RFP NO. 2024000427

PROFESSIONAL DESIGN SERVICES DESIGN RESTORATION/REPAIR OF SEAWALL

Submitted to:
Charlotte County
Purchasing Division
18500 Murdock Circle, Suite 344
Port Charlotte, FL 33948-1094

Submitted by:
Giffels-Webster Engineers, Inc
900 Pine Street, Suite 225
Englewood, FL 34223
Ph. (941) 475-7981
Contact: Dennis J. Croyle, P.E.
Email: dcroyle@gwefl.com

August 16, 2024
GWE: 2024.32

GWE GIFFELS-WEBSTER ENGINEERS, INC.

August 16, 2024

REF: 2024.32

Alisa L. True, Senior Contract Specialist – Purchasing
Charlotte County Administration Center
18500 Murdock Circle, Suite 344
Port Charlotte, FL 33948-1094

RE: RFP# 2024000427, DESIGN RESTORATION/REPAIR OF SEAWALL

Giffels-Webster Engineers, Inc. (GWE) is pleased to submit our proposal for professional engineering services including the design, permitting, and construction oversight for the demolition and replacement/repair of the vertical seawall, and upland walkway at Bayshore Live Oak Park. Our firm has extensive experience in designing and constructing both seawalls and walkways, and we are confident that we can provide high-quality services that meet applicable Federal, State, and Local requirements for permitting and construction oversight.

Our team of experienced professionals has an in-depth understanding of the relevant regulations and permitting processes, as well as the technical expertise to ensure that the project is completed safely, durably, and with minimal environmental impact. Our goal is to provide you with the best possible services and ensure that the project is completed on time, within budget, and to your satisfaction for the benefit of the community.

We understand that the Bashore Live Oak Park is a popular venue for residents and visitors of Charlotte County. The seawall and walkway contribute to the aesthetics of the location as well as provide pedestrian access along the water. As such, we are committed to ensuring that the project is completed with minimal disruption to operations and that the new seawall and walkway meet the needs and expectations of the County.

As called for in the RFP, I certify that this proposal was made without collusion with any other person or entity submitting a proposal pursuant to this RFP. Also, this is to confirm that I, Dennis Croyle, P.E., as an authorized officer of Giffels-Webster Engineers, Inc., am allowed to make representations on behalf of the firm.

Enclosed please find our proposal package submitted as one (1) original unbound, three (3) bound, signed identical copies, and one (1) electronic identical copy in PDF format on a flash drive.

I appreciate the chance to offer our services for this project. Working with you would be a privilege, and we aim to provide outstanding service that surpasses your expectations.

Sincerely,
Giffels-Webster Engineers, Inc.

Dennis Croyle, P.E., Vice President

CHARLOTTE COUNTY - RFP NO. 2024000427

DESIGN RESTORATION/REPAIR OF SEAWALL

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TEAM PROPOSED FOR THIS PROJECT

SECTION I: PROPOSED TEAM

A. Background of the personnel

The proposed team consists of Giffels-Webster Engineers, Inc. (GWE) for all design, permitting, and construction phase support. We will also include subconsultant team members primarily for data collections tasks, including surveying, environmental studies, geotechnical engineering, archaeology, and landscaping, as needed. Our team understands the constraints and public concerns, and we are familiar with the County personnel. Pursuant to RP-23C, Mr. Dennis Croyle (Project Manager and Lead Designer), within the prime firm, will not be substituted without the express permission of the County.

1. Project Management

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

The President of Giffels-Webster Engineers, Inc. and the Principal-in-Charge for the project will be Mr. Jonathan H. Cole, P.E. Mr. Cole has over 40 years of municipal design experience for large projects.

Mr. Cole is a Professional Engineer registered in the States of Florida, Connecticut, New Hampshire, Kansas, and Nebraska. He graduated from the University of Connecticut in 1979 with a Bachelor of Science (B.S.) Degree in Civil Engineering and was formerly the County Engineer of Charlotte County, Florida. Mr. Cole is the President of Giffels-Webster Engineers, Inc., a Florida corporation.

- Mr. Cole has been the Principal-in-Charge over the last 25 years.
- He has expertise in Master Planning and Design/Contract Administration for large-scale projects.
- Expert Witness for private or municipal civil, utility system, and construction projects

Dennis J. Croyle, P.E., Principal, Project Manager, Engineer-of-Record (Lead Designer)

Mr. Croyle is a highly accomplished civil engineer with over 10 years of experience in designing and overseeing construction projects. As Vice President of Giffels-Webster Engineers, he will serve as the Project Manager and Engineer of Record (Lead Designer) for the Charlotte Harbor Event and Conference Center seawall and walkway replacement project.

Mr. Croyle has an extensive background in designing and constructing seawalls, docks, and walkways. He has led design roles in several Charlotte County Community Development projects, including the Lister Park Seawall Replacement, the Port Charlotte Beach Seawall Assessment and Boarding Piers, and the Port Charlotte Beach T-Dock Replacement. He has also worked on numerous projects throughout the State of Florida, including projects for Martin County, the City of Port St. Lucie, the City of North Port, Hillsborough County, Englewood Water District, and Sarasota County.

Mr. Croyle's experience designing projects that comply with Federal, State, and Local regulations and his refined understanding of the permitting process will ensure that the restoration and repair of the seawall, safety railing, erosion and upland walkway at the Bayshore Live Oak Park meets all applicable standards for safety and durability while minimizing environmental impacts. His experience in project management and construction oversight will also ensure that the project is completed on time, within budget, and to the required specifications.

Throughout his career, Mr. Croyle has designed and overseen the construction of high-profile seawall and walkway projects, including the renovation of the Port Charlotte Beach Boarding Pier Replacement and the reconstruction of the seawall at Lister Park. His expertise in structural design, as well as his knowledge of environmental impacts, has enabled him to design durable structures that meet the needs of his clients.

Mr. Croyle's leadership and dedication to his projects have earned him a reputation as a trusted professional in the field. He can effectively communicate with clients and stakeholders, which has been a key factor in the success of his projects. We are confident that Mr. Croyle's expertise and leadership will be invaluable to the successful completion of the Design Restoration and repair of the seawall at Bayshore Live Oak Park.

Pursuant to RP-23D, a reference list for Mr. Croyle, the lead designer, follows:

Eco Marine Solutions	Mitch Smith	941-661-1028	Miscellaneous Seawall Projects
Creative Marine Construction	Brice Flower	941-468-7115	Miscellaneous Seawall & Dock Projects
Char. Co. Community Services	Jennifer Henderson (Former PM)	941-625-7529	Lister Park Seawall Replacement
Char. Co. Community Services	Lonne Moore	941-613-3237	Port Charlotte Beach T-Dock Replacement
Char. Co. Utilities	Tom Dunn	941-764-4363	Ackerman Wastewater Expansion
Englewood Water District	Keith Ledford	941-460-1020	V-1 Vacuum Station Repairs
Martin Co. Utilities	Phil Keathley	772-223-7977	Golden Gate Septic to Sewer

2. Other Key Personnel

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

Kendra Kotlarski, EI, Designer

Ms. Kendra Kotlarski is a graduate of Florida Gulf Coast University, where she obtained a Bachelor of Science degree in Civil and Environmental Engineering. She recently passed the PE exam and is on track to becoming a Professional Engineer. During her academic years, Kendra interned at Charlotte County Utilities, where she gained knowledge in utilities, hydraulics, water resources, permitting, and computer and design skills. She has been a valuable member of the Giffels-Webster Engineers team for more than two years, sharing her expertise and skills and exhibiting an outstanding level of proficiency.

Kevin E. Furniss, Senior Designer

Mr. Furniss has been with Giffels-Webster Engineers, Inc. (GWE) for 34 years. Kevin is responsible for plan production, complex design, conflict detailing, and drafting, and has decades of experience in design projects. Kevin’s attention to detail, coupled with his vast experience with design is a real asset to both GWE and our clients.

Christopher Orren, Designer

Mr. Orren has over 27 years of experience as a Utility Designer/Draftsman. He is proficient in AutoCAD®, Civil 3D, ESRI ArcGIS, Civil Surveying & Aerial Imaging Programs, EPIC-2D/3D, and HULL Finite Element Analysis (FEA). Mr. Orren has been involved in utility design, field survey and data collection, drafting, Maintenance of Traffic (MOT), and Best Management Practices (BMP) of numerous public and private sector projects.

Thomas L. Shaw, Structural Designer

Mr. Shaw has over 35 years of experience in designing and building residential and light commercial projects in Southwest Florida. As a licensed contractor, he is experienced in all phases of building design and construction. Mr. Shaw will assist with the development of structural plans and provide QA/QC to ensure that the design meets all applicable requirements and building codes.

Charlie Whippo and Al Kuni, Inspectors, oversee the construction process to ensure compliance with standards and regulations. They work closely with contractors and project managers to ensure timely completion within budget and specifications. Their expertise and attention to detail are critical to the project's success.

3. Consultants (If needed)

SURVEY - Meridian Group of South Florida, Inc.

Joseph E. Trott, P.S.M., Project Manager/Principal

Mr. Joe Trott is the owner/president of Meridian Group of South Florida, Inc., and is a Florida licensed surveyor and mapper. He has over forty-five (45+) years of survey project management experience for a wide range of projects located in Southwest Florida. Mr. Trott provides design surveys, control surveys, boundary and topographic surveys, right-of-way surveys, hydrographic surveys, mean high water surveys, route surveys, construction stake out, and as-built surveys.

ENVIRONMENTAL AND PROTECTED SPECIES ASSESSMENTS - Suncoast Eco Services

Jennifer Krajcir, Project Manager/Principal

Ms. Krajcir is an Environmental Specialist with expertise in upland and wetland environments in Southwest Florida. Her responsibilities include evaluating land, obtaining permits, assessing protected species and trees, and designing mitigation and wildlife management plans. She also collects field data and tracks wetland permit applications for various agencies.

GEOTECHNICAL - Universal Engineering Sciences

Adam Dornacker, P.E., Geotechnical Department Manager

Mr. Dornacker manages UES's Geotechnical Department in Fort Myers and has over 8 years of experience in foundation design, installation monitoring, and field and laboratory testing. He oversees all soil investigation work for the project.

LANDSCAPING – Terrescape, Inc.

Yvonne R. Hall, RLA, Project Manager/Principal

Terrescape, Inc. is a Florida Corporation offering Landscape Architectural and Design services. Yvonne Hall, with 30 years of experience in the field, is the principal designer. She is adept in site analysis, interdisciplinary coordination, and construction supervision. Ms. Hall develops appropriate solutions considering all aspects of the project.

ARCHEOLOGICAL, HISTORICAL INVESTIGATIONS, AND CULTURAL REQUIRMENTS – ACI, Inc.

Marion Almy, RPA, Project Manager/Principal

Ms. Almy, the President of ACI, has 45 years of experience in cultural resource management in Florida. She manages various projects for public and private entities, including state and federal agencies, counties, and corporations. She represents clients in meetings with regulatory agencies, such as the Florida State Preservation Office, the US Army Corps of Engineering, and federally recognized Native American tribes.

B. Resumes

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

RESUMES

Jonathan H. Cole, P.E.

POSITION:
President/Principal-In-Charge

EDUCATION:
University of Connecticut
Storrs, CT
B.S., Civil Engineering (1979)

YEARS OF EXPERIENCE: 39

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

GWE
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Email: jcole@gwefl.com

Mr. Cole is a Professional Engineer registered in the States of Florida, Connecticut, New Hampshire, Nebraska and Kansas. He is President of Giffels-Webster Engineers, Inc., a Florida corporation and was formerly the County Engineer of Charlotte County, FL.

He has 39 years of experience in various types of civil engineering and construction projects, 30 of which were conducted in the Charlotte/Sarasota County area. He offers specialized knowledge, experience and proven ability in:

- Contract administration & construction services
- Entire utility infrastructure design/FDOT utility JPA plans for utility replacement/relocation in conjunction with major road widening projects
- Engineering design/permitting of water distribution systems; sewer collection, transmission, treatment; reclaimed water distribution systems; and package plants for private and municipal projects
- Expert Witness testimony for private or municipal civil, utility system, and construction projects
- Sub-surface utility locates using ground penetrating radar

Mr. Cole has also been the Principal-in-Charge/Engineer for over two dozen large utility projects in highly developed areas for Charlotte County Utilities, the East/West Spring Lake Wastewater Expansion Project; Englewood Water District, Sewer Collection System; Sarasota County's Phillippi Creek Septic System Replacement Program and the Martin County Sewer Expansion Program.

Mr. Cole is also certified by AIRVAC/Aqseptence, Inc., to design vacuum sewer systems. A few of these projects are listed below:

Englewood Water District:
- Nine Large Sewer Collection System areas (V-1 through V-9) and water distribution projects

City of Punta Gorda:
- Burnt Store Road Phase I Utility Relocation
- Piper Road Improvements – including 16" pressure mains

Sarasota County:
- Phillippi Creek Septic System Replacement Program, Area E; Area F; Area C; Area K, East & West; Area N, Phases I & II; Area M-West; Area I & J; Area O & P
- Phillippi Creek Septic System Replacement Program, Area N-3

Martin County Utilities:
- Seagate Harbor/Lighthouse Point Sewer Expansion area
- North River Shores, Phase 1 and 2 Sewer Expansion area

Dennis J. Croyle, P.E.

POSITION:
Project Engineer

EDUCATION:
University of Florida
Gainesville, FL
B.S., Civil Engineering (2011)

YEARS OF EXPERIENCE: 12

LICENSURE/CERTIFICATIONS:
- P.E. #82287, Florida
- FL Advanced Traffic Control
- FDEP Stormwater Erosion and Sediment Inspector

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Mr. Dennis J. Croyle is a Professional Engineer registered in the State of Florida. Mr. Croyle worked in the construction industry where he gained valuable knowledge through work experience in civil construction. He earned a Bachelor's of Science in Civil Engineering (2011) from the University of Florida. Mr. Croyle has been a Project Manager for GWE since early 2014 specializing in the planning, design and construction of utility infrastructure projects throughout the State of Florida.

As a Project Engineer, Dennis Croyle manages and designs water and wastewater projects, including but not limited to wastewater collection and water supply. Mr. Croyle has over 10 years of engineering and project management experience encompassing hydraulics, water and wastewater facilities, design, permitting, and construction services.

Sarasota County:
- Hillview (Shamrock Boulevard) Force Main Extension
- Midnight Pass Water Main Replacement
- Phillippi Creek Septic System Replacement Program: Area I & J; Area N-3; Area O & P; Area M-West

Charlotte County Utilities:
- Wastewater Expansion Vacuum Sewer, Phase 2
- Myakka Booster and El Jobean Vacuum Pump Station
- East/West Spring Lake Vacuum Sewer Expansion Program
- Utility Adjustment/Relocation Design, Midway Boulevard Widening, Phase 2

Englewood Water District:
- V9-B & V9-C Vacuum Sewer Design

Martin County Utilities:
- North River Shores, Phase 2: Vacuum Sewer Collection System
- Golden Gate: Vacuum Sewer Collection System
- Old Palm City: Vacuum Sewer Collection System

City of Port St. Lucie:
- Southport Unit 5: Vacuum Sewer Collection System

Kendra Kotlarski, EI

POSITION:

Engineer Intern

EDUCATION:

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

YEARS OF EXPERIENCE: 2

LICENSURE/CERTIFICATIONS:

- EI #1100024578

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Ms. Kendra Kotlarski is a graduate from Florida Gulf Coast University in Fort Myers, Florida. She earned a Bachelor's of Science in Civil and Environmental Engineering.

She has her Engineer Intern (EI) certification in Florida and is on the path to becoming a Professional Engineer. While in school, Kendra worked in the utilities industry and brings a knowledge of utilities, hydraulics, water resources, permitting, and computer and design skills to the Giffels-Webster Engineers team.

As an Engineer Intern at GWE, Kendra has made significant contributions to several utility projects and primarily assists with the planning and design aspects of sewer projects throughout Florida.

Some of the most notable projects she has worked on include:

Hillsborough County:
- Ruskin and Wimauma Septic to Sewer Conversion Program

City of Venice:
- Bay Indies Utility Relocations Phases 1 and 2

City of Punta Gorda:
- Charlotte Park Septic to Sewer Project

Charlotte County Utilities:
- Ackerman-Countryman Phase 2
- Lake View/Midway Water Quality Improvements

Martin County Utilities:
- Port Salerno New Monrovia Vacuum Sewer Design
- Rocky Point Vacuum Sewer Design

Kevin E. Furniss

POSITION:
Senior Designer

YEARS OF EXPERIENCE: 34

LICENSURE/CERTIFICATIONS:
- Certified Technician Level III

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Mr. Furniss has been with Giffels-Webster Engineers, Inc. (GWE) since 1989. He is a 1986 graduate from Lemon Bay High School in Englewood with years of drafting experience, including mechanical and architectural drawings. His background education includes various computer courses, blueprint reading and architectural drawings through Manatee Community College (State College of Florida) and Charlotte Vocational-Technical School.

Mr. Furniss has held the position of senior designer and AutoCAD® Technician with GWE. His background, training and experience include AutoCAD® drafting, engineering project designs, and assisting in the capacity of construction inspector.

He is directly responsible for the accuracy and deliverables of the record/as-built drawings for virtually all of GWE construction projects, and in particular, Sarasota County and Englewood Water District Expansion Projects. Below are some of the projects he has worked on.

Charlotte County:
- Burnt Store Road Improvements, Army Corp of Engineers Permitting Assistance
- Midway Boulevard, Phase II-Roadway Design and Drainage Project, Port Charlotte
- East/West Spring Lake Wastewater Expansion Project, Port Charlotte

Sarasota County:
- Phillippi Creek Septic System Replacement Program, Vacuum Sewers: Area A; Area C; Area D; Area E, Area F; Area K, East and West; Area N-Phases I & II; Area O & P
- Center Road Utility Relocation, as-built drawings, Venice
- U.S. 41 & Pump Station 25, including both 16” and 18” Force Mains

City of Punta Gorda:
- Burnt Store Road Utility Improvements, Phase I
- Piper Road Improvements – including 16” pressure mains

Englewood Water District:
- All EWD Vacuum Sewer projects
- EWD/FDOT JPA Water Main Relocation Projects along S.R. 776, Sarasota/Charlotte Counties
- EWD Force Main Interconnect, Sarasota County
- Manasota Key Sanitary Sewer Collection Systems, Charlotte County
- Lemon Bay Reuse Force Main, Charlotte County
- Winchester Boulevard Force Mains, Charlotte County
- EWD’s On-Going Phased Vacuum Sewer Expansion Project

City of Venice:
- Center Rd. Roadway Plans & ICPR’s

Christopher V. Orren

POSITION:
Utility Designer/Draftsperson

EDUCATION:
Florida Institute of Technology
B.S., Space Sciences (1985)

YEARS OF EXPERIENCE: 38

LICENSURE/CERTIFICATIONS:
- Certified Technician Level III

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Mr. Orren has over 27 years of experience as a Designer/Draftsman. He also has an additional 8 years experience as a Senior Engineer in the field of Mechanical Analysis Ordnance Engineering for Martin Marietta in Orlando.

He received a Bachelor of Science in Space Sciences and a minor in Physics at the Florida Institute of Technology in 1985. He joined Giffels-Webster Engineers in 2001 and is proficient in AutoCAD®, Civil 3D, ESRI ArcGIS, Civil Surveying & Aerial Imaging Programs, EPIC-2D/3D, and HULL Finite Element Analysis (FEA).

Mr. Orren is a certified Technician Level III as both a Chief Computer Operator and a Chief Drafter by the National Society of Professional Surveyors and the American Congress on Surveying and Mapping (NSPS-ACSM). Since joining Giffels-Webster Engineers, Mr. Orren has been involved in field survey and data collection, drafting, and design including Utility Projects, Maintenance of Traffic (MOT) and Best Management Practices (BMP) of numerous public and private sector projects, including:

Charlotte County:
- Burnt Store Road Improvements, Army Corp of Engineers Permitting Assistance
- Veterans Boulevard Phases II & III, Port Charlotte
- Fire Station No. 13, San Casa Boulevard, Englewood
- WO #22-Design/Drainage/Paving at Various Location (Tringali Park, Englewood Annex, Mid-Century Library, Punta Gorda Library and Harold Avenue Park)
- WO #61-Design/Permitting of Water Control Structure crossing in the Pompano Waterways at Elkcam and Fordham Boulevard at U.S. 41 (micro-tunnels), Port Charlotte
- Midway Boulevard, Phase II-Roadway Design and Drainage Project, Port Charlotte
- Placida Road Utility Improvements, Cape Haze
- East/West Spring Lake Wastewater Expansion Project, Port Charlotte

Sarasota County:
- Brookhaven Force Main Design, Sarasota

City of Punta Gorda:
- Bal Harbor Boulevard, 16” Water Main Design

Englewood Water District:
- Area V9-B & C Vacuum Sewer Expansion Project, including preparation of sketches for utility easements
- Reclamation Facility Odor Control Master Plan Project, Englewood
- Winchester Boulevard South, Utilities Relocation Project, Englewood

City of Venice:
- Center Road Roadway Plans & ICPR’s

Thomas L. Shaw

POSITION:
Senior Structural Designer

YEARS OF EXPERIENCE: 46

LICENSURE/CERTIFICATIONS:
- Certified Plans Examiner
- Certified Inspector
- Certified Building Contractor

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Mr. Thomas Shaw has over 33 years of experience in designing and building residential and light commercial projects in Southwest Florida. As a licensed contractor, he is experienced in all phases of building design and construction. In addition to his contracting background, he also holds the following certificates: Building Inspector, Coastal Construction Inspector, One and Two Family Dwelling Inspector, and Building Plans Examiner.

Prior to joining our staff, Mr. Shaw worked for both Charlotte and Sarasota Counties as a Certified Plans Examiner. With years of plan review experience, Mr. Shaw is very familiar with the internal permitting process and local and state building ordinances.

His primary responsibilities include project management, code analysis, and client interface. Since joining GWE in 2000, he has worked in the capacity of lead designer and project manager for numerous residential and commercial design and construction projects.

To maintain his licenses, he continually updates his CEU's and has completed the following courses:

Management Information Services Department courses in Excel and Customer Service Professional.

The Southern Building Code Congress International courses: Building Code 1 Inspectors Course; Fire Resistance & Egress for Building Inspectors; Fire Protection Course; Non-structural Plan Review; Florida Principles & Practice; Florida Accessibility Code for Building Construction; Means of Egress; Residential Electrical Principles & Code Applications.

Florida Wood Council "Use of the Guide to Wood Construction in High Winds"; Manufactured/Mobile Homes Installation Standards License Course; Simpson Strong-Tie Workshop; Building Code Officials Construction Seminar, Design/Inspection of Light Gauge Steel Framed Buildings.

Charlotte County:
- East/West Spring Lake Wastewater Expansion Project Vacuum Station
- Five-story County Administration Building window replacement project
- El Jobean Pump Station Design

Sarasota County:
- Phillippi Creek Septic System Replacement Program, Multiple Vacuum Stations

Martin County:
- Seagate Harbor/Lighthouse Point Pump Station Design
- North River Shores, Phase 1 & 2 Vacuum Station Design

Englewood Area Chamber of Commerce:
- Structural design and administration services for the Chamber of Commerce Building in Englewood in Sarasota County

SUB-CONSULTANTS RESUMES

MERIDIAN GROUP OF SOUTH FLORIDA, INC.

JOSEPH E. TROTT, PSM

Mr. Trott has been the President of Meridian Group since its founding in 1990. During his career, he has performed surveying services for both private and public clients. These services included control surveys, boundary and topographic surveys, right-of-way surveys, hydrographic surveys, mean high water surveys, location of jurisdictional lines, route surveys, construction stake out and as-built surveys. In addition, Mr. Trott has prepared legal descriptions, sketches, right-of-way mapping and plats for various projects.

Title:
Owner, President

Project Role:
Project Surveyor

Registrations/ Certifications:
Professional Surveyor and Mapper, Florida, No. LS5153

Professional Affiliations:
American Congress on Surveying and Mapping
National Society Professional Surveyors

Office:
Port Charlotte, Florida

Years of Experience:
Forty-five (45)

Years with Meridian Group:
Thirty-three (33)

REFERENCE PROJECTS - Construction Surveying

- South Service Area East Naples Wastewater Collection Facilities
- Wal-Mart at Punta Gorda
- Sam's Club at Port Charlotte
- Sam's Club at Sarasota
- City of Punta Gorda Water Distribution and Sewer Replacement
- Hillsborough Extension-Charlotte County
- Veterans Boulevard-Charlotte County
- IMPAC University
- State Road 776
- Cracker Barrel at Port Charlotte
- Marathon Ashland Petroleum sites throughout Florida
- Bonita Beach Road
- Publix at Englewood, Port Charlotte, and Punta Gorda
- Palm Automotive Auto Mall
- Charlotte County Homeless Coalition
- Charlotte County Hearing Impaired
- Cape Coral Utility Expansion – Numerous Contract Areas since 2000
- Pioneer Trail Bike Path
- Various Charlotte County Development Authority Sites
- Rotonda Sands/Meadows and Villas/Springs Water & Sewer
- Woodmere Creek Basin
- Water & Wastewater System Improvements DeSoto County US 17
- Winchester Reuse
- Beach Road Sidewalk Improvements and Roundabout
- Border Road-Sarasota County
- Various Sidewalk and Box Culvert Projects – Charlotte County
- Labelle Wastewater Collection System
- Sunnybrook North Access Rd. Force Main Replacement
- USACE Septic to Sewer System City of Clewiston
- East West Spring Lake Contract B Vacuum System
- El Jobean Vacuum Sewer System
- Placida Road Sidewalk and Utilities
- Charlotte County Ackerman Vacuum Sewer
- Tuckers Offsite Utilities-Charlotte County
- Cape Haze Dr. CCU Rec Water And FM
- Page Park Water Main Improvements PH 2
- Pine Ridge Road Sewer Replacement
- Palm Springs Water District
- Numerous other construction projects including Federal and State Highways and Utilities

Jennifer Krajcir

Ecologist

Contact

24123 Peachland Blvd C4-242
Port Charlotte, FL 33954
941.303.3745
SuncoastEco@gmail.com

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

Education/Training

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

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

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

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

Florida Scrub Jay (2019)

Relevant Projects & Experience

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

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

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

.

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

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

Professional Affiliations

Ecological Society of America
Gopher Tortoise Council
Society of Wetland Scientists

Other Notables

PMP Project Management certification

Electronics Technician (ET), US Navy

Professional Licensed Drone Pilot

UNIVERSAL ENGINEERING SCIENCES

Education

BS, Civil Engineering, Florida Gulf Coast University

Years of Experience

8

Licenses & Certifications

- Professional Engineer, FL#85319
- ACI Concrete Construction Specialty Inspector
- ACI Concrete Field Testing Technician – Level 1
- OSHA 10hr

Adam J. Dornacker, PE

Geotechnical Department Manager/Professional Engineer

Mr. Adam Dornacker, PE, has over eight years of experience in his field. His expertise includes foundation design analysis and recommendations, foundation installation monitoring, field and laboratory testing of soil and concrete. Mr. Dornacker is responsible for managing and coordinating all work performed by the Geotechnical Department. His responsibilities include preparing and reviewing geotechnical and materials engineering inspection reports, coordinating and supervising engineering staff and drilling personnel, and conducting foundation observations, foundation design reviews, and geotechnical instrumentation monitoring, and reviewing and signing materials testing reports.

PROJECT EXPERIENCE

US 41 Utility Replacement Project, Fort Myers, FL

Fort Myers, FL

The intent of this project is to relocate City of Fort Myers utilities along US 41 between Winkler Avenue and Victoria Avenue in association with FDOT's roadway improvement project for the US 41 corridor. GFA performed a Geotechnical Exploration consisting of soil survey borings along US 41 for the proposed jack and bore locations and along the proposed directional drill areas, and 25 cores of the existing asphalt for each of the outside lanes of US 41 where the proposed replacement utilities are located. Mr. Dornacker was the project manager for the geotechnical operations and is also the geotechnical engineer of record for the foundation recommendations.

Sanibel Island Causeway, Sanibel, FL

Sanibel, FL

This project consisted of stormwater facility improvements along the Sanibel Island Causeway in Sanibel, Florida. GFA performed a Geotechnical Exploration consisting of nine standard penetration test borings to depths of 30-feet below grade, five double ring infiltrometer tests, and four permeability tests on samples collected during field operations. Mr. Dornacker was the project manager for the geotechnical operations .

Golden Gate Parkway Bridge over Santa Barbra Canal , Naples, FL

Naples, FL

This project consists of the phased demolition of the existing bridge along Golden Gate Parkway and the new construction of a four-lane two-way bridge over the Santa Barbra Canal. Mr. Dornacker was responsible for coordinating completion of the geotechnical borings to depts of 100 feet below ground surface, including coordination of GPR survey and MOT operations. Mr. Dornacker was also responsible for the review of the geotechnical findings and generating the report recommendations to include foundation piling recommendations in accordance with FDOT standards.

Caloosahatchee Connect

Fort Myers to Cape Coral, FL

This project will serve to connect a reclaimed water transmission pipeline from the City of Fort Myers to the City of Cape Coral just South of the Midpoint Bridge. The transmission pipeline will be installed underneath the Caloosahatchee River using large-scale directional drilling operations, Mr. Dornacker was the lead Geotechnical engineer for the project and was responsible for the coordination of drilling operations, review of soil samples, review of laboratory testing (including direct shear and consolidation testing), and generation of geotechnical report and recommendations. Geotechnical borings were completed in the Caloosahatchee River using a truck-mounted drilling rig atop a push barge with specially designed platforms, borings were performed to depths exceeding 120 feet below sea level.

YVONNE R. HALL, ASLA

Landscape Architect

Yvonne R. Hall is a graduate of The Pennsylvania State University with a Bachelor of Science in Landscape Architecture. She is a Registered Landscape Architect in the State of Florida, registration number LA0001573. Ms Hall has 40 years experience in Landscape Architecture and Landscape Design in the West Florida Region. This includes municipalities from Marco Island, Collier, Lee, Charlotte, Sarasota, Manatee, Hillsborough, Pinellas and Hardee, Miami-Dade Counties, City of Sarasota, City of Bradenton, City of North Port, City of Fort Myers and Village of Estero. Her project management experience includes construction supervision and interdisciplinary coordination. Ms Hall has a thorough knowledge of and focuses her design concepts on the use of indigenous and naturalized materials with special concern for the environmental impact of design choices throughout the life of a project not limited to drought and site survivability, integration with the existing materials and aesthetics, and consideration of the intensity of maintenance. She is expert in site analysis and in developing appropriate solutions considering all the various disciplines involved in the specific project. Projects include:

- Snook Haven Addition
  Sarasota County Parks

- Stoneybrook at Heritage Harbor
  Entry Medians

- Vacuum Station Ackerman Ave
  Charlotte County Utilities

- Vacuum Station Harbor Drive
  Charlotte County Utilities

- Gaines Park
  Charlotte County

Florida License LA 0001573 2256 Grove Street Sarasota FL 34239 PH 941-952-9123 FAX 941-954-7483

ARCHAEOLOGICAL CONSULTANTS INC.

Florida's First Choice in Cultural Resource Management

MARION M. ALMY, RPA

Project Manager

Ms. Almy, the founding Principal and President of Archaeological Consultants, Inc. (ACI), has 45 years of cultural resource management experience throughout Florida. She manages projects for a diversity of public and private entities including the Florida Department of Transportation, Florida's Turnpike Enterprise, the USDA Forest Service, South Florida, Southwest Florida and Suwannee River Water Management Districts, and various counties, as well as large-scale projects for private corporations. She represents clients in meetings with regulatory agencies, including the Florida State Preservation Office, US Army Corps of Engineering, the US Coast Guard, Federal Bureau of Prisons, the National Park Service, and federally recognized Native American tribes.

Professional Credentials

Meets the Secretary of Interior's Professional Qualifications Standards

Registered Professional Archaeologist (RPA)

B.A. Anthropology, Florida State University, 1968

M.A. Anthropology/Public Archaeology, University of South Florida, 1976

Florida Archaeological Council (past President)

National Trust for Historic Preservation (Board of Advisors)

American Cultural Resource Association (past Director)

Relevant Professional Training

Revised Section 106 Workshop

Advanced Seminar on Preparing Agreement Documents

Section 4(f) Compliance for Transportation Projects

Native American Graves Protection and Repatriation Act

Bridge Rehabilitation for the 21st Century: Sponsored by FHWA and The Historic Bridge Foundation

- Project Manager and Principal Investigator for a diversity of undertakings on behalf of all FDOT districts, Florida's Turnpike Enterprise, and the Central Environmental Management Office (CEMO). Project types include PD&E studies and re-evaluations; pond siting surveys; right-of-way transfers; bridge replacements; effects determinations and Section 106 Case Study Reports; Memoranda of Agreement (MOA); Data Recovery Plans for Phase II and Phase III excavations, Historic American Building Survey/Historic American Engineering Record (HABS/HAER) documentation; and mitigative excavations.
- Expertise in planning and participation in public workshops, coordinating with local, state, and national preservation groups and regulatory agencies.
- Consultant to the Florida Division of Historical Resources (DHR) to develop the original and revised *Standards and Guidelines for Archaeological and Historical Reports* (FAC 1A-46), and ACI's Project Manager for the DHR *Cultural Resource Management Standards & Operational Manual*.
- More than three decades of experience creating and implementing cultural resource components for historic preservation interpretive plans for parks, historic sites, trails, and byways, including Historic Spanish Point, the antebellum Gamble Plantation, the Lake Okeechobee Scenic Master Trail Plan, county parks, and interpretive plans for the Pensacola Scenic Highway and the Tamiami Trail as part of Florida's Scenic Highway Program.
- Recognized leader in historic preservation: Governor's appointed prehistoric archaeologist to the Florida National Register Review Board and chairman to the Florida Historical Commission; Florida Advisor to the National Trust for Historic Preservation and member of the Executive Committee; contributor to the Journal of the Florida Engineering Society.

SECTION II:
PROPOSED MANAGEMENT PLAN

SECTION II: PROPOSED MANAGEMENT PLAN

A. Team Organization

Our proposed management plan and team organization is designed to ensure that the project is executed efficiently, effectively, and within the agreed timelines and budget.

1. Site Analysis/Permitting Phase

A proposed management plan for the Site Analysis/Permitting Phase would involve several key steps. First, our team of experts would be assembled to conduct a thorough site analysis, including a site survey and assessments of environmental, geological, and hydrological factors. This would involve gathering and analyzing data on the site's survey topography, soils, water resources, vegetation, wildlife, and other relevant features.

Once the site analysis is complete, the next step would be to identify any potential environmental or regulatory issues that may impact the project. This would involve conducting a review of local, state, and federal regulations to determine what permits and approvals are needed. A permitting schedule would then be developed, outlining the necessary steps and timelines for obtaining all required permits and approvals following the completion of the design plan milestone.

Throughout the phase, regular communication with stakeholders, including the project owner, regulatory agencies, and the public, would be crucial. Regular updates on project progress, potential issues, and any changes to the project scope or timeline would be provided to ensure that all parties are well-informed and able to provide input as needed.

To ensure that the project is completed on time and within budget, a project management plan would be developed, outlining key milestones, timelines, and responsibilities. This would include detailed cost estimates, scheduling, and resource allocation. Additionally, a risk management plan would be developed to identify potential risks and establish contingency plans to mitigate those risks.

2. Schematic Design Phase

During the schematic design phase of the Bayshore Live Oak Park Seawall Repair/Replacement project, the proposed management plan will prioritize effective communication, collaboration, and coordination with the County and other stakeholders. The project kick-off meeting will establish clear communication protocols, introduce the design team, and discuss the project scope.

Based on the site analysis, the design team will collaborate with the County and other stakeholders to develop a concept design that meets project requirements, is sensitive to the surrounding environment, and addresses site constraints and opportunities. This concept design will be reviewed with the County's Community Services Department.

Once feedback is received, the design team will refine the concept design into a schematic design that includes preliminary plans, sections, and elevations, with cost estimates. This design will be reviewed with the County's Community Services Department, and any necessary revisions will be made. The approved schematic design will be used as the basis for the design development phase.

Throughout the schematic design phase, the design team will maintain open communication with the County and other stakeholders, coordinating with other consultants and agencies, as necessary. The team will also monitor the project schedule and budget, ensuring that the project is progressing according to plan. By following this proposed management plan, the design team aims to provide a successful schematic design that meets project requirements, is sensitive to the surrounding environment, and provides value to the Bayshore Live Oak Park.

3. Design Development Phase

The proposed management plan for the design development phase emphasizes the importance of selecting appropriate materials and construction systems that meet project goals and are consistent with the overall design schematic concept. The design team will develop sets of plans and review them with the County's Community Services Department to ensure that all project requirements are met. Once the design is developed, obtaining all required permits and DRC approvals will commence.

Throughout this phase, the design team will prioritize communication and collaboration with the County and other stakeholders to ensure that the design solution is sensitive to the needs and goals of all stakeholders. The team will also ensure that all design concepts are reviewed and approved by the appropriate agencies and that all necessary permits and approvals are obtained.

Our design team is dedicated to developing a refined solution that is in line with the project objectives, environmental considerations, and adheres to the management plan. The plan emphasizes collaboration, communication, and a focus on selecting appropriate materials and construction systems that are consistent with the overall design concept.

4. Construction Document Phase

The design team will develop final working drawings, large-scale details, and specifications that meet standard codes and are thorough and free of ambiguities. They will ensure that all documents are coordinated across various engineering disciplines and reviewed with the County's Community Services Department.

In addition to paper construction documents, the proposed management plan includes providing electronic format (AutoCAD) sets of plans to the Community Services Department. This will ensure that all documents are easily accessible and usable by all stakeholders.

The management plan also emphasizes the importance of preparing accurate cost estimates consistent with the overall design concept. The design team will review the cost estimate with the County's Community Services Department to ensure it aligns with project goals and available funding, including potential FEMA funding.

Throughout this phase, the design team will prioritize communication and collaboration with the County and other stakeholders to ensure that all project requirements are met and that the construction documents are thorough and complete. They will also ensure that all necessary permits and approvals are obtained, and that the documents meet the requirements of the bid process.

5. Construction Observation Phase

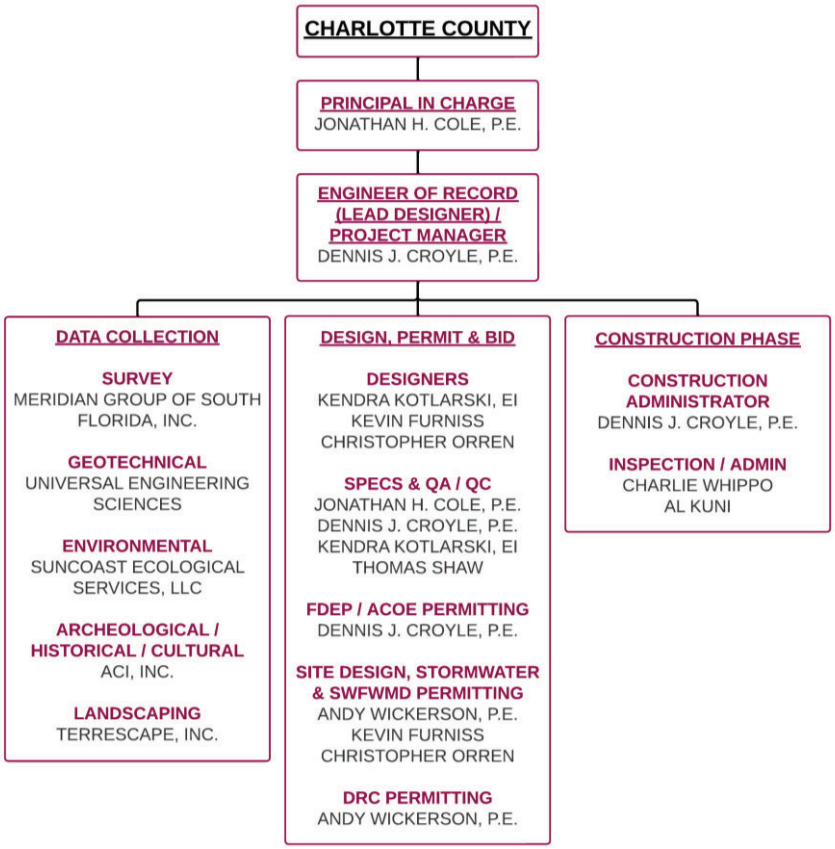
The construction observation phase prioritizes coordination between the design team, contractors, and the County's Community Services and Procurement Departments. The bid phase, including pre-bid meetings and assistance, frequent project coordination meetings, observations, and review of shop drawings, will ensure the project progresses smoothly. Final inspections, punch lists, and coordination of as-built documentation will be done before and after substantial completion. This plan aims to address any issues quickly, ensuring the project stays on track and meets all goals and requirements, including FEMA compliance.

Regardless of the quality of the plans, unforeseen challenges will inevitably arise during construction for any large project. That's why it's important to have a contingency plan in place to address any unexpected issues that may arise. The project management team should be prepared to work collaboratively with the design team, contractors, and other stakeholders to quickly identify and resolve any problems. Having a management team with effective communication and problem-solving skills is crucial in addressing unforeseen obstacles in a timely manner and ensuring successful project completion.

B. Roles and Responsibilities of Participants

The Giffels-Webster Engineers, Inc. (GWE) team is led by veteran principals overseeing and monitoring the design and construction throughout the entire process, providing Charlotte County with the continuity and experience necessary for a successful project. The Principal in Charge, Jonathan H. Cole, P.E., and the Lead Designer/Project Manager, Dennis J. Croyle, P.E., will not be substituted without the express permission of the County.

Our team is comprised of local, knowledgeable experts in efficient organization for all phases of the project. The organizational chart below describes the leadership and management structure that will be offered to Charlotte County for the phases of the project.



SECTION III:

PREVIOUS EXPERIENCE OF TEAM PROPOSED FOR THIS PROJECT

SECTION III: PREVIOUS EXPERIENCE OF TEAM PROPOSED FOR THIS PROJECT

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

Public/Government Facilities Projects

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

Examples of recent facilities projects we have worked on include:

1. Charlotte County, Florida Work Order #171, CEI Services – Baffle Remediation Inspection
    a. Professional Fees: $89,779 (April 2023)
2. Charlotte County, Florida Work Order #8 El Jobean Vacuum Station Building
    a. Professional Fees: $199,000 (November 2020)
3. Charlotte County, Florida Work Order #161, Port Charlotte Beach Inspection
    a. Professional Fees: $67,000 (May 2021)
4. Charlotte County, Florida Work Order #181, Lister park Seawall Replacement
    a. Professional Fees: $38,000 (August 2021)

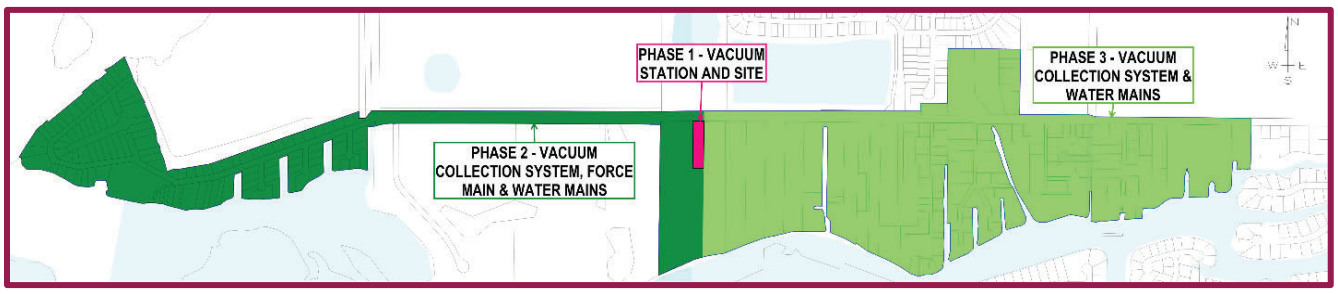
CM Method Experience

We are actively coordinating with and assisting one of our clients in utilizing this growingly popular approach, the Construction Manager (CM) method. We are currently using the CM at risk or CMAR delivery method on two large projects for Hillsborough County, the Ruskin and Wimauma Septic to Sewer and Low-Pressure Sewer Conversion project and a smaller project for the Englewood Water District, the V1 pump station rehabilitation project in Englewood.

Hillsborough County Septic to Sewer Projects

This project includes the design and construction of two vacuum sewer collection areas.

We've created phasing plans for each collection area to make the CM process smoother. These plans include individual work packages for each phase which include technical specifications, special conditions, quantities, and plans. We are constantly developing these packages for subsequent phases. By phasing the design and work for this large-scale project, the CM can start construction alongside the project design, saving time and accelerating the project schedule.



Englewood Water District: Pump Station Rehab Project

This project involves the design and construction of a pump station rehabilitation on one of Sarasota County's first vacuum station pump buildings. Utilizing the Construction Manager at Risk (CMAR) process, we collaborated closely with the contractor throughout both the design and construction phases. To streamline the CM process, we developed detailed phasing plans for each section of the building. These plans included individual work packages for structural, mechanical, and electrical systems, along with comprehensive technical specifications, special conditions, material quantities, and construction plans. This approach ensured early integration of the contractor's expertise, enhancing project efficiency and minimizing potential delays. The cost-plus method provided significant benefits, including transparency through detailed cost accounting, flexibility to accommodate design changes and unforeseen issues, assurance of high-quality workmanship and materials, and effective risk management by allowing real-time cost adjustments. Overall, the project benefited from enhanced collaboration and meticulous planning, leading to a successful and efficient rehabilitation of this critical infrastructure.

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

Our proposed project team comprises highly skilled professionals with extensive experience in Marine/Seawall/Civil, Coastal, Engineering, and Structural projects. We have designed and constructed seawalls, marine structures, coastal erosion control measures, and civil engineering projects. We have also worked on projects related to restoring and protecting coastal habitats, wetlands, and other environmentally sensitive areas.

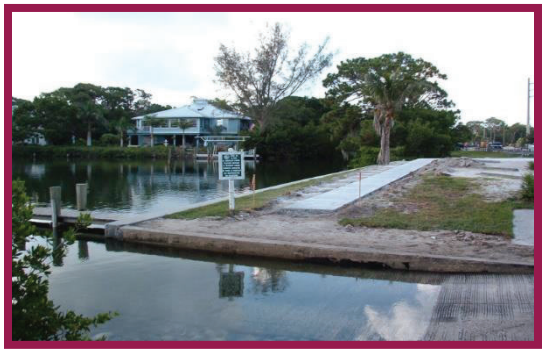
GWE has years of local engineering experience, specifically with marine structures such as seawalls, docks, boardwalks, and boat launches. We have a successful track record working with Charlotte County on similar projects and have designed **over 150 seawalls** for local marine contractors. GWE has provided similar designs of marine structures, including docks, walls, piers, pavilions, golf cart bridges, and hundreds of seawalls over the years.

This experience also includes designing seawalls for freshwater and saltwater, including large walls such as Weston's Resort (renamed Wannabe Inn) directly facing the Gulf of Mexico and Gasparilla Marina. Our understanding of complex regulatory requirements and use of the latest techniques and technologies ensures the successful implementation of environmentally responsible projects.

GWE has a proven track record working with Charlotte County on similar projects, including:

- Lister Park Seawall
- Port Charlotte Beach Inspection and Boarding Pier Replacement and T-Dock replacement
- El Jobean Fishing Pier Rehabilitation
- Spring Lake Boardwalks and Park Improvements
- Ainger Creek Boat Ramp Parking Expansion
- El Jobean Boat Ramp and Parking Improvements
- Hathaway Park Dock and Boat Launch
- South Gulf Cove Boat Ramp Park Expansion
- We have designed seawalls for freshwater and saltwater including large walls such as the “Weston’s Resort (renamed Wannabe Inn) directly fronting the Gulf of Mexico and Gasparilla Marina.

In addition, we have designed new boat ramps including the El Jobean boat ramp currently in use. The following are some photos from several of our projects, both with Charlotte County and other clients.



Ainger Creek Expansion

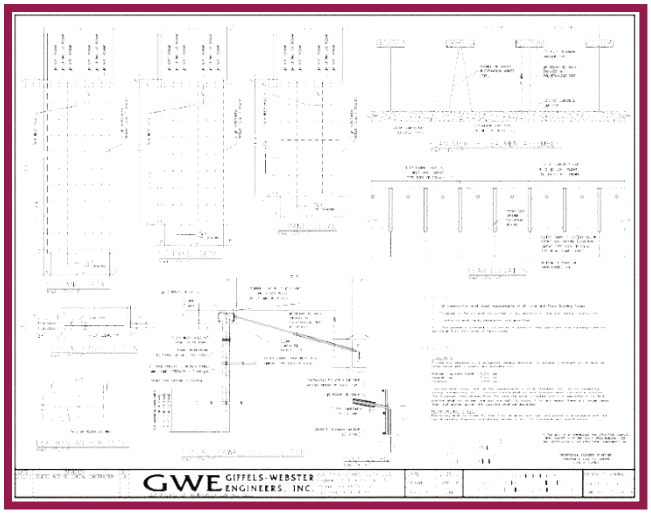
Spring Lake Park Improvements

El Jobean Boat Ramp

El Jobean Fishing Pier

Lister Park Seawall

PC Beach Boarding Pier



Private Seawall Design & Construction

C. Permitting experience with coastal regulatory agencies.

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

1. Charlotte County Community Development – Lister Park Seawall Replacement (May 2023)
2. Charlotte County Utilities
    a. Cape Haze Force Main Coral Creek Crossing (December 2017)
    b. Countryman Waterway Crossing (December 2022)
    c. Melbourne Waterway Crossing (April 2023)
3. Englewood Water District - Kettle Harbor Waterway Crossing (March 2021)

D. Design within a fixed project budget.

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

1. Charlotte County, City of Punta Gorda, Tee & Green Water Main Improvements
    a. Professional Fees: $44,000 (June 2020)
2. Charlotte County, Willmington Sidewalk Design
    a. Professional Fees: $73,000 (April 2023)
3. Charlotte County, Englewood Water District Beach Road Force Main
    a. Professional Fees: $99,400 (September 2021)
4. Sarasota County Midnight Pass 10" and 16" Water Main
    a. Professional Fees: $150,000 (June 2020)
5. Martin County, Port Salerno New Monrovia Vacuum Sewer Design
    a. Professional Fees: $1,089,555 (December 2022)
6. Martin County, Golden Gate Construction, Engineering, and Inspection (CEI)
    a. Professional Fees: $778,980.00 (March 2023)

SECTION IV:
PROJECT CONTROL

SECTION IV: PROJECT CONTROL

A. Schedule

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

Delays in project schedules have created undue hardship and inconvenience to the County, but more importantly, to the very residents that would most benefit from the project. When residents wait for the completion of a delayed project, they must live without the needed improvements and put up with the disruptions created by construction activities that continue beyond scheduled completion. There are several techniques that GWE can employ to assure that a schedule will be met as outlined below:

- **Developing a detailed project plan**: A detailed project plan helps ensure that all project tasks are clearly identified and that deadlines are established for each task. This will provide a roadmap for the project team to follow and allow for effective tracking of progress against the plan.
- **Using project management software**: Project management software such as Microsoft Project can help in planning, scheduling, and tracking the project. This will allow the project team to identify potential issues or delays and take corrective action, as necessary.
- **Conducting regular project meetings**: Regular project meetings help ensure that everyone is on the same page and that progress is being made as planned. These meetings can also help to identify potential issues and discuss strategies for addressing them.
- **Assigning clear roles and responsibilities**: Clearly defining roles and responsibilities for each team member makes certain that everyone knows what is expected of them and can contribute to the project in a meaningful way.
- **Contingency planning**: It is also important to have contingency plans in place in case of unexpected delays or issues that can threaten to impact the schedule. This ensures the team is prepared to address any unexpected concerns quickly without delay to the project schedule.

The schedule will be detailed to match the negotiated scope of services. Pursuant to RP-20 our preliminary schedule suggests all the services can be provided over an 18-month timeframe, which is reasonable for a project this size.

Task Name	Duratio	Start	Finish
PROJECT NAME: Bayshore Live Oak Park Seawall Repair/Replacement	545	11/1/2024	4/30/2026
PHASE I - DESIGN PHASE	180	11/1/2024	4/30/2025
Site Analysis/Permitting	60	11/1/2024	12/31/2024
The Schematic Design Phase	30	12/31/2024	1/30/2025
The Design Development Phase	45	1/30/2025	3/16/2025
The Construction Document Phase	45	3/16/2025	4/30/2025
PHASE II - CONSTRUCTION	365	4/30/2025	4/30/2026
Construction Observation	365	4/30/2025	4/30/2026

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

The responsibility for ensuring that the schedule is met lies with the project manager, Mr. Dennis Croyle, as the E.O.R./PM. Dennis is responsible for overseeing the project and ensuring that it is completed on time and to the required quality standards.

To ensure that the schedule is met, Dennis will work closely with the project team to develop a detailed project plan, set deadlines for each task, and monitor progress against the plan. He will also be responsible for identifying potential issues or delays and taking corrective action as necessary to keep the project on track.

B. Cost

1. What control techniques are planned?

GWE employs several cost control techniques to deliver large and small projects within budget.

Design Budget

To ensure that the project stays within budget, we will develop a detailed budget to help identify all the costs associated with the project and ensure that they are accounted for. We believe the best method to control the cost of the design and permitting effort is to negotiate a “lump sum” contract with the engineer. To control the project and protect both parties, defining a detailed scope of services “up front” with a clear understanding, or meeting of the minds, is paramount. If the estimate for the engineering services exceeds the lump sum fee for items that are clearly “in-scope,” the County is protected since that lump sum “controls” the engineering-related costs.

Additionally, it is important to have contingency plans in place in case of issues that may impact the project budget. This will allow the project team to respond quickly to keep the project progressing within budget. During design, we may find that we need additional drainage design for Public Works or aesthetic enhancements to the pump station. Should they be needed, the costs will have already been established, eliminating the need for any contract amendments, and maintaining cost control. This will prevent the design team and the County from having to cover an unknown cost yet give the County flexibility should additional tasks be required.

Next, clearly defining roles and responsibilities for each team member can help ensure that everyone knows what is expected of them in terms of cost management. This will allow the project team to work together effectively to manage costs and keep the project within budget.

However, we have concerns about the design and construction services budget in RP-20 of $95,000 due to the unknowns with FEMA funding, compliance, and reporting. The uncertainties surrounding FEMA's funding approval process and the stringent compliance and reporting requirements could lead to unforeseen expenses. These potential unknowns might necessitate additional resources and time to ensure adherence to FEMA guidelines, thus impacting the overall budget. Therefore, it is crucial to allocate a portion of the budget for unforeseen costs related to FEMA compliance and reporting to avoid budget overruns.

Construction Cost Control Elements

We know that construction bids can vary widely and are dependent on several factors. For example, the general state of the economy when the private sector is "booming" can drive prices higher. Conversely, in downtimes, numerous contractors will bid, tending to drive prices down. Fuel and equipment costs are also a significant factor that is out of our direct control.

Project ►	Lister Park Seawall Replacement			
Description ▼	Unit	Est. Qty	Price	Extension
GENERAL				
Erosion and Sediment Control, Turbidity Boom and Silt Fence	LS	1	$ 2,500.00	$ 2,500.00
Clearing and Grubbing	LS	1	$ 3,000.00	$ 3,000.00
Protection of Existing Structures and Utilities	LS	1	$ 5,000.00	$ 5,000.00
CIVIL				
Grading/Fine Grading	SY	1,000	$ 5.00	$ 5,000.00
Sod - Bahia	SY	1,000	$ 3.00	$ 3,000.00
Elliptical Concrete Pipe Culvert (HE III) (38"X 60")	LF	16	$ 250.00	$ 4,000.00
FDOT Index 280 Concrete Collar	EA	1	$ 900.00	$ 900.00
Demolition of Existing Seawalls as required (Cap, Wall, Tieback, King Piles, etc.)	LF	350	$ 125.00	$ 43,750.00
SEAWALL CONSTRUCTION				
F&I Concrete Panels (Size Varies)	LF	350	$ 315.00	$ 110,250.00
Tiebacks and Deadmen	EA	35	$ 350.00	$ 12,250.00
Seawall Caps	LF	350	$ 50.00	$ 17,500.00
Outfall Drainage Pipe Connection	LS	1	$ 1,500.00	$ 1,500.00
Rip Rap	CY	5	$ 200.00	$ 1,000.00
MISCELLANEOUS				
Imported Fill Compacted In Place Measure	CY	650	$ 25.00	$ 16,250.00
Permits Allowance	LS	1	$ 500.00	$ 500.00

However, GWE still can help "control" some costs or at least anticipate costs, by monitoring recent bids from similar areas and updating the County with engineering estimates that are close to reality so that the County's budget can be adjusted accordingly. GWE has prepared cost estimates for each of our projects based on the most up-to-date information. This information is then analyzed to ensure that current supply and demand trends do not produce inaccurate project costs and projections. Once exact quantity estimates based on the final plans are developed, the unit prices are multiplied by those units for a total cost estimate.

GWE prepares the bid and contract documents, collaborating with its clients to produce concise, accurate packages that are clear to the bidding contractors. Producing vague plans will create a large spread in bids since the contractors will be unclear of the intent, and "cover themselves" with higher bids. In addition, if the quantities in the bid set are wrong and the ultimate project "overruns" the engineer's estimate of material, the final project cost will escalate, requiring change orders that do not reflect well on the project.

2. <u>Demonstrate ability to meet project cost control.</u>

GWE takes pride in developing detailed plans with accurate "take-offs" that result in projects that are delivered within budget. Once the scope of services has been defined, GWE has never requested additional funds for any in-scope engineering effort on any project, demonstrating the advisability of a lump sum contract to maintain control of costs.

GWE achieved cost savings on the Golden Gate septic to sewer project by recognizing the importance of vacuum station location and reducing the quantity of larger diameter vacuum mains. The project was coordinated with the County paving program to avoid costly redundant asphalt restoration and minimize public inconvenience.

Recently, in the Port Salerno/New Monrovia septic to sewer project, Martin County was able to secure a low bid amount of $23 million for the construction, which was well below the estimated cost of $25 million. This was made possible by our proactive approach to research cost increase trends in labor and material costs and solicit local contractors during the design phase to create detailed cost estimates. This allowed us to accurately estimate and control project costs throughout the construction phase.

3. <u>Who will be responsible for cost control?</u>

The responsibility for cost control falls to Dennis Croyle, the Project Manager, as he is responsible for overseeing the project as a whole and ensuring that it is completed within budget.

C. Recent, Current and Projected Workload

All key design and CEI staff members have been with GWE for many years, providing stability and forming the foundation of our design expertise.

We have strong availability to meet the County's needs, as our private workload is minimal with only a few projects slated for the coming year.

The table below outlines the key project personnel and their anticipated time commitments:

Name	Committed	Available
Jonathan H. Cole, P.E.	50%	50%
Dennis J. Croyle, P.E.	60%	40%
Kendra Kotlarski, EI	75%	25%
Tim Morrow	50%	50%
Kevin Furniss	80%	20%
Chris Orren	75%	25%
Inspection Staff	25%	75%

Given our staffing availability, the GWE team is well-equipped to meet any reasonable schedule.

SECTION V:
PRESENT PROPOSED DESIGN APPROACH FOR THIS PROJECT

SECTION V: PRESENT PROPOSED DESIGN APPROACH FOR THIS PROJECT

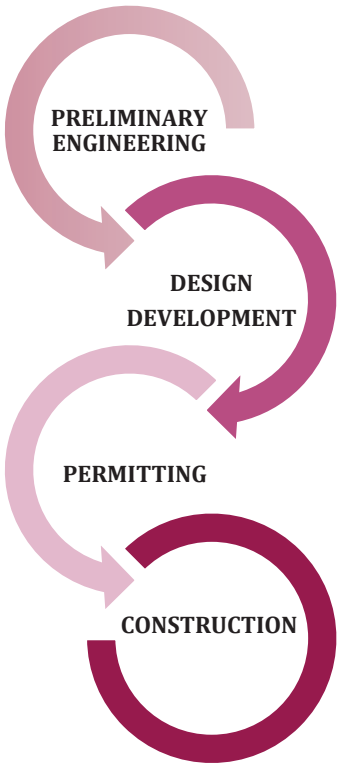
A. Describe proposed design methodology, including phased approach.

Design Methodology

The Seawall Repair/Replacement project is a critical undertaking that requires a well-thought-out approach to ensure that it meets the needs of all stakeholders involved. This project is unique in that it is the hub of tourism in the area, and therefore, it is essential to design a seawall that is not only functional but also aesthetically pleasing. GWE believes that a ***flexible design methodology*** should be employed, one that considers the needs of the community, the local environment, and the operational requirements of the project.

As with all our projects, GWE's approach is to collaborate with Community Development, who will own and maintain the seawall project. We will work closely to ensure that the design and implementation of the project meets the County's needs in both the short and long term. We will consider all aspects of the project design, including construction costs and maintenance costs. We will also work closely with staff to understand their needs and concerns relative to ease of maintenance, access, and other important considerations.

The project is dedicated to serving the best interests of Charlotte County residents from beginning to end.



Proposed Work Plan

We will focus on team coordination, and calm reasoning throughout the project duration, and understand that things change during the process. Sometimes there may be new information revealed during the design process that was never anticipated. In these times, the team must not be rigid and adapt to added information for better outcomes. Our methodology also ties to our work plan and schedule. Some of the ***key elements*** of our work plan are further elaborated as follows:

Data Collection & Site Analysis

Upfront, the existing plans, existing surveys, and GIS data will be reviewed. If additional information is required or new information needs to be collected, it can be accomplished early in the design process. We will release our sub-consultants as early as possible to obtain the required data and allow time to review the findings before detailed design ensues. This helps to ensure that all the relevant project data is known early in the project to provide for the best design with minimal unforeseen conflicts or project delays.

Survey

We will kick off the survey task immediately as this task can be time-consuming and we want to prevent any possible delays as this task is *critical* to the project design schedule.

Geotechnical

During site analysis, we will begin the subsurface exploratory investigations to obtain information on the physical properties of soil earthworks, rock, and foundations for proposed structures. Subsurface exploration usually involves soil sampling and laboratory tests of the soil samples retrieved.

We looked at soils in the area using the National Resources Conservation Service (NRCS) soil data. We found that the area is primarily urban land with 0-2% slopes. We do not anticipate that the soils will cause any considerable concern for this project.

Environmental

Conducting appropriate environmental investigations in this area will be essential to identify any protected species, benthic organisms, or unanticipated environmental concerns. This task will be done during the site analysis phase such that any findings are considered early to eliminate unfortunate surprises once the detailed design is already underway.

Archaeological/Historical/Cultural

We can provide an investigation of archaeological/historical/cultural resources to ensure there are no problems encountered during construction. The investigation process typically involves a thorough review of historical records, including maps, deeds, and other pertinent documents. Additionally, a field survey may be conducted to locate any potential resources that may not have been previously documented.

If any archaeological, historical, or cultural resources are identified, the project team can work with relevant stakeholders to develop a plan for their preservation or mitigation. This may involve avoiding the resource altogether, adjusting the construction plan to minimize impact, or implementing mitigation measures such as preservation, excavation, or documentation.

Zoning DRC (Development Review Committee)

Seawalls and walkways are generally allowed, but most times, especially when located in a commercial area, a review is required. Normally, seawalls are an appurtenance to a site plan and a specific site plan for just a seawall is typically unnecessary, especially for just a repair of an existing facility. However, if this does need to go through the DRC process, we are very familiar with the process having been through DRCs on numerous projects throughout the decades.

Structural Design - Seawalls

The seawall structural design process involves several considerations, including the size and location of the seawall, the materials used in construction, and the impact on the environment.

The first step in seawall structural design is to evaluate the site where the wall will be constructed. This includes an analysis of the water flow and wave conditions at the site, as well as the type of soil and terrain. The height and thickness of the seawall are then determined based on these factors.

The next step is to select the appropriate construction materials. The materials must be able to withstand the impact of water and other environmental factors, such as saltwater corrosion. Materials commonly used for seawall construction include concrete and steel.

The design of the seawall also considers the impact on the surrounding environment. Additionally, proper drainage systems are incorporated into the design to prevent erosion and soil destabilization behind the wall or site stormwater outfall pipes.

Preliminary Design Plans

Preliminary design plans production follows the data collection phase once all the "knowns" are established and understood. A brief technical memorandum and recommendation will be developed based on the existing seawall soundness and conditions. Replacement costs will be generated for the county to review. Preliminarily plans will be developed and will indicate the plan location of the wall followed by the structural plan sections that will indicate the height and size of the wall and cap. Walking path concepts and guardrails will be schematically shown along the seawall; however, the final selection will be determined at the final design stage.

Permitting

GWE has extensive experience with all the permitting entities involved in these types of projects including the Florida Department of Environmental Protection (FDEP) and the United States Army Corps of Engineers (USACE). In some cases, environmental assessments might be required, which we can provide through our sub-consultants.

Proper design planning can minimize impacts on the environment resulting in minimal permit stipulations since waterfront structure permitting is very involved. Generally, any activity conducted in, on, or over the surface waters of the State of Florida will require a permit from the Florida Department of Environmental Protection and/or the State Water Management District or even Federal Permits and will require signed and sealed drawings/plans.

Specific to this project, shoreline stabilization permitting through the FDEP will be necessary. The FDEP regulates the construction of seawalls, rip-rap, and other shoreline stabilization structures to protect the quality of Florida's surface waters, and to protect upland property along the shoreline. Certain types of shoreline stabilization structures because of their size, location, or proximity to other stabilization structures, can be expected to have minimal environmental impacts, and as a result, are exempt from State permitting requirements which may be the case in this project since there is an existing seawall. GWE will assist in determining if these shoreline stabilization structures are exempt from FDEP permitting, saving the project time and money.

Final Design

Final plans will be developed that provide plan views, structural plans, and sections including the reinforced concrete cap, seawall panels, deadmen, tiebacks, guardrail, and landscaping. Specific details for drainage, panel jointing, and restoration will be detailed to clearly outline construction details for the contractor. A quantity take-off for the development of a bid sheet and use for the final engineer's estimate of probable costs will be prepared. In addition, technical specifications, along with permit conditions (if applicable) will be put together for incorporation in the standard County contract bid document.

A Best Management Practices (BMP) Plan which indicates erosion control devices to be used during construction, for the protection of the existing resources, will also be developed. This plan will show limits of silt fencing for erosion control necessary to protect against erosion in the upland areas (where the pier ties to the land) and floating turbidity barriers to control turbidity where work will be conducted over the water.

GWE will prepare a concise set of quantity takeoffs and bid documents that incorporate the technical details with the County standard documents, so a fair "unit price" bid is received. The extra effort that we put forth at pre-bid meetings to educate the potential bidders results in receiving multiple responsible bids that fall within the budgeted funds. GWE will provide bid assistance services, provide addendums, respond to requests for information (RFIs), and assist as needed.

Construction Management

We have a full staff of field inspectors and construction administrators. We also typically review shop drawings and respond to questions during the construction process that come up from time to time.

We normally provide:

- Progress meetings attendance and preparation of condensed minute summaries
- Coordination of, and transmittal of, shop drawings to the Design Engineer for review and approval
- Evaluate the quantity and quality of work as it progresses, and issues relative to contractor claims
- Review and recommend the contractor's monthly applications for payment
- Inspection services to monitor and observe the quantity of material installed
- Provide a Construction Administrator to coordinate the field inspection
- Field Observation Reports
- Record Drawings

We also provide record drawings ("as-builts") and final certifications as necessary for the permitting agencies upon completion.

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

Several potential problems may arise during the Seawall design and construction project. These problems need to be anticipated and carefully considered to ensure a successful project. Some of the issues that could be encountered and proposed solutions to mitigate them are discussed below:

Problem #1 - Preliminary Environmental Review

Common impacts on development were evaluated as follows:

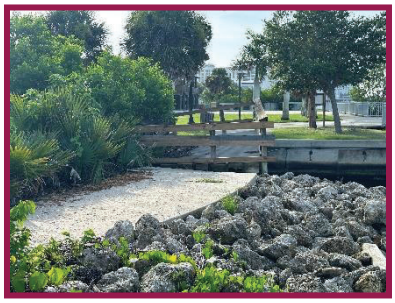
1. **Smalltooth Sawfish**
   Construction in areas inhabited by smalltooth sawfish may be restricted due to their protected status. This requires adherence to environmental regulations, potential permit acquisition, and implementation of mitigation measures to minimize impact on the species.
2. **Scrub-Jay Habitat**
   No County Scrub Jay Habitat Conservation Plan areas.
3. **Bald Eagles**
   No known eagle nest within 660' of the project. The bald eagle should not impact development.
4. **Gopher Tortoises**
   No active tortoise burrows were identified inside the project area.
5. **Vegetation**
   FLUCCS: 740 - disturbed Mown grass

Problem #2 – Existing stormwater facility onsite

There appears to be a stormwater facility at the site that requires reconstruction to meet the specifications outlined in the original permit. GWE can obtain these plans and design the reconstruction accordingly. While obtaining a new permit may not be necessary, it is recommended to inform the relevant agency about the reconstruction work to ensure compliance and transparency. Additionally, please note that there is a stormwater outfall control shown to the right of the facility that appears to be in good working order.

Problem #3 – Walkways and boardwalks

While the limits of walkway problems are not defined in the RFP, our site visit revealed several issues. First, we noticed several sidewalks that were underwater during the visit, rendering them essentially useless unless users don't mind getting wet feet. These areas could be investigated to determine if raising the walkway is a viable solution. Our firm has extensive experience designing miles of sidewalks for Charlotte County and is well-equipped to address these issues. We can assess the site conditions, propose practical solutions, and ensure the walkways meet all necessary standards and regulations.



Additionally, we observed a boardwalk to the east of the site that appears to be closed off and in rough shape. This could present a significant problem in connecting to the other area, as the boardwalk currently does not provide a safe or accessible route. Designing and planning boardwalks require careful consideration of materials, durability, and accessibility. We can create designs that not only enhance the aesthetic appeal but also ensure longevity and compliance with safety standards. Our approach includes a thorough assessment of the existing structure, identifying key areas for improvement, and proposing solutions to integrate the boardwalk seamlessly into the overall project.

Problem #4 - ADA compliance

The walkways require compliance with the American Disabilities Act (ADA). We noticed a section of the walkway that provides access to the shoreline, but it has drop-offs greater than 3 inches without guardrail protection, which could be an ADA compliance issue. Additionally, several areas have suspected cross and running slope issues, another ADA element that needs to be addressed. We will evaluate this area and others, making recommendations to ensure full ADA compliance.

Problem #5 - Guardrail

There is a picket-style guardrail adjacent to the collapsed wall, extending along the site lot lines and currently in decent shape. A decision needs to be made on how to integrate the new guardrail with the new seawall—either on top of the cap or next to it, as it is now.

If the new guardrail is installed, consideration must be given to how it will connect with the existing side guardrails. We need to determine whether a fabricator can match the existing design or if it would be better to replace all the side guardrails, including the undamaged portions, for consistency.

The type of foundation for the guardrail is also a factor. While base plates could be used, it might be more practical to install the guardrail within the seawall cap. Additionally, potential walkway expansion raises further questions that need to be addressed on guardrail placement.

This problem will need to be dealt with. Fortunately, we have extensive experience designing guardrails per code and working with various materials and applications.

Problem #6 - Construction Challenges

The construction of the seawall may pose logistical challenges, such as access to the site, material delivery, and site safety. Proper planning and management of the construction process, including the use of appropriate equipment, will be necessary to ensure efficient and safe construction. One big question is how you remove the debris and bring in the new seawall panels while minimizing damage. These questions should be considered while in the design phase. WE think having a good existing conditions survey and understanding there will be impacts to other parts of the site as a result of the construction needs to be considered.

Other common seawall project problems:

1. **Cost Overruns**
   The construction of a seawall can be costly, and unexpected expenses can arise during the project. These expenses could be due to unexpected soil conditions, changes in the design or scope of the project, or unforeseen site issues. To mitigate this risk, a contingency budget should be established, and regular budget reviews conducted throughout the project.

2. **Community Concerns**
   The construction of a seawall can generate concern among the surrounding community, especially if it is perceived as altering the natural environment or negatively impacting the aesthetics of the area. To address this issue, a proactive communication strategy should be developed to keep the community informed of the project's progress and address any concerns.

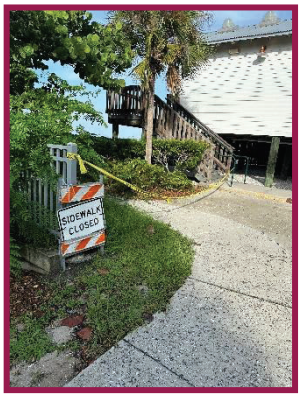
3. **Maintenance Requirements**
   The seawall will require ongoing maintenance to ensure its effectiveness in preventing erosion. Regular inspections and repairs may be necessary to address any damage caused by natural wear and tear or weather events. A maintenance plan should be developed before construction to ensure that proper resources are allocated to maintain the seawall over time.

4. **Adverse Weather Conditions**
   Weather conditions can impact the construction of the seawall, potentially causing delays or damage to the project which may have downstream effects on planned events.

   Appropriate planning and scheduling can help mitigate the impact of weather on the construction process. For example, construction activities could be scheduled during a drier season, or temporary measures could be put in place to protect the construction site during heavy rain or wind.

5. **Pedestrian Traffic & Onsite Parking**
   The construction of the seawall will impact pedestrian traffic and onsite parking. The construction site may be near public walkways or parking lots, which can be disrupted by construction activity.

   Proper planning and coordination with local authorities can help minimize the impact on pedestrian traffic and onsite parking. In addition, temporary parking arrangements may need to be made to ensure that visitors have access to adequate parking during the construction period.



6. **Existing Riprap & Habitat Protection**

   The construction of the seawall may impact existing riprap and small tooth sawfish habitat. Riprap is a layer of large stones or concrete rubble that is often used to protect shorelines from erosion. If riprap is already present at the construction site, it may need to be removed or relocated to make way for the seawall. This can impact the existing habitat of small tooth sawfish, which are an endangered species that rely on nearshore habitats for feeding and breeding.

   To mitigate this risk, it is important to conduct a thorough environmental assessment and work closely with local authorities to ensure that all necessary permits are obtained and that the construction activities do not harm small tooth sawfish habitat or violate any environmental regulations. Measures such as creating alternative habitats or constructing the seawall in a way that minimizes impact on the existing habitat may need to be considered.

7. **Existing Utility Conflicts**

   The construction of the seawall may conflict with existing utilities, such as water or sewer lines, stormwater drainage, electrical conduits, or communication lines. If the seawall needs to be constructed near or over existing utilities, there is a risk of damaging the utilities or disrupting services. To mitigate this risk, it is important to conduct a thorough review of existing utility plans and coordinate with utility providers to ensure that any conflicts are identified and addressed early in the design process. In some cases, it may be necessary to relocate or reroute utilities to avoid conflicts with the seawall. This can increase the cost and timeline of the project, so it is important to identify and address any potential utility conflicts early in the project planning phase.

8. **Drainage Infrastructure Replacement that Interfaces with Seawall**

   The construction of the seawall may require the replacement or modification of drainage infrastructure and outfalls that interface with the seawall. If drainage infrastructure, such as pipes or culverts, are located at or near the site where the seawall is to be constructed, they may need to be relocated or replaced to avoid conflicts with the seawall. Proper coordination and planning with County staff and utility providers can help minimize any disruptions to the drainage system and avoid any negative impact on the environment. It is also important to ensure that any new drainage infrastructure that is installed after the seawall construction is properly designed to interface with the seawall and to ensure the effective flow of water away from the site, to prevent erosion or other damage to the seawall over time.

9. **Large Areas of Disruption during Construction**

   The construction of the seawall will require a significant amount of excavation, material removal, and equipment movement, which can result in large areas of disruption at the construction site. This can impact the surrounding environment, including marine life and nearby habitats. The movement of heavy equipment and trucks can also create noise and dust, which may disrupt the local community.

   To mitigate these impacts, it is important to establish effective communication with residents and businesses and to create a detailed construction plan that outlines the anticipated impacts and any mitigation measures. It may be necessary to establish temporary fencing or barriers to prevent unauthorized access to the construction site and to protect the public from any hazards. Additionally, it may be necessary to establish a system to manage construction debris and waste to ensure that it is properly disposed of in accordance with local regulations.

In summary, the construction of the seawall may face a variety of issues, ranging from permitting delays and site access challenges to coordination with other projects and safety concerns. Effective planning, communication, and project management can help mitigate these risks and ensure a successful outcome.

C. Describe innovative approaches in programming and design.

The concrete seawall replacement project can benefit from innovative approaches in design that improve the overall quality, durability, and functionality of the new seawall. Potential approaches include:

Design above Standards
With the increasing frequency of severe weather events, the design approach could go above standards to ensure that the new seawall can withstand natural disasters and mitigate potential damage. This approach can include raising the elevation of the cap and the use of waterproofing concrete, epoxy-coated rebar, innovative weep drainage systems, and other materials and technologies that can increase the durability and longevity of the seawall.

User Oriented Design
Designing the seawall with the end-user in mind can create a more user-friendly and accessible experience for the community. This can include incorporating features such as seating areas, bike racks, and lighting systems that improve the usability and safety of the seawall.

Our team performed a site visit to the area and understand that this location is used often by residents and visitors alike for walking, jogging, biking, access to businesses, sightseeing, and for many special events such as weddings and celebrations. This site is a staple in the community and the project should enhance these aspects, not detract from them.

SECTION VI:

PRESENT EXAMPLES OF RECENTLY ACCOMPLISHED SIMILAR PROJECTS

SECTION VI: PRESENT EXAMPLES OF RECENTLY ACCOMPLISHED SIMILAR PROJECTS

GWE has designed many seawall projects, as shown in item 4 of this section. Those projects went exceedingly well, with no significant issues. However, we have outlined some larger projects to describe our abilities with schedule and cost control, construction issues and means to solve them, as well as costs due to design deficiencies, which are further described in the similar projects below.

A. Describe the projects to demonstrate:

1. Schedule and cost control

Schedule Control

Once the funding is in place for a large-scale project, it is imperative that the project moves forward, and doesn't get behind because if it does, that delay is expensive and attracts negative publicity for the County. Our GWE team is aware of this and prides itself on keeping projects progressing.

Example 1: CCU - East/West Spring Lake Wastewater Expansion Project (Port Charlotte, FL)

Charlotte County's first vacuum pilot project was designed by the same GWE team. Initially, the vacuum project was bid as one large system, combined with areas adjacent to Edgewater Drive which was initially a gravity system design. The first bids came in high, especially for the gravity portion of the project. The GWE team repackaged the project into three separate projects, as well as redesigned the former gravity section, converting it to vacuum. To do that meant rerunning vacuum hydraulics and upsizing some mains. That redesign and repackaging was conducted in a compressed time frame and resulted in rebidding and awarding the project successfully meeting the overall CCU time frames and budget.

Mr. Bruce Bullert, P.E.,
Engineering Services Mgr.
Charlotte County Utilities
25550 Harbor View Rd, Suite 1
Port Charlotte, FL 33980
(941) 764-4509
Bruce.bullert@charlottecountyfl.gov

Examples 2 through 10: EWD - Vacuum Projects V-1, V-2, V-3, V-4, V-5, V-6, V-7, V-8 and V-9 (Englewood, FL)

Mr. Keith Ledford, P.E.,
Operations/Technical Sup. Mgr.
Englewood Water District
201 Selma Avenue
Englewood, FL 34223
(941) 460-1020
kledford@englewoodwater.com

Examples of schedule control include every single vacuum sewer project we have designed and managed for the Englewood Water District. We encourage you to contact the EWD for confirmation.

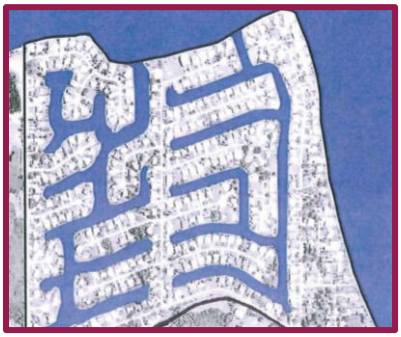
In addition to the "normal" scheduling issues, as the EWD Program progressed, Englewood was experiencing an above average growth as FDOT, Sarasota and Charlotte Counties were proposing major road improvements. GWE monitored these road projects and then adjusted the scheduling and timing of the EWD vacuum construction to coordinate with the road widening schedules.

By adjusting our plans to match the schedule of the road projects as well as public input, we were able to install important utility infrastructure to prevent delays and save thousands of dollars.

Example 11: Martin County - Wastewater Expansion Project, Phase I, Seagate Harbor/Lighthouse Point Sewer Expansion (Stuart, FL)

Mr. Jeremy Covey, P.E.,
Technical Services Admin.
Martin County Utilities
3473 SE Willoughby Blvd
Stuart, FL 34994
(772) 221-2353
jcovey@martin.fl.us

Consisting of approximately 600 residential connections, is the first of three areas designated to receive a centralized vacuum sewer system. Over 90% of all properties to be served consisted of waterfront homes with minimum vacant lots priced at more than $200,000. Due to limited and high-cost real estate in surrounding neighborhoods, a minimal footprint size was designed for the vacuum station.



The vacuum station was constructed on a nonconforming residential lot owned by Martin County. Construction of the Seagate Harbor/Lighthouse Point Sewer Expansion Project took place over a compressed time frame and was completed on time and within the allotted budget.

Example 12: City of Punta Gorda – Tee & Green Water Main Improvements (Punta Gorda, FL)

Mr. Steve Adams, P.E.,
Utility Engineering Manager
City of Punta Gorda
3132 Cooper Street
Punta Gorda, FL 33950
(941) 575-3325
sadams@ci.punta-gorda.fl.us

On March 5, 2021, GWE was issued a purchase order by the City of Punta Gorda to design and permit 3,000 feet of water main improvements for the Tee and Green Estates subdivision.

The agreement stipulated a project delivery date of August 31, 2021. GWE exceeded the deadline by nearly a month having received FDEP permits on August 6, 2021.

Our approach to this project was structured in a way that is simple to understand. We offered a "tried-and-true" multi-tasked approach that has been developed through years of similar project experience and refining processes for schedule development. The most crucial part of any schedule is the proper development of the work breakdown structures, logic, and durations. Once the schedule was complete, we analyzed the critical path avoiding constraints. For this project and like many others, obtaining the survey through our sub-consultant was the longest duration. In fact, it took longer than anticipated. Once the survey was received with some tuning of resources and durations on our end, we began developing the various design stages to coincide with FDEP permitting and ultimately providing comprehensive plans and specs to be used for contractor procurement. Since we do all the design work in-house, we pride ourselves on the ability to tweak or tune the schedule to stay on the critical path.

Cost Control

One of the biggest factors contributing to higher construction costs via change orders is a "vague" or inaccurate set of construction documents. In addition, if the quantities in the bid set are incorrect and the ultimate project "overruns" the engineer's estimate of materials, the final project cost will escalate, requiring change orders that generally reflect poorly on the project.

Our method to help control construction costs is to provide clear, concise plans and accurate quantity "take-offs" for incorporation into the project's bid set. The GWE team prepares bid and contract documents while working closely with County staff to make sure the project packages produced are comprehensible to the bidding contractors.

To help control cost, we realize that what appears to work on paper may not be the most cost-effective to build. For this reason, many times GWE solicits the expertise of local contractors experienced in the construction to do a quasi-peer review of the design plans versus their experience with actual field conditions.

GWE understands the importance of cost control measures on large and small projects. Often, cost is a significant driver of a project and there are several times when GWE has engineered projects to have considerable cost savings without compromising any quality of the project.

Example 1: CCU - East/West Spring Lake Wastewater Expansion Project (Port Charlotte, FL)

Charlotte County's first vacuum project was designed by the GWE team. GWE designed the collection area and vacuum station initially as one large system. The initial bids came in high, especially for the gravity portion of the project.

The GWE team successfully repackaged the entire project into three separate projects, as well as redesigned the former gravity section, converting it to a vacuum. Based on the initial bids, GWE analyzed the valve pit to lateral unit costs and redesigned much of the systems valve pits and laterals resulting in a lower overall price when rebid.

Additionally, the GWE team re-calculated the vacuum hydraulics and modified main vacuum line sizes which resulted in significant savings for the benefit of Charlotte County because former gravity sections could be eliminated.

That redesign and repackaging saved significant County funds on several fronts:

- Conversion of former gravity design to vacuum design in the "Zone 10" area saving road restoration costs and elimination of a lift station.
- Conversion of former gravity areas to vacuum in "Contract C" saving restoration costs.
- Elimination of the Edgewater Drive (EP2) lift station and gravity system.
- Changing valve pit depths and lateral lengths, saving significant dollars.

Examples 2 through 10: EWD - Vacuum Projects V-1, V-2, V-3, V-4, V-5, V-6, V-7, V-8 and V-9 (Englewood, FL)

We are proud to report that through the team effort of the staff of EWD, Sarasota and Charlotte Counties, and GWE acting as project manager, the following savings has taken place:

- GWE understood that the configuration of servicing lots for sewer service and the primary vacuum station placement was an important factor in the cost of service connections. GWE re-defined the service areas of the EWD Master Plan resulting in reducing the total number of vacuum/sewage pump stations from the original number of nine to six, saving ***over a million dollars in costs***. This also enhanced the potential of a phased construction plan allowing customer connections in an orderly manner while providing revenue to the owner.
- The number of service areas that were originally thought to be outside the reach of the vacuum system alternative systems was reduced from 16 to 11.
- The number of customers that were to be served by the vacuum system was increased by 10% due to growth and by serving areas that were originally thought to be outside the reach of vacuum systems and commercial rezones.
- Wherever possible, existing lift stations were taken out of service and the flow going to these stations was introduced into the vacuum systems.
- The Englewood Water District Utility Expansion Program was coordinated with the various local paving programs to avoid public relations nightmares of installing utilities after paving was completed, saving hundreds of thousands of dollars associated with repairing new asphalt.

Example 11: Martin County - Wastewater Expansion Project, Phase I, Seagate Harbor/Lighthouse Point Sewer Expansion (Stuart, FL)

GWE was retained by Martin County for a vacuum project at Seagate Harbor/Lighthouse Point. The first bids came in way over the budget. GWE analyzed the line items and realized that some obscure (yet significant) restoration costs were contained in that pay item.

Specifically, Martin County required that all lawn sprinkler systems be operational regardless of their existing condition, which was expensive for the contractors since the conditions were unknown. The restoration line items also included all the sod, paver brick driveways, and landscaping restoration.

GWE realized that the cost to repave the road was less than all the restoration costs and suggested to the County that the vacuum line be moved into the street. GWE took the extra effort to redesign a large portion of the main line, shifting it into the street under the asphalt, and re-bid the entire project. We did this at no additional cost to the County and the result was that the bids and the final project came in under budget resulting in huge savings for Martin County.

Example 12: CCU - Midway Boulevard: Utilities at Box Culverts - Utility Relocation Design (Port Charlotte, FL)

Charlotte County Utilities
25550 Harbor View Rd., Unit 1
Port Charlotte, FL 33980
(941) 764-4364

GWE was retained by Charlotte County Utilities to provide engineering design services for the utility relocations required for the installation of four box culverts along Midway Boulevard.

The plans for the Fordham Waterway crossing included both water and sewer changes. Sanitary sewer gravity lines were re-routed in the area, and a new pump station was designed for existing and future use by Charlotte County Utilities. This project was successfully completed within budget.

Example 13: CCU - Veterans II and III Roadway Improvement Projects (Port Charlotte, FL)

GWE was retained by Charlotte County Utilities to provide road plans and plans for the installation of a new primary water main, necessitated because of the Veterans II and III Roadway Improvement Projects.

Capital Projects Engineer
Charlotte Co. Community Dev/Engineering Division
410 Taylor St., Unit #104
Punta Gorda, FL 33950
(941) 575-3612

GWE provided the design and permitting of the 2.1 miles of 4-lane roadway improvements, in addition to the design of a 24-inch water transmission main line for a distance of 3,300 L.F. Close coordination was critical between all project participants, while making the protection of the County's interests a priority. This project was successfully completed within budget.

Example 14: CCPW - Midway Boulevard Road Widening Project – Phase I and II (Port Charlotte, FL)

Charlotte County Public Works
7000 Florida Street
Punta Gorda, FL 33950
(941) 575-3600

Charlotte County Public Works retained GWE as the prime design consultant for the Midway Boulevard Road Widening Project, a high-priority east-west arterial transportation corridor connecting U.S. 41 and Kings Highway. GWE designed the 2 to 4-lane widening of this roadway that included large-diameter gravity sewer segments.

GWE provided all design and engineering for the project. Stormwater Infrastructure expertise is demonstrated in the drainage design and stormwater analysis to include County Watershed Master Plan, stormwater technical review, SWFWMD construction phase permitting, flood protection, and ICPR stormwater modeling. In combination with the U.S. 41 Culvert Project, this overall project is considered the most complex engineering project Public Works has had to date. Despite numerous obstacles, including stormwater model tailwater elevations, multiple permitting entities, and significant utilities, it was completed under budget.

2. Construction problems and means taken to solve them.

Responsive & Dedicated Focus for Conflicts

Underground utility projects must inherently rely on other utility record drawings and interpretations. Some of those "as-builts" are marginal or even nonexistent.

Since we cannot locate every single possible utility, and even the best of plans will have unknowns, problems will inevitability come up during construction no matter how good the plans are.

Many times, the key is not so much what problems arise; but rather, how timely the problem can be resolved. GWE prides itself on handling field issues rapidly and being able to shift our mains or adjust the conflict to minimize delays and costs. For example, CCU is currently working with Guymann Construction on the **Ackerman Vacuum Station**. Shop drawings, minor revisions, and clarifications from GWE are needed throughout the construction process to resolve questions or problems.

We pride ourselves in getting back to the contractor with answers as soon as possible to not hold up their schedule. One of the advantages of a vacuum sewer is that it is flexible; that is, we can shift our main lines in the field and add "lifts" in many cases to go over a conflict.

A recent example of this occurred in the **El Jobean Vaccum Sewer Project** where an old, large-diameter storm drain was discovered in the area. This pipe was in direct conflict with the vacuum main. Our designers worked with the CCU Inspectors and re-calculated the hydraulic losses to see if an additional "lift" could be installed. In addition, we evaluated how the line could be extended and possibly re-routed. The result was that GWE recommended installing a "lift" to go up and over and around the large storm pipe, successfully avoiding the conflict. These types of conflicts require quick action to not hold up construction.

Unknown conflicts are a risk in any job and are bound to happen. GWE is prepared to address problems quickly and effectively to minimize delays and costs for the benefit of the County and the community.

Maintenance of Traffic

Another problem frequently encountered for projects of this nature in developed areas is maintaining vehicular and pedestrian flow safely throughout the work zone. GWE has extensive experience in developing project-specific plans to guarantee the safety of all involved parties. For example, many streets in the **Seagate Harbor/Lighthouse Point** service area were cul-de-sacs. Although not heavily traveled, allowing the passage of essential services and emergency vehicles was critical. GWE implemented a street-by-street customer awareness program to allow contractors to adapt their schedules to minimize inconveniences. This extra effort resulted in a favorable acceptance of a major utility project.

Usually, when we think of MOT, we primarily consider vehicular traffic. However, in this project specifically, we realize that there is also heavy pedestrian traffic in this area as it is a commonly used walkway for exercise, access to businesses, and special events. The project area includes the seawall and upland walkway area and for the safety of residents and visitors as well as the contractor, it will be imperative to develop a plan to address this MOT issue with engineered plans. GWE has the experience and capability to design these plans such that construction can commence safely.

Engineering Inspections for Specialized Designs

Many times, vacuum stations require inspections that are outside the realm of typical inspectors' capacities that are experienced in underground utility installations. Recently at the **Ackerman Vacuum Station**, thick layers of clay were observed while the contractor was excavating. This clay layer was planned for in the specialized structural design which relied on geotechnical borings and an envelope of stone to bridge the foundation and the clay. Our team met in the field with CCU inspectors to provide guidance on the extent of dewatering required to perform the work. In addition, we offered input on over-excavation and backfill with the stone to ensure we stabilized the stone before concrete placement.

Our staff is experienced in the ins and outs of seawall construction and is prepared to provide the construction oversight necessary to ensure the best final product for the County. Identifying and resolving problems early on is critical to maintaining the project schedule and budget and will reflect better in the public view.

3. <u>Any additional construction costs caused by design deficiencies, not program changes.</u>

Any design firm that has not had design problems during construction has either been extremely lucky or has not designed many large-scale projects. Firms that have designed hundreds of projects understand that mistakes are bound to happen from time to time, and we certainly are not perfect. While unfortunate, in most cases it's not the mistake *per se* that's the issue; rather, it's how the firm *addresses and resolves* the problem.

For example, a firm can put up its defenses and fight every claim, or it can work as part of the team in resolving the problem. GWE prides itself in being available to work out problems promptly during construction, regardless of if we are under contract or not; because we know that downtime is expensive. Should there be an error; GWE promptly redesigns the error to minimize those downtime costs.

Most of the time the issue can be worked out if it's caught prior to any significant expenditure of funds. Sometimes, it's not clear exactly who is "at fault" and, conversely, sometimes everyone is a part of the issue. For example, the information may be on the plan, but perhaps additional interpolation is necessary.

This happened in one area of an intersecting street along the **Midway (Phase I) Road Widening Project**. A part of the sidewalk was poured incorrectly at a wrong interpolated elevation between two given elevations on the plans. GWE came to the site and helped investigate and clarify the issue.

Moreover, rather than get into a squabble with the contractor and the County over the cost to resolve the problem; GWE opted to directly fund the fix, not only with design clarifications and field time to meet and go over the problem but also paying the contractor directly for a portion of the repair, splitting the costs. By so doing, we maintained amicable relations and the balance of the project went smoothly resulting in a beautiful roadway that we are proud of as the design engineers.

Another example where GWE went the "extra mile" had to do with the resolution of an issue that involved Charlotte County and the Southwest Florida Water Management District (SWFWMD). A complaint was received from a resident who was trying to repair a septic system; but due to the construction of a new retention pond necessary for road drainage, the code separation distance for septic to the new "open water" restricted the area for expansion. The resident had to seek a variance from the state and was requesting fees for her costs.

The SWFWMD personnel called the GWE administration and discussed the problem. Even though the design was perfectly acceptable and permitted through the agencies, GWE offered to directly fund the resident's fees, to put this issue to rest.

Again, these types of things are bound to happen from time to time, especially with large-scale projects. We strive to be fair, reasonable, and responsive in dealing with design issues to resolve the problem.

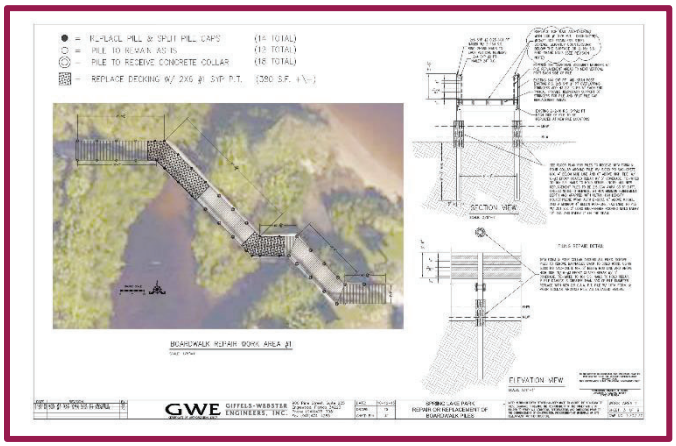
4. <u>Projects delivering seawalls.</u>

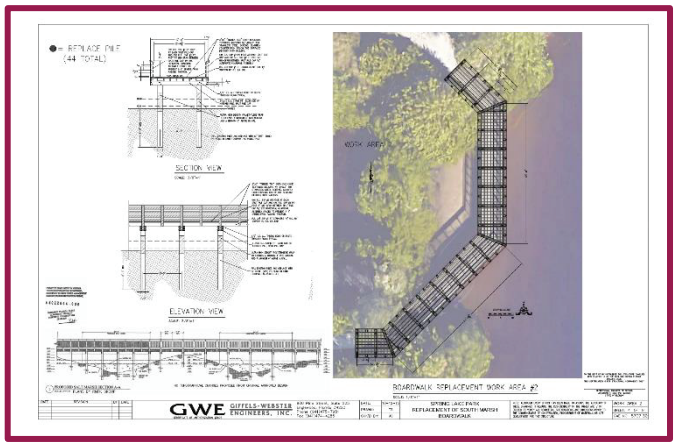
GWE has years of local engineering and experience with designing marine/seawall/civil/coastal engineering and structural projects, specifically with seawalls. GWE has a proven track record working in Charlotte County on similar projects. Some examples of projects we have worked on include:

Lister Park Seawall Replacement

GWE designed the Lister Park Seawall Replacement project which was recently constructed. This project is similar in nature to the proposed Event Center Seawall Repair/Replacement project. The Lister Park Seawall Replacement was very successful and was completed without issue.

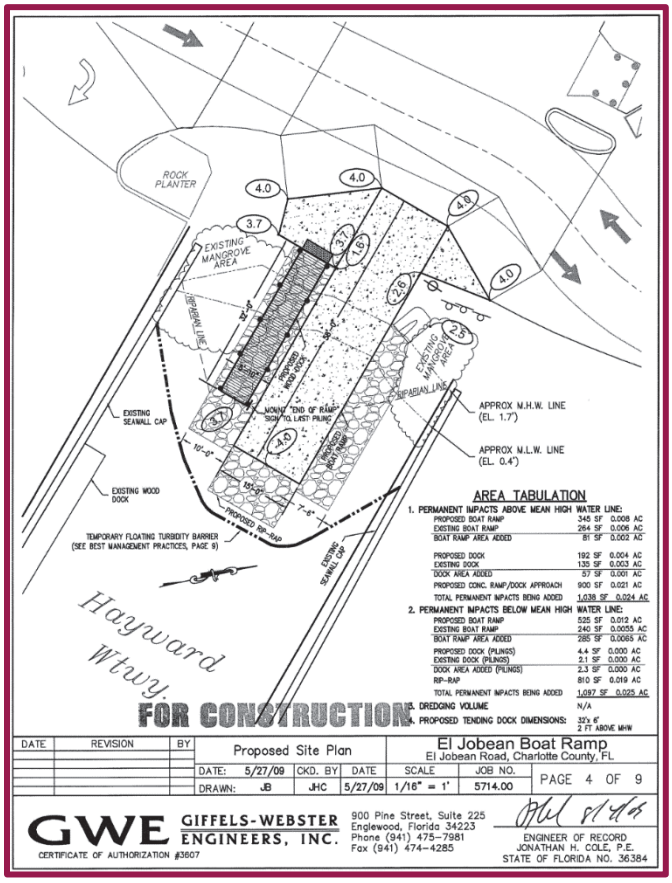
Spring Lake Boardwalks and Park Improvements

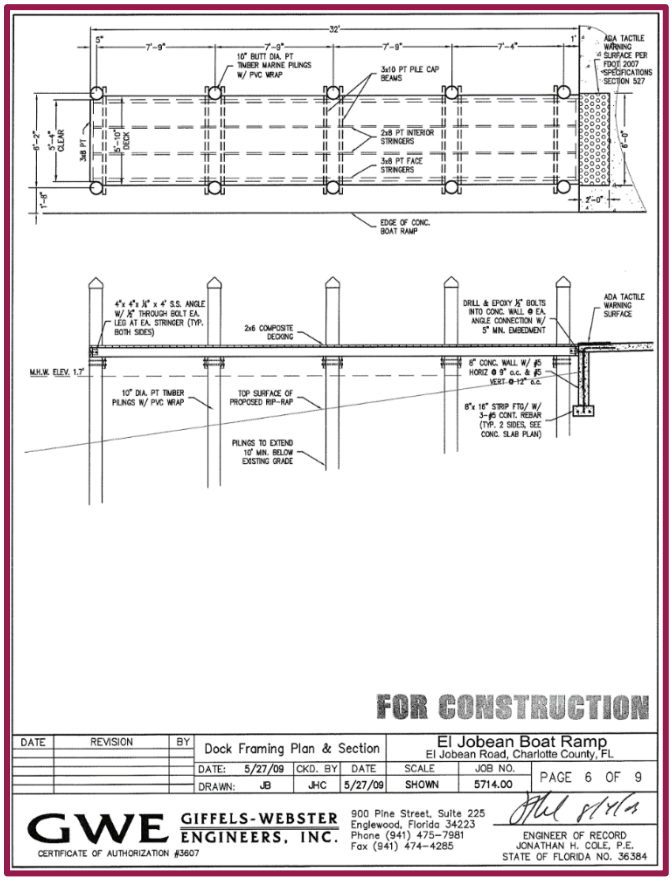




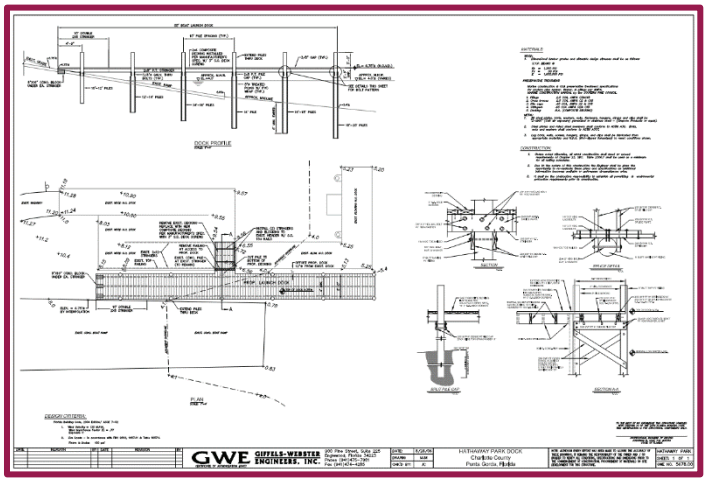
Ainger Creek Boat Ramp Parking Expansion

El Jobean Boat Ramp and Parking Improvements

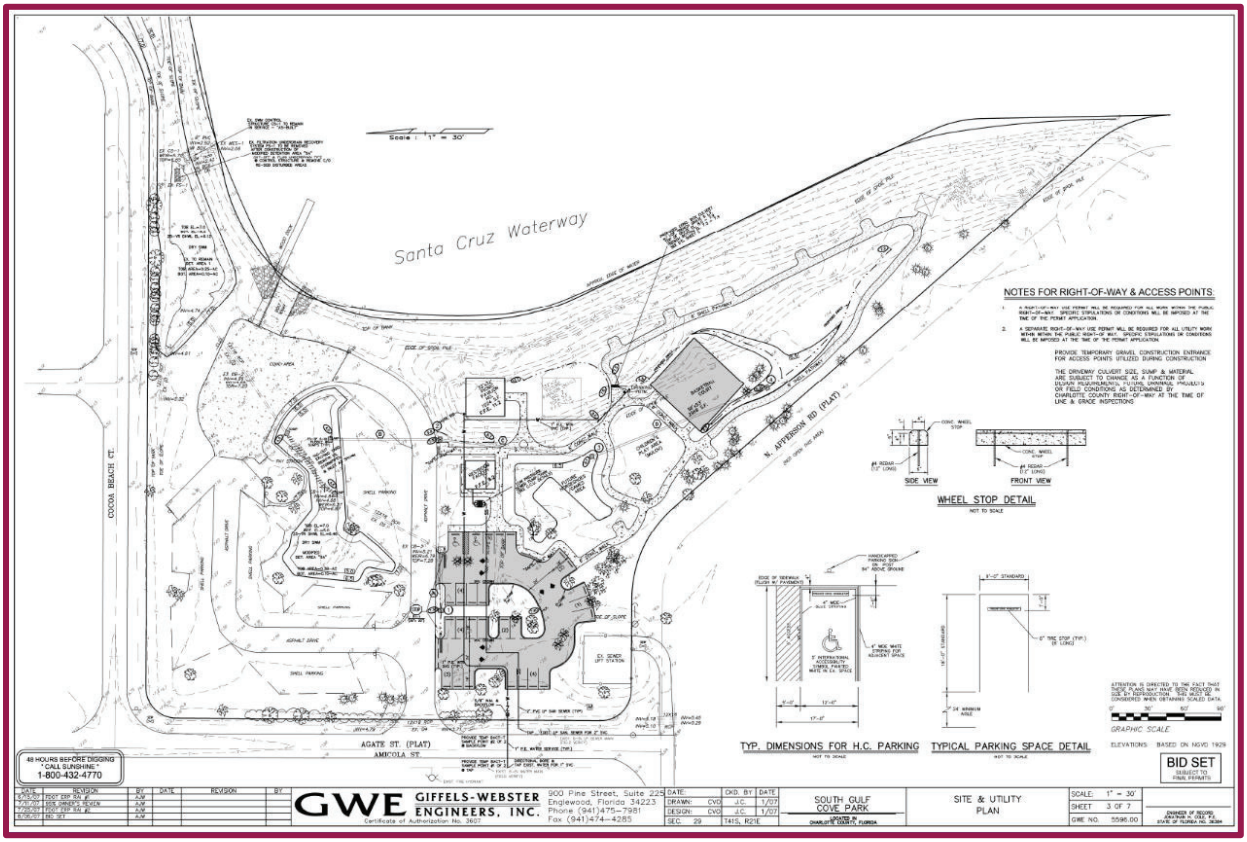




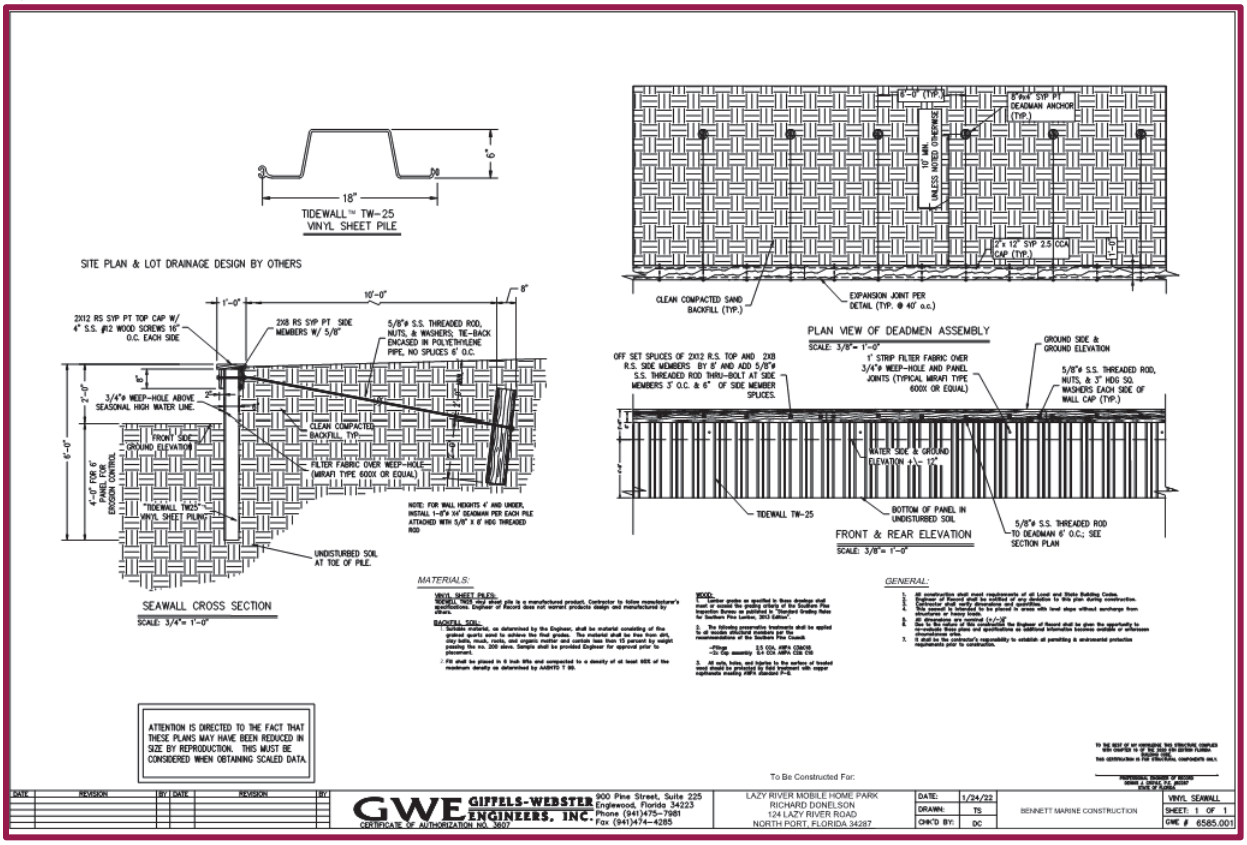
Hathaway Park Dock and Boat Launch



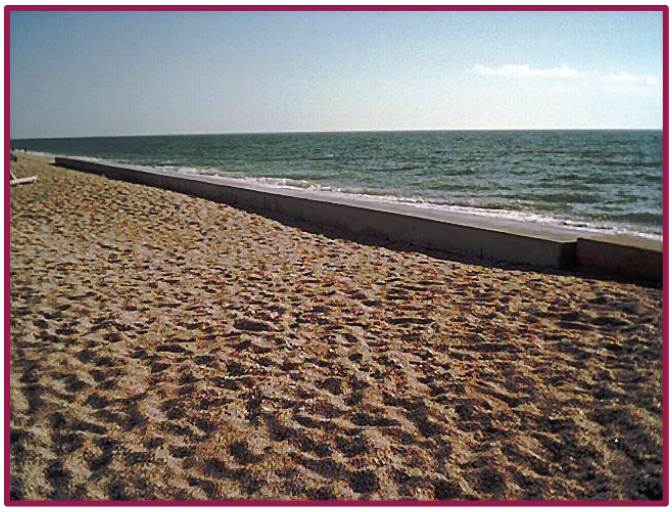
South Gulf Cove Boat Ramp Park Expansion



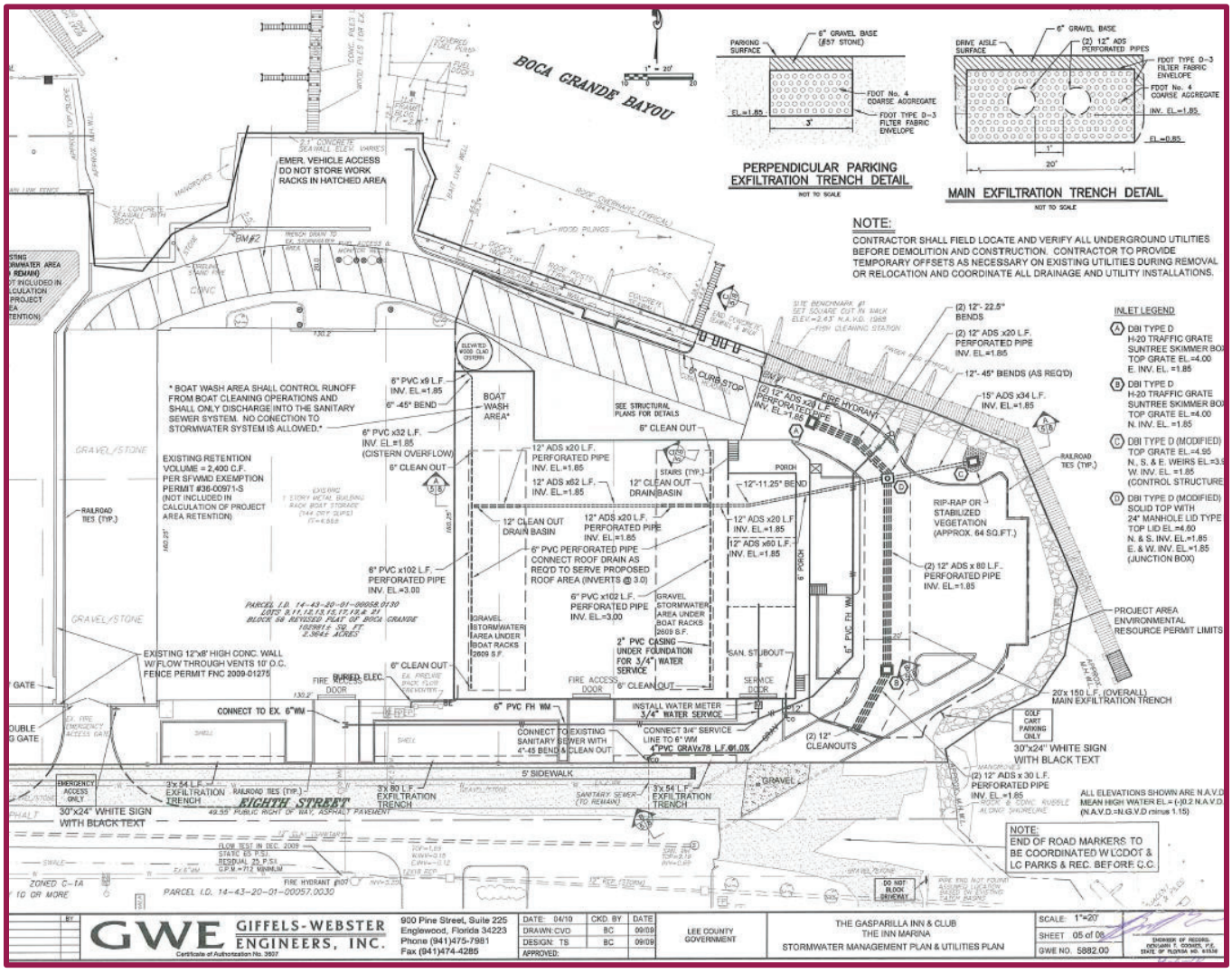
GWE has successfully designed over 150 seawalls for local marine contractors since 2007 in and around Charlotte County.



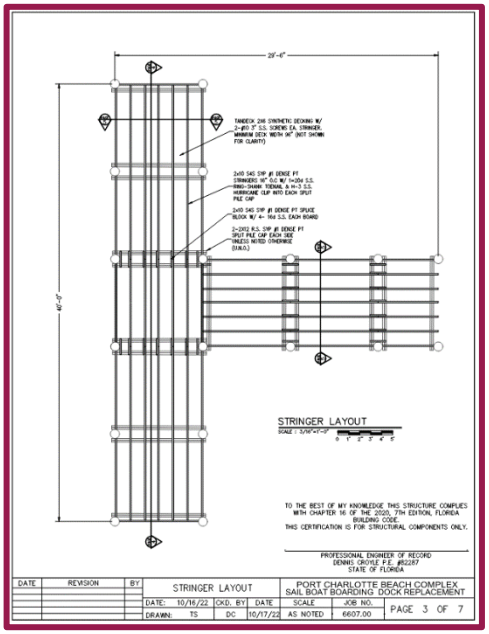
"Weston's Resort" (renamed Wannabe Inn) directly fronting the Gulf of Mexico



Gasparilla Marina



Port Charlotte Beach T-Dock Replacement



SECTION VII:

DESCRIBE YOUR EXPERIENCE AND CAPABILITIES IN THE FOLLOWING AREAS

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

A. Value Engineering

Our experience gained from value engineering in past projects can be applied to seawall design and construction to find cost-effective and efficient solutions. By examining both successes and failures, we can identify solutions for challenges in seawall construction.

For instance, the GWE team for Charlotte County Utilities (CCU) provided recommendations for the El Jobean vacuum sewer project. The project involved pipeline crossings under SR776, and the proposed design approach was jack and bore casings. The contractor suggested using directionally drilled mains to save over $60,000 at their own risk. To ensure success, the GWE team recommended upsizing the pipe to accommodate any belly or sag in the installation. They also developed a performance testing specification for CCU to use during acceptance testing. In the end, the contractor successfully installed the mains, and the county benefited from cost savings.

B. Cost Analysis and Control

We have experience in conducting a cost-benefit analysis (CBA) for several sewer system projects, which involves evaluating the costs and benefits associated with a particular project. Our financial analysis and economic modeling systems, including tools like Excel spreadsheets that use specialized programs like Net Present Value, Benefit-Cost Ratio, and Return on Investment (ROI), can help create projections for the costs and benefits of proposed projects. We also consider project-specific ranking factors such as environmental impacts, public perception, and availability of land for pump station sites when making recommendations on the best sewer technology to serve the area. We have provided CBA to various counties, including Martin County for a standby emergency generator.

Additionally, we have provided cost-benefit analysis studies for smaller projects such as the **Bocilla/Little Gasparilla Island** study that we completed for **Bocilla Utilities**. We prepared a cost assessment to compare the relative costs of a vacuum sewer system versus a low-pressure sewer system and went a step further to assess the estimated difference in cost to add flow from an additional service area. GWE provided cost analysis and recommendations for all these scenarios to aid the client in selecting a sewer system technology.

LOW PRESSURE SEWER - SCENARIO COST COMPARISON

Section	SCENARIO 1 - Assumes Knight Island Flow				SCENARIO 2 - Does Not Assume Knight Island Flow				Cost Differential
	Nominal Pipe Size (in)	Unit Price	Length of Main (ft)	TOTAL	Nominal Pipe Size (in)	Unit Price	Length of Main (ft)	TOTAL	
Knight Island Section 1	6	$ 30	400	$ 12,000	N/A	N/A	N/A	$ -	$ 12,000
Don Pedro / Knight Island Section 2	8	$ 32	2000	$ 64,000	4	$ 28	1400	$ 39,200	$ 24,800
Don Pedro / Knight Island Section 3	8	$ 32	2035	$ 65,120	6	$ 30	2035	$ 61,050	$ 4,070
Don Pedro / Knight Island Section 4	8	$ 32	2750	$ 88,000	6	$ 30	2750	$ 82,500	$ 5,500
Don Pedro / Knight Island Section 5	8	$ 32	5120	$ 163,840	8	$ 32	5120	$ 163,840	$ -
Don Pedro / Knight Island Section 6	10	$ 50	4060	$ 203,000	8	$ 32	4060	$ 129,920	$ 73,080
Little Gasparilla Section 1	4	$ 28	2080	$ 58,240	4	$ 28	2080	$ 58,240	$ -
Little Gasparilla Section 2	6	$ 30	2340	$ 70,200	6	$ 30	2340	$ 70,200	$ -
Little Gasparilla Section 3	8	$ 32	6050	$ 193,600	8	$ 32	6050	$ 193,600	$ -
Little Gasparilla Section 4	8	$ 32	5200	$ 166,400	8	$ 32	5200	$ 166,400	$ -
Section 11 - Wye to Future LS	12	$ 60	4930	$ 295,800	10	$ 50	4930	$ 246,500	$ 49,300
									$ 168,750

C. Life Cycle Cost Analysis

Life Cycle Cost is the combined capital and maintenance cost of a capital investment applied to the present value of the asset. Life Cycle Cost Analysis (LCCA) is a method of determining the entire cost of a structure, product, or component over its expected useful life. The LCCA for utility investment decisions identifies alternatives that have the lowest cost over the entire life, not just the lowest initial costs.

The cost of operating, maintaining, and using the facility is added to the construction cost price and brought back to the current value for an overall complete analysis.

One basic formula used for calculating life cycle cost can be summarized as follows:

Total life cycle cost in present value dollars = Initial Cost + Replacement Value + Residual Value + Energy Costs + Operating & Maintenance + Repair Costs + Miscellaneous Costs – Salvage Value

GWE has provided this analysis for Hillsborough County, Martin County, the City of Punta Gorda, and CCU when performing cost comparisons of alternate sewer technologies. This analysis is used to determine the basis of design for the entire project and is a critical component of any project.

D. Environmental Assessment

GWE team members have conducted Environmental Assessments working in Florida's upland and wetland environments in Southwest Florida. Our team has the capabilities and experience for tasks that include virtually all evaluations of environmental aspects of the land; procurement of local, state, and federal permits; and permit compliance. These capabilities include performing wetland jurisdictional determinations, protected species assessments, design and preparation of mitigation plans, monitoring plans, wildlife management plans, planting plans, exotic removal plans, and vegetation removal plans.

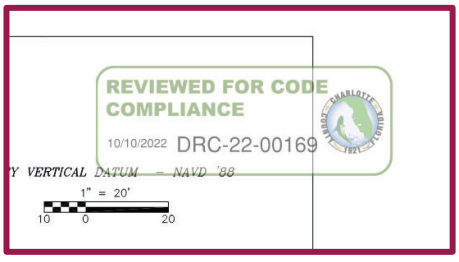
We also provide the assembly and tracking of wetland permit applications for local, state, and federal agencies; field data collection including mitigation monitoring, water quality monitoring, submerged resource surveys, well and staff gauge readings, seasonal high-water determinations, compliance monitoring, protected species assessments, wildlife management plans, mitigation plans, and various analyses relating to the permitting process.

Our team members have provided hundreds if not thousands of environmental assessments throughout the years. Jennifer Krajcir will serve as a project manager and primary team liaison between the County and regulatory agencies. A recent project experience specifically related to a County project is the protected species assessment completed for the Lake View Midway project for CCU.

E. Permitting for Charlotte County

As agents to Charlotte County, we have extensive experience in navigating the permit process for a wide range of projects. One key aspect of the permitting process that we are well-versed in is the Design Review Committee (DRC) process.

Recently the CCU O'Hara pump station building was approved through both the special exception and the DRC process. This is a critical step in obtaining approval for commercial and residential development projects in Charlotte County. It involves a thorough review of project plans by a committee of professionals who evaluate the design, architecture, landscaping, and other features of the proposed development. We are familiar with the requirements and expectations of the DRC process and can work with clients to ensure their project plans meet the necessary standards for approval.



In addition to the O'Hara DRC process approval, we have had many plans submitted for a permit with the building department. This process involves submitting detailed plans for proposed construction projects and obtaining the necessary permits and approvals to begin construction.

As an agent to Charlotte County, we can provide guidance on the specific requirements for building permits, help the contractor navigate the application plan review process, and ensure that all necessary permits are obtained in a timely and efficient manner.

F. Specialized Marine/Coastal Experience

At GWE, we are proud to offer specialized marine engineering experience that is tailored to meet the unique needs of our clients. Our team of experienced professionals is intimately familiar with the specific procedures and regulations of Charlotte County, and many of our staff members reside within the county itself. This allows us to work closely with local officials and stakeholders, providing timely and cost-effective solutions to even the most complex marine engineering challenges.

With more than 20 years of experience in marine construction engineering design and inspection, GWE has built a reputation for excellence in our field. Our team includes professional engineers who can assess the structural elements of any marine project. We pride ourselves on our ability to go above and beyond for our clients, consistently "going the extra mile" to get the job done right without claims for extras.

Our experience encompasses a wide range of marine engineering projects, including the design of boat docks, fishing piers, boardwalks, seawalls, and more. We understand the unique challenges inherent in marine engineering projects, and we have the knowledge, skills, and resources necessary to address these challenges and deliver successful outcomes for our clients. Our proven track record of success in working with Charlotte County is a testament to our commitment to quality, integrity, and client satisfaction.

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

Our firm has extensive experience in this area, having worked on numerous projects for government agencies and municipalities throughout the state of Florida.

Our team of highly skilled and experienced engineers is committed to delivering exceptional service to our clients. We understand the unique challenges involved in working on public and government facilities and amenities, and we have the expertise to ensure that your project is completed on time and within budget.

Our services include:

- **Engineering Design**: We provide engineering design services for a variety of public and government facilities and amenities, including utilities, public works, parks, facilities, and more. Our team has extensive experience in designing facilities that are functional, aesthetically pleasing, and sustainable.
- **Construction Management**: We offer construction management services to ensure that your project is completed on time and within budget. Our team will work closely with contractors to ensure that construction is carried out according to design specifications, and we will provide ongoing support throughout the construction process.
- **Permitting**: We have extensive experience in navigating the complex permitting process for public and government facilities and amenities. Our team will work closely with local and state agencies to ensure that all necessary permits are obtained in a timely and efficient manner.
- **Inspection**: We provide inspection and testing services to ensure that the facility is safe and meets all applicable codes and regulations. Our team will conduct regular inspections throughout the construction process to identify any issues and ensure that they are addressed promptly.

At GWE, we are committed to delivering exceptional service to our clients. We have a proven track record of success in working on public and government facilities and amenities, and we are confident that we can provide the same level of service to Charlotte County.

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

SECTION VIII: VOLUME OF WORK

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

SECTION IX: LOCATION

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

Our main office has been in Englewood, Florida since 1992, which is less than 25 miles from the project site. This proximity allows us to easily access the project area, meet with stakeholders and government officials, and stay informed about any changes or updates.

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

SECTION X: LITIGATION

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

SECTION XI: MINORITY BUSINESS

Giffels-Webster Engineers team member, Archaeological Consultants, Inc., ***does hold*** a credited MBE/WBE Certification.

State of Florida

Woman Business Certification

Archaeological Consultants, Inc.

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
09/22/2021 to 09/22/2023

Jonathan R. Satter, Secretary
Florida Department of Management Services

Department of MANAGEMENT SERVICES
Office of Supplier Diversity

Office of Supplier Diversity
4050 Esplanade Way, Suite 380
Tallahassee, FL 32399
850-487-0915
www.dms.myflorida.com/osd

REQUIRED FORMS

PART V - SUBMITTAL FORMS
PROPOSAL SUBMITTAL SIGNATURE FORM

1.	Project Team Name and Title	Years experience	City of office individual will work out of for this project	City individual's office is normally located	City of individual's residence
	Jonathan H. Cole, P.E., Principal In Charge	39	Englewood	Englewood	Englewood
	Dennis Croyle, P.E., Project Manager, Engineer of Record	12	Englewood	Englewood	Port Charlotte
	Kendra Kotlarski, E.I., Designer	2	Englewood	Englewood	Port Charlotte
	Kevin Furniss, Senior Designer	34	Englewood	Englewood	Englewood
	Christopher Orren, Utility Designer	38	Englewood	Englewood	Englewood

2.	Magnitude of Company Operations	
	A) Total professional services fees received within last 24 months:	$ 5,764,194.55
	B) Number of similar projects started within last 24 months:	4
	C) Largest single project to date:	$ 9,571,565.00

3.	Magnitude of Charlotte County Projects	
	A) Number of current or scheduled County Projects	8
	B) Payments received from the County over the past 24 months (based upon executed contracts with the County).	$ 1,605,563.90

4.	Sub-Consultant(s) (if applicable)	Location	% of Work to be Provided	Services to be Provided
	Meridian Group of South West Florida, Inc.	Port Charlotte		Surveying
	Suncoast Eco Services	Port Charlotte		Environmental and Protected Species Assessments
	Universal Engineering Services	Lee County		Geotechnical
	Terrescape, Inc.	Sarasota		Landscaping
	ACI, Inc.	Sarasota		Archeological, Historical Investigations, and Cultural Requirement

5. Disclosure of interest or involvement: List below all private sector clients with whom you have an active pending contract and who have an interest within the areas affected by this project. Also, include any properties or interests held by your firm, or officers of your firm, within the areas affected by this project.

	Firm	Address
	Phone #	Contact Name
	Start Date	Ending Date
	Project Name/Description	

NAME OF FIRM Giffels-Webster Engineers, Inc.

(This form must be completed and returned)

6. Minority Business: The County will consider the firm's status as an MBE or a certified MBE, and also the status of any sub-contractors or sub-consultants proposed to be utilized by the firm, within the evaluation process.	**Yes** X **No** _____
Comments or Additional Information:	

The undersigned attests to his/her authority to submit this proposal and to bind the firm herein named to perform as per contract, if the firm is awarded the Contract by the County. The undersigned further certifies that he/she has read the Request for Proposal, Terms and Conditions, Insurance Requirements and any other documentation relating to this request and this proposal is submitted with full knowledge and understanding of the requirements and time constraints noted herein.

By signing this form, the proposer hereby declares that this proposal is made without collusion with any other person or entity submitting a proposal pursuant to this RFP.

In accordance with section 287.135, Florida Statutes, the undersigned certifies that the company is not on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, and does not have business operations in Cuba or Syria (if applicable) or the Scrutinized Companies that Boycott Israel List, or is not participating in a boycott of Israel.

As Addenda are considered binding as if contained in the original specifications, it is critical that the Consultant acknowledge receipt of same. The submittal may be considered void if receipt of an addendum is not acknowledged.

Addendum No. 1 Dated 7-30-24 Addendum No._____ Dated____ Addendum No._____ Dated_____

Addendum No._____ Dated_____ Addendum No._____ Dated____ Addendum No._____ Dated_____

Type of Organization (please check one): INDIVIDUAL (_) PARTNERSHIP (_)
CORPORATION (X) JOINT VENTURE (_)

Giffels-Webster Engineers, Inc. — Firm Name
941-475-7981 — Telephone

n/a — Fictitious or d/b/a Name
38-2749086 — Federal Employer Identification Number (FEIN)

900 Pine Street, Suite 225 — Home Office Address

Englewood, FL 34223 — City, State, Zip
38 — Number of Years in Business

Address: Office Servicing Charlotte County, other than above

Dennis Croyle, P.E., Vice President — Name/Title of your Charlotte County Rep.
941-475-7981 — Telephone

Dennis Croyle, P.E., Vice President — Name/Title of Individual Binding Firm (Please Print)

Signature of Individual Binding Firm
8/14/2024 — Date

dcroyle@gwefl.com — Email Address

(This form must be completed & returned)

DRUG FREE WORKPLACE FORM

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

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).

4. In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.

5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is so convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

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

Proposer's Signature

8/14/2024
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.

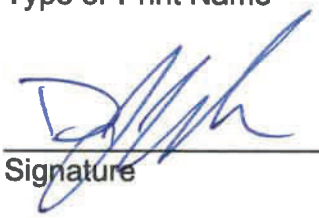
(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this 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.

8/14/2024
Date

Dennis Croyle, P.E.
Type or Print Name


Signature

Vice President
Title

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.