte County. The two main components that affect the schedule on a project like this are the permitting component and the FEMA involvement. WEC has developed an expertise in these areas as they relate to coastal projects and has developed proven strategies for success.

#### Expediting Permitting Processes

Typically, the longest review period for in-water work comes from the federal review by the Army Corps of Engineers. Where possible, projects may be able to avoid Army Corps Jurisdiction by avoiding surface water and wetland impacts; however, in this case, it is assumed that the Army Corps permitting will be required as the project will affect the mean high water line. Recently, WEC was successful at obtaining the seawall replacement permit for three locations within the nearby Live Oak Point Park project permitted by Army Corps in as few as 7 days. While this is atypical, there are numerous methods WEC has implemented in order to expedite the Army Corps review process.

- ◇ **Scheduling of pre-application early on in the design phase** – Currently Army Corps pre-app meetings are taking in excess of 1 month to schedule. Requesting these from day 1 will expedite the scheduling and the meeting will help bring the reviewer and the design team in coordination.
- ◇ **Understanding the requirements of the appropriate Nationwide Permit** – Nationwide permitting authorization may change over time, and it is important to understand the activities that are authorized under various permits. Examples pertinent to this project include
  - \* Limitations on the resulting modification to the mean high-water line by clearly demonstrating that the new seawall will be at the same location or if needed, within 18-inches waterward of the existing.
  - \* Limiting adverse effects to mangroves by specifying overstory trimming only and no proprop damage.
  - \* Implementation of adequate turbidity control and monitoring requirements into the Contract Plans.
- ◇ **Early submission of permit application** – Designs do not need to be at 60 to 90 percent detail level for Army Corps review and approval. Too much detail can bog down the review process. ACOE is not interested in much detail on the upland improvements, the reinforcing steel in the wall and cap, the seawall embedment or the tie back system. Basic plans showing the location of the wall in relation to the existing wall and MHWE and wetlands, the general type of seawall, mangrove trimming if needed and the allowable installation methods are typically sufficient. Special details can be developed around the 30% plan level to allow for submission of permit application earlier in the process than is often done.

This project will also require a permit from either the FDEP or SWFWMD. While these permits are subject to state mandated review times, much of the same strategies can be implemented to accelerate the permitting time frame. Early pre-application meeting, understanding the elements required for review, submission of permit applications early, coordination with Environmental Reviewers for the required site visit, and complete application packages are all strategies that aide in consolidating the review time of the project.

#### FEMA Involvement

Through 13 years of serving as DeSoto County's Engineering Consultant, Mike Giardullo and WEC have developed a unique understanding of the intricacies of FEMA funding projects. Recently, through post event coordination from Hurricane Irma, Hurricane Ian and Hurricane Idalia, WEC has developed a **working knowledge of FEMA processes**. From the day following Hurricane Ian, WEC staff assisted in staffing the County's EOC, provided **detailed damage assessments**, wrote mission requests, and coordinated with FEMA staff. Our team worked with FEMA to assist in emergency contracting of roadway bridge repairs. We then met with FEMA's PDGM and other representatives to perform site visits to agree to damage often coordinating with

representatives for the **mitigation** and helped get funding for numerous projects including roadway repairs, bridge repairs, culvert crossings, and building repairs. Over time we have worked with FEMA throughout the process to ensure the design efforts comply with their requirements, aiding in the procurement of contractors and documenting construction activities. To date, WEC has provided **Construction Management and CEI services for over 7.25 miles of seawalls replaced by the City of Punta Gorda**. One of our primary responsibilities is to ensure the required documentation is in place to **secure reimbursement from FEMA**. Weiler Engineering relies on communication and effective leadership to reach our goal of completing a project on time and within budget. Our project manager and project team are committed to using these tools to ensure the success of such projects.

The Bayshore at Live Oak Point Park Seawall project is comprised of multi-disciplinary tasks, civil engineering, surveying, structural design, and environmental consulting, that will need to be coordinated. We know and understand the need to carefully plan and keep the task schedule for sequencing in order to achieve a cohesive project. The importance of sequencing applies to both design and permitting and the construction schedule.

- ◇ **Kick off Meeting with Charlotte County & Stakeholders**- The first step we must take is to meet with Charlotte County to collaborate on a project schedule. During this meeting we will discuss the stakeholder's expectations, goals, budgets, permits, constraints, and any other factors or information our team needs to make this project successful. Once all parties convey all the peripheral elements of the project, we can begin to plan and implement a realistic and workable schedule. Effective project schedules are created by determining each task required for the project, what resources are necessary to complete the task and how to execute each task. The task list is then prioritized with the interdependencies between the tasks identified and documented within the proposed project schedule.

The initial schedule is an estimate which is continually updated as each task is completed and as information affecting the task completion dates is received. Our team for this project is built on the principle that each task group working will have responsibility in completing their portion of the task accurately and on time, but our team management is organized so that communication between work groups will be ongoing at every step. We will use the following direct control techniques to maintain the project schedule:

- ◇ **Progress Meetings with Charlotte County** - Charlotte County staff and our team will have appropriate planning and progress meetings to review the schedule, issues, calculations, plans, deliverables, permits, etc. The time, frequency, and place of these meetings will be determined when the initial project schedule is made and adjusted as needed. It is our experience that these meetings occur more frequently at project kick-off and towards the completion of the project. Minutes are kept and distributed with notes, statements, direction, and adjustments as needed.
- ◇ **Monthly Status Reports** - We will make it a priority to issue monthly progress reports with an updated project schedule, regardless of the amount of activity, to ensure open dialogue with the County and regulatory agencies. This technique will prove valuable to the County as they keep the residents and businesses in the area updated on the project status. The reports will include the status for each task and any issues that might be of concern for the overall schedule.
- ◇ **Simultaneous Scheduling** – Having a robust team of professionals and resources like ours; we propose to have teams working together including survey crews, experienced CAD teams, and will utilize simultaneous permitting applications in order to assure scheduling is on-point. Being able to take advantage of multi-tasking different disciplines in the early stages will save time when the project is near complete. Each task for this project requires a broad range of time for design and permitting. However, it is important to also make sure each step is completed in sync with the other tasks so no redesign or conflicts occur during the process.

- ◇ **Quality Control** - Our project teams have internal controls to keep the resources and goals of each project focused and scheduled. These reviews and meetings allow us to analyze each task and work out critical issues and constraints, and level or supplement resources. Senior professionals in the company conduct independent peer reviews and critiques.
- ◇ **Other Agency or Utilities Coordination** - Our team often works on projects in which coordination must be made with non-Charlotte County agencies and/or private utilities. Not coordinating with some of these entities can cause significant delays to a project. We will cross-coordinate with these entities to ensure no delays occur. We have the relationships (and contact information) with the field personnel and management of these entities and will maintain constant updating and contact throughout the project.

## ***2. Parties Responsible for Adherence to Schedule***

Our team has worked with Charlotte County on numerous projects and understands the needs and wants of the County. As the Project Manager between Charlotte County and the project team, Mike Giardullo will ensure these techniques are used in order to keep the project on schedule and on-task. Our philosophy is “say what you are going to do, do what you say”. Mike is regularly available, and in the event he is not, Ashlie Maberino will be available. We intend to meet our schedule, if any issues arise, such as permitting delays, we will be in immediate coordination with the County.

### **B. Cost**

#### ***1. What Control Techniques are Planned?***

As the Project Manager, Michael Giardullo will be responsible for cost control and will utilize his expertise on similar projects to ensure each task is completed and designed to the appropriate budget and scope. Cost control techniques utilized in project management by Weiler Engineering include:

- ◇ **Understanding of Scope** - The scope of services defines the County’s objectives and our services. In the scoping meeting, Michael Giardullo will work with the County to lay out the scope of work. This becomes the binding document upon which budget, schedule and quality are based. We will be monitoring the scope, which in turn means we will be monitoring costs and schedule.
- ◇ **Schedule** - The technique of controlling costs through the schedule is important. Time or cost constraints will not be allowed to compromise quality. Realistic schedules will allow WEC to manage resources and team members to address the project appropriately.
- ◇ **Cost Database** – WEC has designed numerous seawall projects within Charlotte County and the surrounding areas. Our most recent projects with Charlotte County include Harbor Heights Seawall Replacement and Live Oak Point Park. We have and continue to gather bid prices for projects in Charlotte County and surrounding areas to assist with providing an accurate cost estimate. We have started a cost data base that consists of these bid prices, FDOT historical costs, and RSMMeans data.
- ◇ **Past Experience and Alternative Methods** – WEC’s past experience with seawall repair projects include many projects throughout Charlotte County, surrounding counties, and the Florida Keys. We have provided design and estimates for different design alternatives for seawall repair projects including traditional concrete seawalls with tie backs, cantilevered concrete walls, steel sheet panels, and vinyl sheet panels. Our past experience has allowed us to develop strong working relationships with many local marine contractors. These relationships allow us to seek input on our designs for constructability and cost effectiveness from companies who install such seawall systems regularly.
- ◇ **Construction Management** - Strict quality control during design and accurate specifications are key factors in minimizing change order claims. To help maintain the contracted budget our Construction Manager and Inspector are experienced with current construction techniques and will assist in reviewing the project to identify any necessary design modifications. Each task member understands the importance of providing

high quality documents so there are not any issues during construction and no additional costs.

**2. Ability to Meet Project Cost Control**

The above cost control techniques will help our team stay within the negotiated cost for the design and permitting of the project as well as the construction budget. We take pride in our ability to fairly scope out a project, negotiate a fee, and stay within our budget to deliver the project to the expectations of the client. On occasion, there are projects which require a slight change in design direction once it has started due to unforeseen circumstances or to accommodate a stakeholder. Even during these types of changes, we have been able to accommodate the staff’s request at no additional design cost or change of scope for the project. Our team has performed projects for the County and other local government agencies utilizing these techniques successfully. Whether it was the Sunset Boulevard sidewalk and Marathon Boulevard pathway projects or the Loveland Boulevard Multi-use Pathway project; our team members have consistently demonstrated the ability to meet project cost controls while maintaining a high-quality project through design and construction.

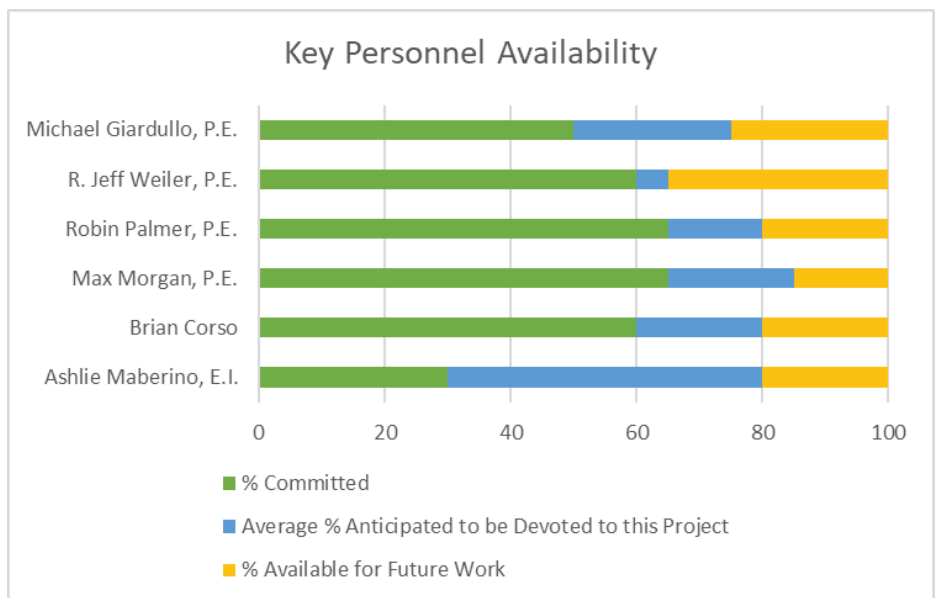
**C. Recent, current, and proposed workload**

Charlotte County has entrusted us with many projects, many of which the key project individuals are not engaging in heavy workload for example:

- \* Live Oak Point Park – 100% plans are complete. Project is waiting on FDOT air space agreement which is expected to go to the BOCC in September then final plans will be issued.
- \* William R. Gaines is an active project, but the design is complete. Phase 1 construction is complete, and Phase 2 will go sometime in the future.
- \* Harbor Heights Park Seawall – Design is complete. Minimal involvement from WEC during construction is anticipated.
- \* Darst Park Improvements – This project is currently in the final phases of design and permitting. Once the FDEP permit is obtained, 100% plans will be issued.

The timing for this project is perfect. We have the bandwidth to ensure the needs of the County and the residents that use Bayshore at Live Oak Point Park are met. The below chart depicts the availability of key staff members from WEC. In addition to the persons listed below, there is additional office staff available to complete the project within the allocated timeframe to maintain efficiency throughout the completion of the project.

Our team will devote the time needed to get this project done as fast as possible. There may be times when we need to focus 100% on this project like if we get an RAI, but generally, it will not take our team 100% of our day to complete. This project will not cause a work overload that would affect this project or our ability to handle current or future work.





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Tab V: Proposed Design  
Approach

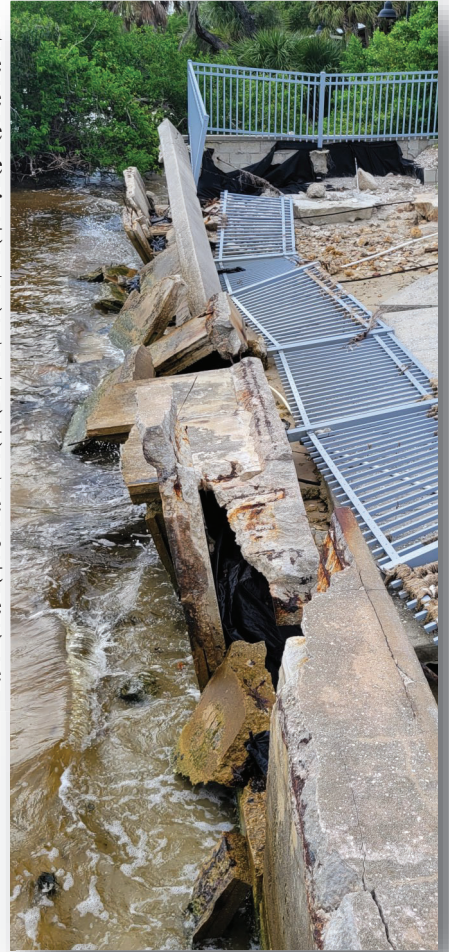
## V. APPROACH

### A. Design Methodology

WEC conducted a site visit on July 19th to investigate the extent of the damages. From this investigation, it appears that a combination of backside scour and wave action caused the spalled seawall to fail at places of excessive corrosion. A site specific design utilizing cantilever precast panels and a pour in place cap, can be used at this location to mitigate future damages. Admixtures or corrosion resistant reinforcing can be used to increase the life expectancy as well as adding riprap to the seaward face of the wall.

### Selection of Alternatives

WEC has experience is a wide array of seawall designs throughout south florida. In our 2,531 LF of seawalls designed within Charlotte Harbor and the Peace River, WEC has analyzed various technologies and selected the optimum alternative for each site location. Standard pre-cast concrete seawalls with poured in-place caps have been used on many projects. Some project utilize a more traditional concrete anchor (AKA deadman) while other projects like the City of Punta Gorda’s Hurricane Ian Seawall Replacement Project relies heavily on Mantaray anchors. WEC has also designed seawall to Army Corps of Engineers criteria without any tie back methods by using a cantilevered design on projects such as the Gilchrist Park Phase 2 Seawall and the FDOT funded Harbor West Zone 7 Project. Vinyl options have also been implemented where appropriate such as the Seawall Replacement at the Punta Gorda Waterfront Hotel which included a concrete cap and also on the Burnt Store Isles Lock Widening project where the vinyl seawall system designed required no concrete. Lastly, WEC has designed steel sheet piles for the Morgan Park Seawall project in DeSoto County and has utilized similar panels for the replacement of seawalls at Charlotte County’s Live Oak Point Park. While the Seawall at Bayshore Park is envisioned to be a more traditional pre-cast concrete panel alternative, it is important to note that every site has alternatives which may be evaluated, and WEC has local experience in a wide variety of materials and design methods.



### Local WEC Seawall Project Types

- \* Precast Concrete with Concrete Block Anchors (Deadmen)
- \* Precast Concrete with Manta Ray Anchors
- \* Precast Concrete with Helical Anchors
- \* Cantilevered Precast Concrete Panels without Tiebacks

- \* Steel Sheet Piles
- \* Vinyl Sheet Piles with Concrete Caps
- \* Vinyl Sheet Piles with Composite Waler Systems

For this project, WEC anticipates focusing on a precast concrete panel with either concrete anchors or the cantilevered option. Often times, the cantilevered option may be more cost effective when considering upland impacts as well as the required embedment depth needed for the expected toe scouring from hurricane events. The benefit to the cantilever design is that there is no exposed steel tieback to deteriorate. If the tie back system is a more cost-effective approach, measures to protect against corrosion of the buried tie rods such as epoxy coating, use of MMFX (AKA ChromX) rebar, poly wrapped or PVC sleeved rebar will be incorporated into the design to increase longevity.

### **Local Seawalls With Railing**

WEC has also provided the design of numerous seawalls which contained upland sidewalks and multi-use paths. Often these designs require the addition of an upland guardrail such as the Harborwalk around the Punta Gorda Waterfront Hotel, the Harborwalk under the US 41 Southbound Bridge, Ponce De Leon Park Seawall and Fishing Pier Repairs and the Live Oak Point Seawall Repairs. In guardrail systems, it is important to understand the effects of saltwater spray on the materials as these components will receive regular exposure. WEC has evaluated the performance of railings in marine environments on many projects and will assist in the selection of a product that is both visually appealing and environmentally appropriate. It is also important to select guardrails which are ADA compliant where appropriate and have a mounting system similar to an FDOT guardrail which does not protrude into the path of travel.

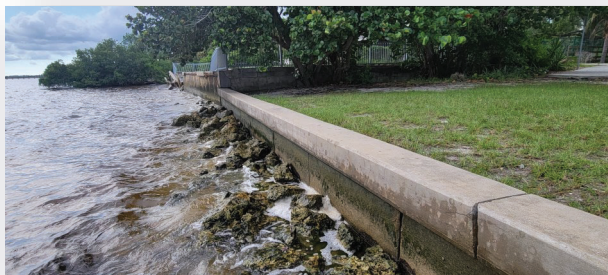
### **Walkway Experience**

WEC has been responsible for the design of numerous walkways adjacent to seawalls. The team presented herein has been responsible for the City of Punta Gorda's Harborwalk West Project from the Charlotte Harbor Event Center to the Punta Gorda Boat Club including segments under the US 41 Bridge and around the Punta Gorda Water Front Hotel, the repairs of walkways and seawalls at Charlotte County's Live Oak Point Park, Ponce De Leon Park in Punta Gorda and numerous resort projects including the Perry Hotel and Marina in Key West and Ocean's Edge Resort and Marina in Key West. Through these experiences WEC has provided a variety of designs including walks that are monolithic with the caps, adjacent walks with expansion material in cold joints, and separated walks from the cap. WEC will evaluate site conditions and work with the County to provide the ideal walk layout for this project. The design will focus on aesthetics as well as ease of maintenance.

### **Phasing**

This project is only anticipated to include 150 LF of seawall which has been damaged through past storm events, however the Bayshore Park area has additional shoreline which may need replacement in the future. The County may recognize cost saving efforts for future projects through this project. For example:

- \* Additional Geotech boring can be taken outside of the limits of this project for use in future projects.
- \* The site-specific seawall details will easily be modified to apply to nearby areas.
- \* The extent of the project will allow for future extension of the seawall within our unsightly transitions or weak spots.



**B. Anticipated Problems**

WEC’s experience in seawall design will significantly limit any unforeseen problems that may arise during the design effort. As with any project, there may be unexpected issues that arise during design and permitting. Fortunately, WEC has dealt with similar issues on other projects and has developed ways to mitigate project impacts:

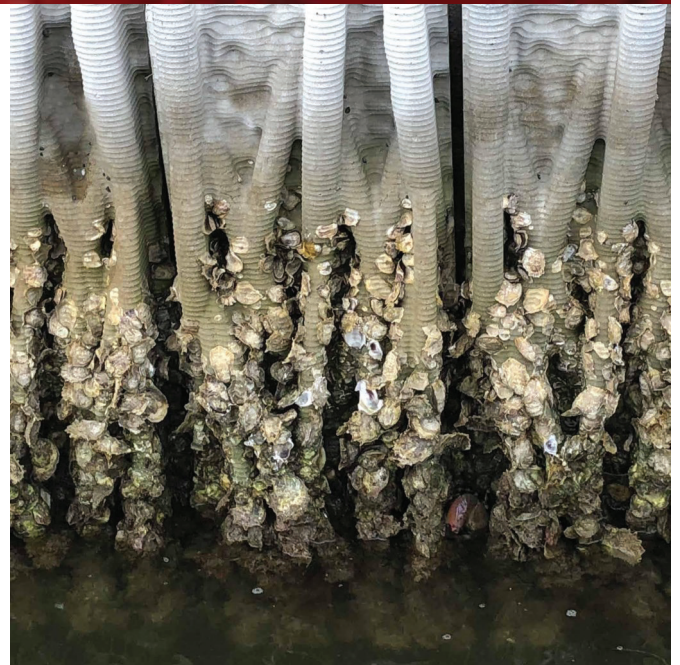
WEC has not only been responsible for the design and permitting of miles of seawalls in South Florida, we have also gained invaluable insight in seawall failures through evaluations of existing seawalls for clients such as the Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission and Charlotte County. We have performed similar services for resort clients such as the Indigo Reef Resort in Marathon, The Perry Hotel and Marina in Key West and Ocean’s Edge Resort and Marina in Key West. On these projects we have often used dive inspections and provided cost analysis and design of repairs or replacement. These projects were performed by the same design team presented here and have gained us insight into providing a more robust seawall system capable of withstanding storm events in open water locations.

<b>Problem</b>	<b>Solution</b>
Permitting Delays	Early Coordination
	Understanding Nationwide Limitations (see “Expediting Permitting Processes” discussion in Project Control
Material Availability Issues	Understanding FEMA Build America Buy America requirements as part of the design
	Researching any unique products through design level
Need of Specialized Equipment	Limiting need for equipment that many bidders may not have or that increase project cost. For example, reduction of panel width in design as length and thickness increase
Damage Due to Wave Action and Exposure	WEC includes an analysis of wave action and toe/heel side scouring as part of the design using resources us AASHTO’s Load and Resistance Factor Design and the Army Corps of Engineer’s Design of Coastal Revetments, Seawalls and Bulkheads. WEC seawall design have been scrutinized by FDOT as the funding agency and property owner and evaluated in use of letter of map revision to modify flood zones
Settlement Post Construction	This is of particular importance on projects with immediate upland walks. Typically settle is due to beaches at panel seams, weep holes or through improper compaction. WEC has developed details which limit the possibility of settlement and is available during construction to ensure that walls are being constructed correctly.
Delays in FEMA Reimbursement	WEC has been involved in all aspects of FEMA funded project and will ensure design documents are compliant. We are also available to assist with the documentation needed for reimbursement as we have done for DeSoto County and Punta Gorda.

**C. Innovative Approaches**

Environmental Design

Through our work on the Harbor Heights Seawall, we have worked closely with the County’s sole source vendor for mangrove veneer panels (Mangrove Reef Wall, LLC). Through that experience we gained a working understanding on the size of the veneer panels for a given exposure height, the width of the veneer based on the width of the seawall panels and the method of attachment for long term connection without damage of the seawall panels. This design approach or other similar habitat panel will be incorporated in the design.



#### Cantilevered Wall Design or Tie Back Protection

From our experience, the first point of failure in older seawalls is often a result of corrosion of the tie back rod. Unfortunately, this component of the seawall system is the only steel member which is not encased in concrete but is also not visible to analyze problems once the initial construction is complete. The cantilevered option may be more cost effective when considering upland impacts as well as the required embedment depth needed for the expected toe scouring from hurricane events. The benefit to the cantilever design is that there is no steel which is not encased in concrete like a deadman anchor where the steel tie rod is often exposed to ground and is not visible post construction. If a tie back system is a more cost-effective approach, measures to protect against corrosion of the buried tie rods such as epoxy coating, use of MMFX (AKA ChromX) rebar, poly wrapped, or PVC sleeved rebar will be incorporated into the design.

#### Unique Seawall Design

Due to the open water exposure location of this project, the design will be different than what is typically performed for a resident canal in Charlotte County. Understanding the different impacts from storm events is critical for the design engineer. The seawall designed as part of the Harborwalk West Zone 7 Project was funded by the Florida Department of Environmental Protection and was heavily scrutinized by through their ERC process. Ultimately the panel wound up thicker and deeper than the typical seawall panels found in many canal systems in Charlotte County due to their exposure to the open water of Charlotte Harbor the design based on expected impacts from wave action and scouring from hurricane events. The panel size width was reduced to 3' to reduce the overall weight of the panel so that it could be handled without specialized equipment. 3/4" tubing for pile jetting was incorporated into the design to facilitate installation and achievement of embedment depth. An underdrain system with well casing was used to relieve hydrostatic pressure through weep holes and drain the required grass area between the Harborwalk and elevated cap. The bottoms of the panels were also designed with 10" x 10" corner clips to reduce friction during setting. Many of these design components may be applicable to this project. The site specific Geotech data obtained will drive the design.

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Tab VI: Similar Projects

## VI. Present Examples of Recently Accomplished Similar Projects

### A. Describe the project to demonstrate:

Throughout this RFP response WEC has referenced many examples of similar work performed for marine and seawall and projects involving construction managers at risk and grant funded projects. Please refer to Section III for specific projects and descriptions. Please also refer to Section VII for additional projects.

#### 1. Schedule Control and Cost Control

The Sombrero Beach Road project offers an example of a project which required a challenging schedule in order to meet FDOT LAP funding deadlines and requirements. In order to meet the deadlines, WEC staff began the project by identifying crucial submittal deadlines and establishing a 4-5 day period prior to the deadline for completion of internal design and review processes. The early internal deadlines allowed additional time for any final value engineering that might be needed, or simply to submit the project early and advance the overall schedule. By advancing the schedule, we were able to help Marathon publicize bid documents, select a contractor, and kick-off construction prior to the rainy season months of late summer.

Cost control can come in two forms, on the design expenses or construction side. As a local consultant with over 75% of employees who live and pay taxes in Charlotte County, we understand the County's charge to reduce or eliminate change orders. This applies to both the design and construction side. At WEC, we monitor estimated costs at every step of the process to ensure we remain on target to the client's budget. In a recent example with Charlotte County, Veteran's Memorial Park at G.C. Herring Park, WEC worked with the County and designated Contractor to establish a design-build project. By incorporating all parties from the beginning WEC was able to determine with the Contractor, an accurate estimated cost for construction. By doing so we are able to determine which amenities could be constructed while still providing an overall sense of being for the remembrance of the local fallen soldiers. This project was a huge success for WEC, the Contractor, the County, and the local Veteran's.

Our experienced team employs value engineering techniques throughout project development and construction management. For example, WEC provided alternative materials and design elements for the Harborwalk project in Punta Gorda. This allowed the City to receive alternate bids and select which item they preferred depending on benefit-cost review. This flexibility in the construction documents for materials and construction technique allowed for the contractor to utilize creativity in their bid to achieve cost savings in bidding and time savings in schedule. The decision for flexibility in the construction material was determined during the initial scoping meeting and carried throughout the design phase.

#### 2. Construction problems and means taken to solve.

On rare occasions and despite our best efforts, unforeseen conditions may arise. As a leader in CEI services, WEC staff has been involved with every facet of construction. Our current team includes Michael Giardullo, P.E. and John Meneely who has held the role as construction inspector for over 20 years and is highly qualified for seawall inspections. Each of our team members have faced and successfully addressed adversity during construction of major projects.

One example includes the City of Punta Gorda– Harborwalk Zone 7 which was recently constructed and was completed with total change orders of less than 3% of the project budget. During construction of the crosswalks the contractor located abandoned utility pipes that were over 100 years old and had no current as-built records. WEC assisted the City in negotiating the contractors fee for removal of such pipes to reduce the total change orders significantly. WEC also provided redesign of one crosswalk at no cost in order to help lower the cost of the change order for the City.

### 3. Any additional construction costs caused by design deficiencies, not program changes.

WEC has not been party to any claims or design deficiencies related to our projects. Many of our projects receive program changes based on cost-savings options that have been identified throughout the design phase or owner elected changes to additional improvement when surplus funding is available.

### 4. Projects delivering seawalls.

WEC has completed the design and permitting for many seawalls in Florida and understands the obstacles to overcome to complete the design. Below is a list of some recent seawall projects or projects with a seawall component completed or in current design by WEC.

- Darst Park Seawall Replacement – Port Charlotte, FL
- Liverpool Boat Ramp and Seawall – Arcadia, FL
- Harbor Walk West Zone 7 Seawall – Punta Gorda, FL
- Harbor Walk West Phase 2A Seawall – Punta Gorda, FL
- Harbor Walk in Gilchrist Park Small Vessel Launch and Seawall – Punta Gorda, FL
- Harbor Walk under US 41 South Bridge and Seawall – Punta Gorda, FL
- Harbor Walk at Punta Gorda Waterfront Hotel and Seawall – Punta Gorda, FL
- Indigo Reef Resort Seawall Repairs – Marathon, FL
- Boat House and Coral Lagoon Resort Seawall Repairs – Marathon, FL
- EL Mar RV Resort Seawall – Stock Island
- Morgan Park Sheet Pile Shoreline Stabilization – Arcadia, FL
- Ponce De Leon Park Seawall Repairs – Punta Gorda, FL
- Harbor Heights Seawall Replacement – Punta Gorda, FL
- Anne’s Beach Boardwalk and Bulkhead Wall – Islamorada, FL
- Stock Island Marina Village Seawall Assessment and Repairs – Stock Island, FL
- Ocean’s Edge Resort Seawall Repairs – Stock Island
- Veterans Memorial Park Boat Ramp and Seawall – Arcadia, FL
- Isla Bella Beach Resort Seawall Repairs – Marathon, FL
- Live Oak Point Seawall Assessment – Port Charlotte, FL
- Nocatee Boat Ramp Seawall Repairs- Nocatee, FL
- Burnt Store Isle Lock Seawall- Punta Gorda, FL
- 33<sup>rd</sup> St. Boat Ramp & Dock, Marathon, FL
- Fiesta Key Marina, Layton, FL

The above list of seawall projects are just a sampling of recently completed or ongoing projects. Most importantly all the projects list above were performed by the same key personnel proposed for this RFP. The vast majority have been managed by our proposed project manager, Mike Giardullo, P.E.

The exhibit on the following page shows the location of the previous experience with similar scopes of work along with the Bayshore Park project location. Mike Giardullo, P.E., was the project manager and engineer of record for all of these project. WEC’s nearby office location is also depicted.



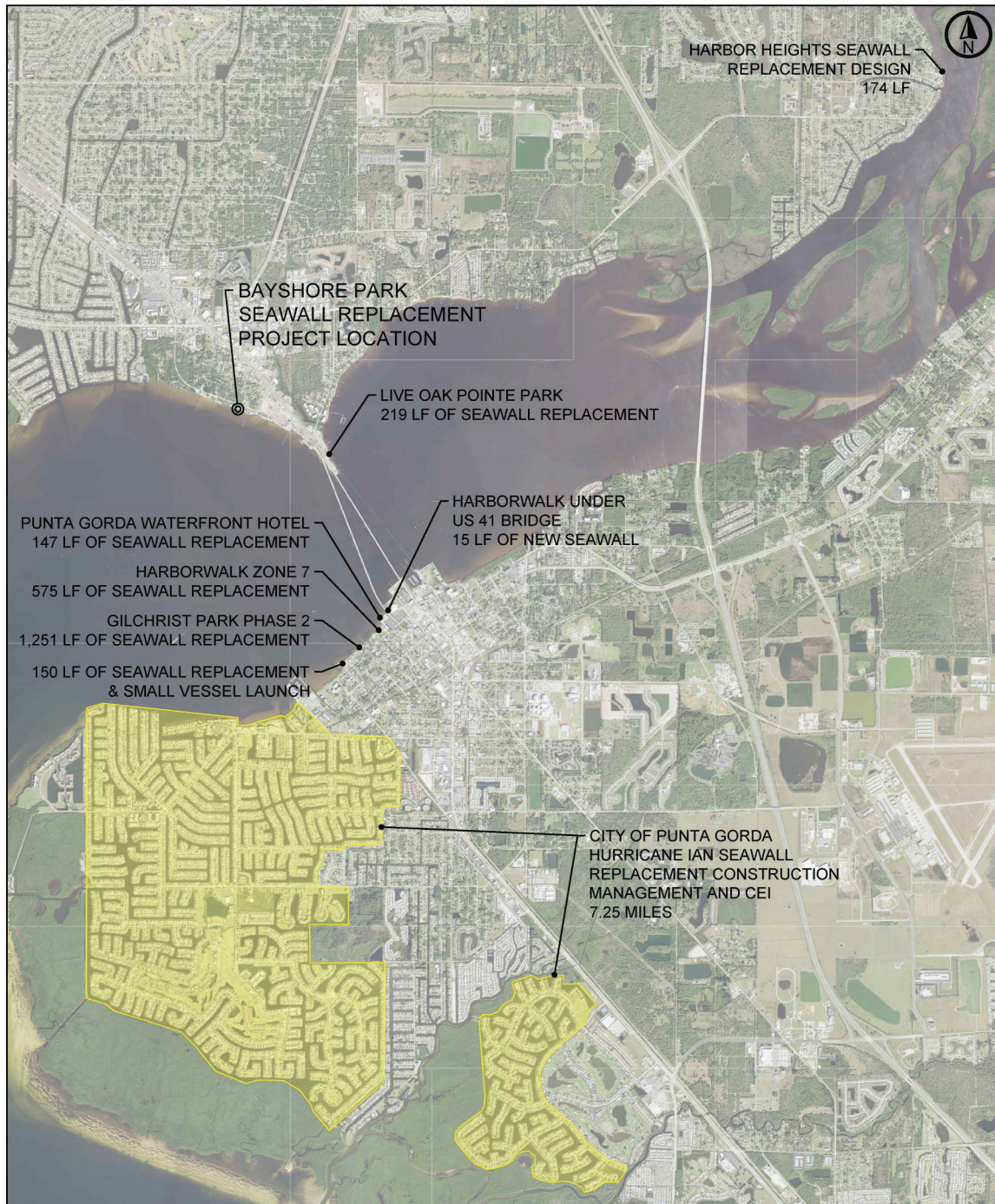


Figure 1: Seawall Replacement Projects in the Surrounding Area Completed by WEC

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Tab VII: EXPERIENCE  
AND CAPABILITIES

## VII. Describe your experience and capabilities in the following areas:

### A. Value Engineering

WEC employs value engineering to every aspect of the approach for a project. WEC believes that being able to provide cost saving alternatives for the client is the most important aspect of the design process. WEC understands that quality should never be sacrificed when there is a goal in mind but with the combined experience of the team, WEC staff is always able to curate a design that takes into account all aspects of the client's vision while staying within budget and providing cost saving solutions if any issues arise.

The following is a small summary of recent experiences with cost analysis for seawall projects:

- \* Charlotte County's Live Oak Point seawall assessment – WEC provided alternatives for seawall repairs with cost estimates.
- \* Charlotte County's Darst Park – WEC just submitted 60% documents which include multiple types of seawalls within the project area for cost benefit.
- \* DeSoto County Nocatee Boat Ramp Seawall Repair – WEC analyzed shoreline stabilization alternatives to repair damage caused by Hurricane Ian and utilized a steel sheet pile option.
- \* Punta Gorda Burnt Store Lock widening – WEC was responsible for preliminary cost analysis and selected a vinyl wall with plate tie backs due to available working room and ease of access.
- \* Ocean's Edge Resort – WEC reviewed dive photos and provided a cost effective toe wall design using vinyl panels and flowable fill in order to resolve voids and protect the wall.

### B. Cost Analysis and Control

WEC works well under the current Charlotte County format, which includes working with the County's Construction Manager at Risk. Our proposed staff worked under similar conditions during the Veterans Park design. During the design for the Veterans Memorial Park, we coordinated with the CM and staff on regular updates to costs and timing for permitting. The costs were an important control factor due to the limited budget. Throughout the project, WEC staff, County staff, and the CM identified issues, worked through alternative methods and materials, and came to agreement on the final product, which was delivered under budget.

In addition to working with the CM and identifying potential savings throughout design, WEC provides a particular focus on life-cycle cost analysis on every project. Cheaper is not always better. In harsh environments and conditions, consideration of materials is a critical component of design. Extending the life-cycle of a project as a means of reducing maintenance costs is a high priority for our staff. Our experience in salt water and environmentally sensitive conditions provides us the experience to work with the staff and identify materials that truly work. This approach works well with the County's facilities plan and will produce a more cost-effective project over its life. This approach has been applied to many projects, including our Stock Island Marina Village redevelopment, Kiwanis Park, Harbour Heights Seawall Replacement, Punta Gorda's Harborwalk, and numerous other examples. It is a standard practice during our design efforts.

WEC will assign Hyatt Surveying to start surveying the project site as one of the first tasks.

### C. Life Cycle Cost Analysis

WEC pairs the necessity for value engineering with the materials chosen for a project. Typically, the most important factor in determining Life Cycle Cost analysis is the position of the client and relation to the project. It is common that some materials are more beneficial to use in some areas rather than others. When choosing a material, WEC will weigh the desired result of the project with the location, cost, and longevity of the material.

WEC is currently working with FDEP on many projects that require weighing the longevity of a product versus the cost. Some recent FDEP projects involving life cycle cost analysis include:

- \* Brigg's Boardwalk Replacement- WEC provided design alternatives for materials for the replacement of a 1/2mi long boardwalk through wetlands with cost estimate and life expectancy information for the client to make the best decision for their project. WEC analyzed the material

suitability as well as construction methods for this environmentally sensitive project. This project is at the 60% design phase.

- \* Little Manatee State Park Water Treatment System Repair/Replacement- WEC assisted the FDEP a life cycle analysis on their existing potable water treatment system through cost comparisons and life expectancy for the hydropneumatic tank, storage tank, and aerator. The design process is complete and awaiting construction.
- \* Collier-Seminole State Park- WEC assisted the FDEP with a structural analysis on the existing boat basin seawall as well as a new dock, fishing platform, and ADA accessible kayak launch. WEC provided a life cycle analysis on the seawall to determine if repair or replacement was required. Design and construction have been completed on this project.
- \* Lignumvitae Key Botanical Gardens State Park- WEC provided several cost estimates for repair work to an existing dock that was damaged during Hurricane Irma. WEC was able to help the FDEP select the most cost effective repair process as well as selecting materials that would have longevity in the coastal setting. The design and construction are completed for this project.
- \* John Pennekamp Coral Reef State Park- WEC assisted the FDEP with evaluating an existing coastal restroom with extensive concrete spalling damage. WEC created a life cycle analysis for the restroom to assist the FDEP in whether or not to repair or replace the structure. The design portion of this project is complete and awaiting construction.

#### D. Environmental Assessment

Robin Palmer, P.E. will be heading the environmental assessments necessary for this project. WEC has is currently waiting on the final permits for the Live oak Point Park Improvements project on the northbound side of the US41 Bridge. This recent project has given provided us with what information the regulatory agencies are going to require. INC. would consult on the issue accordingly and aid the client in the next steps on how to proceed.

#### E. Permitting for Charlotte County

WEC has extensive experience with permitting projects in Charlotte County. This includes both public and private projects. Recent permitting of similar projects includes William R. Gaines Jr. Veterans Memorial Park Boardwalks, Live Oak Point Park Improvements, Harbor Heights Seawall Replacement, Harbor Heights Boat Ramp, Harbor Heights Park redesign, Veterans Park in Rotonda, and Charlotte Harbor Culvert replacement project. All permitting was completed without issue. Our public and private experience make us familiar with the DRC and County review process.

This project demands substantial environmental permitting experience. Many of our projects required consideration and preservation of important physical and environmental features. Critical items such as ensuring Best Management Practices are adhered to is one example of small steps that make a large impact. WEC also has a substantial environmental permitting track record in Charlotte County. A past project includes the Live Oak Point Park Improvements project on behalf of Charlotte County. WEC provided an in-depth assessment for the park in 2022 and is currently waiting on final permits to issue 100% plans. WEC was responsible for conducting meetings with SWFWMD, FDOT, FPL, and the Army Corp. of Engineers to establish the requirements for our specific projects to head off any unnecessary comments during the review. Other projects include:

Kiwanis Park was a similar project that required consideration of wetlands and native flora and fauna. As part of our task, WEC inspectors supervised the installation of native plants to supplement the wetlands that were impacted by the repair and replacement of the boardwalk improvements. WEC staff permitted the project through the County and SWFWMD. Also, WEC is currently working on the William R. Gaines Veterans Memorial Park project that entails the construction of mulch trails and boardwalks through wetlands. WEC is in the permitting process with SWFWMD and ACOE.

### F. Specialized Marine/ Coastal Experience

Throughout this proposal, WEC has highlighted a wide variety of marine and coastal projects. In addition to seawalls, WEC has experience in many different types of marine projects. Below is short summary of the many project types each containing their own unique design and permitting challenges. All of these projects were handled by Michael Giardullo, P.E., our proposed project manager, and the other individuals proposed for this project.

- \* New Seawalls – DeSoto Morgan Park Steel Seawall Shoreline Stabilization and El Mar RV Resort on Stock Island
- \* Seawall Replacement - Punta Gorda Harborwalk Phase 2 Seawall Replacement and Punta Gorda Zone 7 Harborwalk Seawall Replacement
- \* Seawall Repair – Ocean’s Edge Resort on Stock Island and Indigo Reef Resort in Marathon
- \* New Boat Ramps – DeSoto Veterans Memorial Park Boat Ramp and City of Marathon 33<sup>rd</sup> Street Boat Ramp
- \* Boat Ramp Replacement – Charlotte County Harbor Heights Boat Ramp and DeSoto County Lettuce Lake Boat Ramp
- \* Mooring Fields – City of Punta Gorda East Mooring Field
- \* Docking Facilities – Charlotte County Harbor Heights Day Docks and Stock Island Marina Village 363 Slip Marina
- \* Beach Restoration – City of Marathon Sombrero Beach Restoration and City of Marathon Coco Plum Beach Restoration
- \* Fishing Piers – City of Punta Gorda Gilchrist Park Fishing Pier and City of Punta Gorda Ponce De Leon Park Fishing Piers.
- \* Mitigation of Wetland Impacts – Charlotte County William R. Gaines Veterans Memorial Trail and Boardwalk and Gordon Drive Residential Mangrove Removal.

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

WEC focuses on serving a variety of local and state agencies. WEC has completed over 50 state park projects for the Florida Department of Environmental Protection through an ongoing services agreement over the past 10 years. WEC continues this relationship due to a track record of quality and on-time performance. The majority of these projects include coastal improvements, and many include in-water work. Also at the state level, WEC was recently awarded a continuing services contract with the Florida Fish and Wildlife Conservation Commission.

Locally, WEC has been serving Charlotte County for over 20 years and had demonstrated exceptional performance for a variety of projects for the Community Services Department as well as the Public Works Department. WEC has performed ongoing work for the City of Punta Gorda since 2008 and has also served as DeSoto County’s Engineer since 2011. Ongoing relationships have been maintained with numerous other Cities and County. WEC’s primary focus is in Southwest Florida and our method of earning new projects is through pleasing our clients on their current projects. Charlotte County is one of our most important clients and we look forward to continuing our relationship.

Lastly, WEC has extensive experience with all aspects of grant funded projects. WEC has written countless grants applications, provided grand support in the form of grant management and compliance specialist services, assisted in the reimbursement projects, and performed grant close out. Some examples of recent grants include Community Development Block Grants, FWC Boater Improvement Fund Program, FDEP Clean Vessel Act Grant, National Conservation Resources Commission Grants, FEMA reimbursement eligible activities, Charlotte County Marine Advisory Committee grant, multiple FDOT grants include Local Agency Program, Small County Outreach Program and Small County Road Assistance Program plus many other local, state and federal grant programs. As with all grant projects, understanding and adhering to grant requirements is paramount. WEC has documented compliance with the grant requirements throughout all phases of the projects.

Insert Tab  
Tab VIII—XI: Volume of  
Work—MINORITY  
BUSINESS

## VIII. Volume of Work

Weiler Engineering's total amount of payments received from the County within the past 24 months: \$573,147

### Section IX. Location

WEC's corporate office is located at 201 W. Marion Avenue, Suite 1306, Punta Gorda, FL. We currently have twenty (20) employees in our Punta Gorda office, sixteen (16) of whom live within the three-county local service area (94%).

### SECTION X. Litigation

The Weiler Engineering Corporation has not been involved in any litigation relevant to the proposed project in the last 5 years.

### Section XI. Minority Business

WEC is not a minority business. Our sub-consultant, Tierra, Inc., is a minority business. CHW is not a minority business.

**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
	Michael J. Giardullo, P.E. - Project Manager	18	Punta Gorda	Punta Gorda	Punta Gorda
	R. Jeff Weiler, P.E. - Principal in Charge/ QA/QC	31	Punta Gorda	Punta Gorda	Punta Gorda
	Brian Corso - Structural Department Manager	9	Punta Gorda	Punta Gorda	Punta Gorda
	Max Morgan, P.E. - Structural Engineer	6	Punta Gorda	Punta Gorda	Punta Gorda
	Robin C. Palmer, P.E. - Environmental Engineer	10	Punta Gorda	Punta Gorda	Punta Gorda
	Ashlie Maberino, E.I - Design Engineer	6	Punta Gorda	Punta Gorda	North Port
<b>2.</b>	<b>Magnitude of Company Operations</b>				
	A) Total professional services fees received within last 24 months:			\$ 14,891,184.52	
	B) Number of similar projects started within last 24 months:			3	
	C) Largest single project to date:			\$11,000,000	
<b>3.</b>	<b>Magnitude of Charlotte County Projects</b>				
	A) Number of current or scheduled County Projects			13	
	B) Payments received from the County over the past 24 months (based upon executed contracts with the County).			\$ 601,050.21	
<b>4.</b>	<b>Sub-Consultant(s)</b> (if applicable)	<b>Location</b>	<b>% of Work to be Provided</b>	<b>Services to be Provided</b>	
	Tierra, Inc.	Tampa	5	Geotechnical Engineering	
	CHW	Alachua	5	Surveying	
<b>5.</b>	<b>Disclosure of interest or involvement:</b> 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 N/A	Address N/A			
	Phone # N/A	Contact Name N/A			
	Start Date N/A	Ending Date N/A			
	Project Name/Description N/A				

NAME OF FIRM \_\_\_\_\_  
(This form must be completed and returned)





**DRUG FREE WORKPLACE FORM**

The undersigned vendor in accordance with Florida Statute 287.087 hereby certifies that The Weiler Engineering Corporation  
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

\_\_\_\_\_  
Date

**END OF PART V**

**(This form must be completed & 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.

\_\_\_\_\_  
Date

R. Jeff Weiler  
\_\_\_\_\_  
Type or Print Name

\_\_\_\_\_  
Signature

President  
\_\_\_\_\_  
Title



**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

## **BLANKET ADDITIONAL INSURED**

This endorsement modifies insurance provided under the following:

### **COMMERCIAL GENERAL LIABILITY COVERAGE PART**

**A. Under SECTION II - WHO IS AN INSURED** is amended. The following provision is added. A person or organization is an Additional Insured, only with respect to liability caused, in whole or in part, by "your work" for that Additional Insured by or for you:

1. If required in a written contract or agreement; or
2. If required by an oral contract or agreement only if a Certificate of Insurance was issued prior to the loss indicating that the person or organization was an Additional Insured.

**B. SECTION III - LIMITS OF INSURANCE** is amended. The following provision is added. The limits of liability for the Additional Insured are those specified in the written contract or agreement between the insured and the owner, lessee or contractor or those specified in the Certificate of Insurance, if an oral contract or agreement, not to exceed the limits provided in this policy. These limits are inclusive of and not in addition to the limits of insurance shown in the Declarations.

**C. SECTION IV - COMMERCIAL GENERAL LIABILITY CONDITIONS** is amended.

1. The following condition is added to **4. Other Insurance**.

This insurance is primary for the Additional Insured, but only with respect to liability caused,

in whole or in part, by "your work" for that Additional Insured by or for you. Other insurance available to the Additional Insured will apply as excess insurance and not contribute as primary insurance to the insurance provided by this endorsement.

2. The following condition is added.

#### **Other Additional Insured Coverage Issued By Us**

If this policy provides coverage for the same loss to any Additional Insured specifically shown as an Additional Insured in another endorsement to this policy, our maximum limit of insurance under this endorsement and any other endorsement shall not exceed the limit of insurance in the written contract or agreement between the insured and the owner, lessee or contractor, or the limits provided in this policy, whichever is less. Our maximum limit of insurance arising out of an "occurrence", shall not exceed the limit of insurance shown in the Declarations, regardless of the number of insureds or Additional Insureds.

All other policy terms and conditions apply.

- (b) In an oral contract or agreement, executed prior to loss, to name as an additional insured only if a Certificate of Insurance was issued prior to loss indicating that the person or organization was an additional insured.
- (2) This provision applies only with respect to liability for:
- "Bodily injury";
  - "Property damage"; or
  - "Personal and advertising injury" caused in whole or in part, by your maintenance, operation or use of equipment leased to you by such person or organization.
- b. With respect to the insurance afforded to an additional insured, this insurance does not apply to any "occurrence" which takes place after the equipment lease expires.
- c. **SECTION III - LIMITS OF INSURANCE** is amended. The following provision is added for purposes of this endorsement only. The Limits of Insurance for the additional insured are those specified in the written contract or agreement between the insured and the lessor, not to exceed the limits provided in this policy. These limits are inclusive of and not in addition to the Limits of Insurance shown in the Declarations.
- 9. BLANKET ADDITIONAL INSURED - MANAGERS OR LESSORS OF PREMISES**
- a. **SECTION II - WHO IS AN INSURED** is amended to include as an additional insured any person or organization with whom you have agreed:
- In a written contract or agreement, executed prior to loss, to name as an additional insured; or
  - In an oral contract or agreement, executed prior to loss, to name as an additional insured only if a Certificate of Insurance was issued prior to loss indicating that the person or organization was an additional insured
- but only with respect to liability arising out of the ownership, maintenance or use of that part of the premises leased to you.
- b. This provision is subject to the following additional exclusions.
- Any "occurrence" which takes place after you cease to be a tenant in that premises.
  - Structural alterations, new construction or demolition operations performed by or on behalf of the additional insured.
- c. **SECTION III - LIMITS OF INSURANCE** is amended. The following provision is added for purposes of this endorsement only. The Limits of Insurance for the additional insured are those specified in the written contract or agreement between the insured and the manager or lessor of the premises, not to exceed the limits provided in this policy. These limits are inclusive of and not in addition to the Limits of Insurance shown in the Declarations.
- 10. NEWLY FORMED OR ACQUIRED ORGANIZATIONS**
- SECTION II - WHO IS AN INSURED** is amended. Paragraph 3. is deleted and replaced by the following paragraph.
3. Any organization you newly acquire or form, other than a partnership, joint venture or limited liability company, and over which you maintain ownership or majority interest, will qualify as a Named Insured if there is no other similar insurance available to that organization. However:
- Coverage under this provision is afforded only until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier;
  - Coverage A does not apply to "bodily injury" or "property damage" that occurred before you acquired or formed the organization; and
  - Coverage B does not apply to "personal and advertising injury" arising out of an offense committed before you acquired or formed the organization.
- No person or organization is an insured with respect to the conduct of any current or past partnership, joint venture or limited liability company that is not shown as a Named Insured in the Declarations.
- 11. BLANKET WAIVER OF SUBROGATION**
- SECTION IV - COMMERCIAL GENERAL LIABILITY CONDITIONS** is amended. The following provision is added to **8. Transfer Of Rights Of Recovery Against Others To Us**. When you have agreed to waive your right of subrogation in a written contract, executed prior to loss, with any person or organization, we waive any right of recovery we may have against such person or organization because of payments we make for injury or damage arising out of your ongoing operations or "your work" done under a contract with that person or organization and included in the "products-completed operations hazard".

All other policy terms and conditions apply.

58504 (1-15)

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

## DESIGNATED INSURED FOR COVERED AUTOS LIABILITY COVERAGE - BLANKET COVERAGE

This endorsement modifies insurance provided under the following:

COMMERCIAL AUTO POLICY

**SECTION II - COVERED AUTOS LIABILITY COVERAGE** is amended. The following provision is added. Any person or organization is an **insured** for Covered Autos Liability Coverage, but only to the extent that

person or organization qualifies as an **insured** under **SECTION II - COVERED AUTOS LIABILITY COVERAGE, A. COVERAGE, 1. Who Is An Insured.**

All other policy terms and conditions apply.

58504 (1-15)

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Page 1 of 1

58583 (1-15)

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

## WAIVER OF OUR RIGHT TO RECOVER PAYMENTS (WAIVER OF SUBROGATION) - BLANKET

This endorsement modifies insurance provided under the following:

COMMERCIAL AUTO POLICY

**SECTION V CONDITIONS, A. LOSS CONDITIONS** is amended. **5. Our Right to Recover Payments** is deleted and replaced by the following condition.

**5. Our Right to Recover Payments**

If **we** make a payment under this policy and the person to or for whom payment is made has a right to recover damages from another, **we** will be entitled to that right. That person shall do everything necessary to transfer that right to **us** and do nothing to prejudice it.

However, **we** waive **our** right to recover payments made for **bodily injury** or **property damage**:

- a. Covered by the policy; and
- b. Arising out of the operation of **autos** covered by the policy, in accordance with the terms and conditions of a written contract between **you** and such person or entity

only if such rights have been waived by the written contract prior to the **accident** or **loss** which caused the **bodily injury** or **property damage**.

All other policy terms and conditions apply.

58583 (1-15)

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Page 1 of 1



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
07/30/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> Lockton Companies for CoAdvantage 444 West 47th Street #900 Kansas City, MO 64112	<b>CONTACT NAME:</b> PHONE (A/C, No, Ext): (866) 854-5423 FAX (A/C, No): E-MAIL ADDRESS: coi@coadvantage.com
	<b>INSURER(S) AFFORDING COVERAGE</b> <b>NAIC #</b> INSURER A: American Zurich Insurance Company      40142
<b>INSURED</b> CoAdvantage Corporation Alt. Emp: The Weiler Engineering Corporation 101 Riverfront Blvd Suite 300 Bradenton, FL 34205	<b>INSURER B:</b>
	<b>INSURER C:</b>
	<b>INSURER D:</b>
	<b>INSURER E:</b>
	<b>INSURER F:</b>

COVERAGES      CERTIFICATE NUMBER: 24FL090911947      REVISION NUMBER:

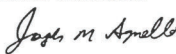
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	<b>COMMERCIAL GENERAL LIABILITY</b> <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ \$
	<b>AUTOMOBILE LIABILITY</b> <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	<b>UMBRELLA LIAB</b> <input type="checkbox"/> OCCUR <b>EXCESS LIAB</b> <input type="checkbox"/> CLAIMS-MADE DED    RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
<b>A</b>	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	WC 56-11-942-10	04/01/2024	04/01/2025	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ 2,000,000 E.L. DISEASE - EA EMPLOYEE \$ 2,000,000 E.L. DISEASE - POLICY LIMIT \$ 2,000,000
				<b>Location Coverage Period:</b>	04/01/2024	04/01/2025	<b>Client#</b> 119381-FL

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Coverage is provided for only those co-employees of, but not subcontractors to:  
 The Weiler Engineering Corporation  
 201 W Marion Ave # 1306  
 Punta Gorda, FL 33950

RE: Bayshore Live Oak Point Park Seawall Repair/Replacement

<b>CERTIFICATE HOLDER</b>  Charlotte County 18500 Murdock Circle Port Charlotte, FL 33948	<b>CANCELLATION</b>  SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  AUTHORIZED REPRESENTATIVE 
---	--

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ACORD 25 (2016/03)

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Charlotte County RFP NO 2024000427  
Design Restoration/Repair of Seawall







# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
7/30/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).


<b>PRODUCER</b> AssuredPartners Design Professionals Insurance Services, LLC 19689 7th Ave NE, Ste 183 PMB #369 Poulsbo WA 98370		<b>CONTACT NAME:</b> Julia Ardon <b>PHONE (A/C, No, Ext):</b> 360-626-2956 <b>FAX (A/C, No):</b> 360-626-2956 <b>E-MAIL ADDRESS:</b> julia.ardon@assuredpartners.com	
License#: 6003745 WEILENG-01		<b>INSURER(S) AFFORDING COVERAGE</b> <b>NAIC #</b> INSURER A : Hudson Insurance Company      25054 INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :	
<b>INSURED</b> The Weiler Engineering Corporation 201 W Marion Ave Suite 1306 Punta Gorda FL 33950			

**COVERAGES**      **CERTIFICATE NUMBER:** 608549331      **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	<b>COMMERCIAL GENERAL LIABILITY</b> <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:					EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ OTHER \$
	<b>AUTOMOBILE LIABILITY</b> <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY <input type="checkbox"/> AUTOS ONLY					COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ OTHER \$
	<b>UMBRELLA LIAB</b> <input type="checkbox"/> OCCUR <b>EXCESS LIAB</b> <input type="checkbox"/> CLAIMS-MADE DED    RETENTION \$					EACH OCCURRENCE \$ AGGREGATE \$ OTHER \$
	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A				PER STATUTE    OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	Professional Liab; Claims Made		PRB0619117535	10/21/2023	10/21/2024	Per Claim Aggregate \$1,000,000 \$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)  
Additional Insured Status is not available on Professional Liability Policy.  
Bayshore Live Oak Point Park Seawall Repair/Replacement

<b>CERTIFICATE HOLDER</b>  Charlotte County 18500 Murdock Circle Port Charlotte FL 33948 US	<b>CANCELLATION</b>  SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  AUTHORIZED REPRESENTATIVE 
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Charlotte County RFP NO 2024000427  
Design Restoration/Repair of Seawall





## PURCHASING DIVISION

Charlotte County Administration Center  
18500 Murdock Circle, Suite 344  
Port Charlotte, Florida 33948-1094

Phone 941.743.1378  
Fax 941.743.1384

**TO:** PROSPECTIVE PROPOSERS

**DATE:** July 30, 2024

**RE:** ADDENDUM #1, RFP NO. 2024000427, DESIGN RESTORATION/REPAIR OF SEAWALL

**PROPOSAL DUE DATE:** 3:00 p.m. (EST), August 16, 2024

Firms are hereby notified that this addendum shall be made a part of the above-named proposal and contract documents. The following are issued to revise/clarify the proposal and contract documents, and these items shall have the same force and effect as the original proposal and contract documents. Proposals to be submitted on the above-specified date at Purchasing shall conform to the revisions and clarifications as listed herein.

### ITEM # 1 QUESTIONS/ANSWERS

Q1. Is the \$95k budget listed for the design portion or the total project budget?

A1. Design/permitting. We understand that the construction observation phase is uncertain due to the FEMA considerations, and suggest that it be addressed in submitted proposals.

Q2. What is the LF of the total seawall replacement?

A2. Approximately 150 LF

Q3. Are the seawalls being replaced currently concrete, and are they going to be replaced with new concrete seawalls - or are the seawalls currently steel, vinyl, etc.?

A3. Currently reinforced concrete to be replaced with reinforced concrete

Q4. Do you have a map showing the limits of scope for this RFP?

A4. Attached

Q5. Does the scope of work include upland design?

A5. Yes. Includes safety railing (on seawall), erosion (behind seawall) and upland concrete walkway (behind seawall)

This addendum is binding and is to be considered as if contained within the original proposal documents of RFP No. 2024000427. Firms are required to acknowledge receipt of this addendum on their proposal forms.

*Kimberly Corbett*

Kimberly Corbett, C.P.M., CPPB  
Senior Division Manager - Purchasing

KC/at

cc: Clerk  
File

Bayshore Live Oak Park  
23157 Bayshore Rd, Punta Gorda, FL 33953  
Scope area in RED box.





WEILER ENGINEERING CORPORATION

**WEC** **x** **ellence in engineering**

201 WEST MARION AVENUE - SUITE 1306 | PUNTA GORDA | FL 33950  
TEL 941-505-1700 | FAX 941-505-1702 | [WWW.WEILERENGINEERING.ORG](http://WWW.WEILERENGINEERING.ORG)