



STATEMENT OF QUALIFICATIONS

US 301 Over Four Hole Swamp Design-Build Project Orangeburg, County

Project ID 0040308

April 11, 2022

Greg Tuttle
Cape Romain Contractors
843-884-5167 (O), 843.514.9850 (M)
greg@caperomaincontractors.com



3.2 | INTRODUCTION

3.2.1 Contracting Entity \ Cape Romain Contractors, Inc. will be the Contracting Entity, responsible for the successful delivery of the US 301 Over Four Hole Swamp Design-Build Project. Cape Romain Contractors, a family-owned business headquartered in Wando, SC, specializes in heavy highway bridge services and marine construction with a strong history of **environmental stewardship**. Cape Romain has a **75 year history** providing these services to government and public clients.

Cape Romain has enlisted the design expertise, experience, and resources of **Neel-Schaffer, Inc.** to serve as Lead Designer responsible for the overall design and will be supported by trusted local subconsultants that specialize in various disciplines, including Environmental/Permitting/Mitigation, Geotechnical Engineering, Utility Coordination, Surveying/SUE, and ROW acquisition.

3.2.2 Points of contact and 3.2.3 Full Legal Names of Lead Contractor and Lead Designer \

Lead Contractor	
	Eric Gregory Tuttle, Project Manager Cape Romain Contractors 612 Cape Romain Road Wando, SC 29492 843-884-5167 (O), 843.514.9850 (M) greg@caperomaincontractors.com

Lead Designer	
	Jeffrey Marshall Walters, PE Neel-Schaffer, Inc. 1320 Main Street, Suite 510 Columbia, SC 29201 803.929.3656 (O), 850.766.5986 (M) jeff.walters@neel-schaffer.com

3.2.4 D-U-N-S Number for All Firms \

Cape Romain Contractors (00-978-9314)
Sanders Brothers (00-337-1028)
Neel-Schaffer, Inc. (14-772-1229)
Insight Group (02-916-3178)

Robbins and Dewitt (11-857-2839)
Palustrine Group (08-018-8768)
KCI (08-499-3344)
Property Acquisitions & Negotiations, Inc. (94-674-6620)

3.2.5 Commitment of Key Individuals \ Our Key Individuals are fully committed to this Project in order to meet or exceed SCDOT's quality and schedule expectations, and are available for the duration of the Project. Our Team is also committed to providing all resources and personnel required to successfully deliver this emergency bridge replacement project for SCDOT.

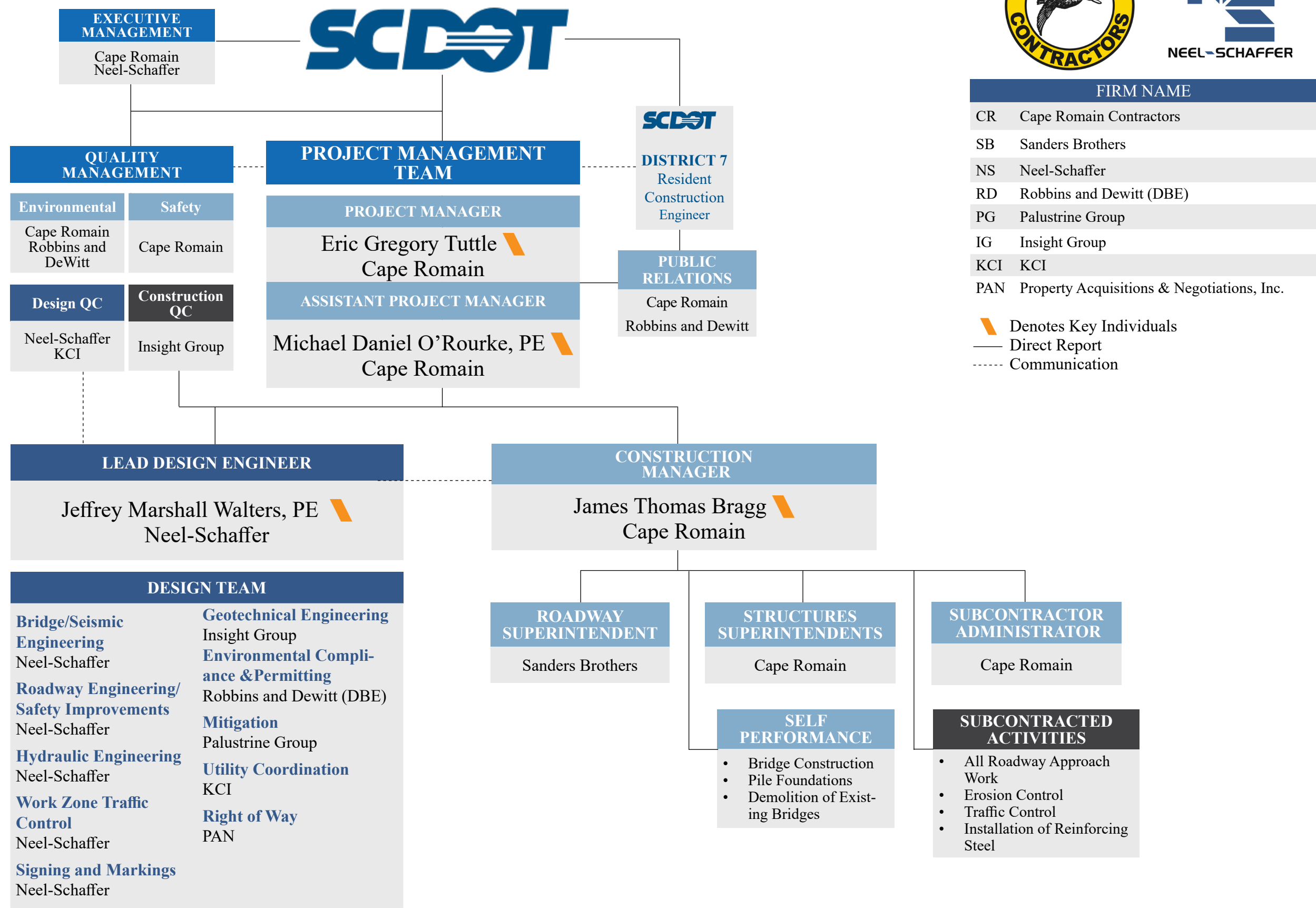
Contracting Entity and Project Management Office



Andrew DuPre
Cape Romain Contractors Headquarters
612 Cape Romain Road
Wando, SC 29492
843.884.5167 (O), 843.200.1882 (M)
andrew@caperomaincontractors.com

3.3 | TEAM STRUCTURE AND PROJECT EXECUTION

3.3.1 Organizational Chart, Team Structure, and Team Integration



EXECUTIVE MANAGEMENT

- Direct access for SCDOT to the leadership/ownership of the D-B Team
- Participates in monthly project meetings.
- Ensures the D-B Team has the required resources.
- Responsible for oversight, QC audits, and accountability.
- Ensures the success of the project.



SCDOT
DISTRICT
7
Resident
Construction
Engineer

QUALITY MANAGEMENT

Environmental

Cape Romain
Robbins & DeWitt

Safety

Cape Romain

Design QC

Neel-Schaffer
KCI

Construction QC

Insight Group

- Answers to both SCDOT and D-B Team Executive Management
- Has regular interaction with District 7 during construction
- Ensures standards are met or exceeded for Design, Construction QC, Environmental Compliance, and Safety
- Performs independent Design Reviews, Constructability Reviews, and Independent Quality Control
- Develops the Quality Control Plan, and has full authority to take corrective action as needed.

PROJECT MANAGEMENT TEAM

PROJECT MANAGER

Eric Gregory Tuttle - Cape Romain

- Serves as primary point of contact
- Has full responsibility for project delivery
- Has full responsibility to make final decisions for the D-B Team
- Attend and lead meetings
- Available at SCDOTs request

ASSISTANT PROJECT MANAGER

Michael Daniel O'Rourke, PE - Cape Romain

- Fully dedicated to the project
- Responsible for daily coordination/communication with SCDOT
- Will have no other responsibilities
- Will be available on-site during construction and attend all meetings
- Will be available at SCDOTs request

LEAD DESIGN ENGINEER

Jeffrey Marshall Walters, PE - Neel-Schaffer

- Responsible for all aspects of design
- Serves as the design point of contact
- Attends all design meetings

CONSTRUCTION MANAGER

James Thomas Bragg - Cape Romain

- Responsible for all construction operations
- Dedicated to project and attends construction meetings
- Responsible for subcontractor performance, personnel, and equipment

Team Integration

The diagram to the left further illustrates the working relationships and how our key leadership will function as an integrated team to successfully deliver the project. **Greg Tuttle** will serve as the Project Manager and will be the contractual point of contact for SCDOT, allowing **Mickey O'Rourke, PE** Assistant Project Manager to focus on the day-to-day management of the D-B project.

Firms and Key Individuals Working Together

D-B Team formed to Meet the Needs of This Specific Project Site and Scope

Cape Romain/Neel-Schaffer

While Cape Romain and Neel-Schaffer have not previously teamed on a D-B project, we strategically formed this team to meet the unique needs of this project based on our strengths and similarities below:

- **Cape Romain** is a flat slab bridge specialist with a strong history of environmental stewardship in the SC lowcountry.
- Cape Romain has built 28 flat slab bridges, as well as other bridges for SCDOT, for over 75 years.
- Cape Romain has never changed ownership. They have been owned and managed by the DuPre family for over 75 years providing a stable workforce and management team.
- Likewise, **Neel-Schaffer** is a D-B experienced firm, having delivered 20 GDOT bridges via D-B bridge packages in the last five years, and recently won GDOT awards for our D-B work in Georgia.
- Neel-Schaffer has designed hundreds of bridges for 7 State DOTs.
- Neel-Schaffer, like Cape Romain, has also never changed ownership, having been owned by Hibbett Neel and select employees for 39 years.
- Neither Cape Romain nor Neel-Schaffer is publicly traded or influenced by private-equity ownership.
- We are very similar companies, with very similar commitment to clients, ethical conduct, and a both share the goal of remaining that way.

Subconsultants

- **Insight Group** - This is a Geotechnical-driven design, based on the subsurface conditions. Insight Group is known for their innovative D-B solutions. And Insight Group is Cape Romain's Geotech of choice, having worked with them on other recent D-B and DBB projects. Likewise, Neel-Schaffer has worked with the key staff at Insight Group (Bryan Shiver and Matt Silveston) on NS's US 17 Business intersection improvements – we both know them well and trust them to solve the Geotechnical problems this project presents.
- **Robbins & Dewitt/Palustrine** - This is an environmentally sensitive project, with mitigation being one of the identified project risks. We chose R&D and Palustrine Group to mitigate that. Both have 5-star resume key staff (via Heather Robbins, Matt DeWitt, and Tommy Cousins) known by SCDOT for their personal reputations and expertise in their respective fields, and ability to deliver the schedule-critical mitigation needs this project demands.
- **KCI** - Chosen for two reasons: 1) their skills and reputation for Utility Coordination via project specific work and their service to SCDOT on the Utility Coordination On-call, 2) it allows us to draw upon KCI's vast SCDOT D-B experience when needed for any D-B related items, not limited to utility coordination. KCI will serve this team as a valuable D-B resource for any scenario that may arise.
- **PAN** - Has extensive D-B ROW acquisition experience. PAN has been engaged with SCDOT ROW work for decades and understands how to conduct this process via D-B throughout SC.

Project	Reference	Design Team Members						While With Other Firms / SCDOT			
		CR	NS	IG	KCI	R&D	PG	Bryan Shiver	Heather Robbins	Matt DeWitt	Matt Lifsey
Port Access Road (D-B)	Jae Mattox; mattoxjh@scdot.org 803.920.4138	X						X	X		X
Clements Ferry Road Phase 2 Bridges (DBB)		X		X	X			X	X		X
Tidewater Road Bridge Extension (DBB)		X		X							
Bohicket Marina Dropwell Pier (DBB)		X		X							
US 17 BS Intersections Garden City (DBB)	Stacey Johnson; johnsonsh@scdot.org 803.530.3547		X					X	X		X
SC 171 Folly River, Folly Creek Bridges (DBB)		X							X		X
SC 41 Bridge Wando River (D-B Owner's Rep)	Jae Mattox; mattoxjh@scdot.org 803.920.4138				X				X		X
I-77 Carolina Panthers Interchange (D-B)	Jae Mattox; mattoxjh@scdot.org 803.920.4138		X		X		X		X	X	
I-85 MM80-96 (D-B)							X			X	X

*While some of the projects above are outside the 7-year limitation in the RFQ, we are demonstrating the long-term relationship of firms and individuals working together

3.3.2 Critical Risks This table addresses the Critical Risks and highlights additional possible risks

RISKS		MITIGATION/AVOIDANCE STRATEGIES	SCDOT/AGENCY ROLE
Wetland & Stream Mitigation	High Risk	Analyze current available inventory of approved mitigation bank credits during pre-design period	Work closely with SCDOT on strategy and timing of mitigation needs
		Review each approved bank for any additional release of credits pending that could offset impacts for the project prior to 404/401 permit preparation	Participate/Reviews Mitigation Strategies
		Analyze alternative PRM options during pre-design period	N/A
		Provide an analysis report of PRM options, with cost estimates, during pre-permit period.	SCDOT review PRM analysis report
		Contract to reserve credits If approved mitigation bank credits are available	SCDOT review prior to contracting
		Develop a CMP and FMP for a PRM project if mitigation bank credits are not available	SCDOT/Agency review prior to approvals
Geotechnical Subsurface Conditions	High Risk	Soft Soils - Analyze long term settlement potential through laboratory testing and CPT soundings	SCDOT to work closely with D-B Team on review/approvals of approach
		Seismic - Analyze impacts on structure and embankments Examine the potential for ground improvement Will analyze the downdrag and lateral forces on deep foundation elements	SCDOT to work closely with D-B Team on review/approvals of approach
		Hard Driving Conditions -Analyzing impacts of hard limestone layers onpile driving. Alternative foundation systems will be analyzed including drilled piles and drilled shafts.	SCDOT to work closely with D-B Team on review/approvals of approach
Market Conditions	Medium Risk	Material Escalations - Failure of vendors to hold quoted prices for more than a few days on permanent materials	Timely approvals of submittals and equitable stored material payments
		Labor shortages – CRC has little turnover in key positions, a local company, our Superintendents have been with us a decade or more, limiting exposure to regional labor shortages	N/A
		Delay in deliveries/trucking – Order materials ahead of time and plan for offsite storage and re-handling of permanent & consumable items, mechanical parts	Timely approvals of submittals and equitable stored material payments
Maintenance of Traffic	Low Risk	MOT crossover location - Based on MOT design speed, D-B Team will attempt to locate transition between overflow bridges and swamp bridges. MOT design speed could dictate transition location west of overflows.	SCDOT to work closely with D-B Team to ensure transition occurs east of the overflows.
Additional Possible Risks - Based on prior experience with similar projects, we have identified the following:			
Schedule Delays	Medium Risk	Environmental Permits - Early coordination by D-B Team (led by Matt DeWitt) with Agencies to expedite approvals. Use Cape Romains history of environmental stewardship to aid in gaining quick approvals.	SCDOT/Agency review prior to approvals
		Utilities - Early identification and close coordination by D-B Team to identify conflicts and relocate utilities prior to construction activities. KCI (Carlos Gittens) will be critical to this effort.	District RCE and DUC coordination as needed

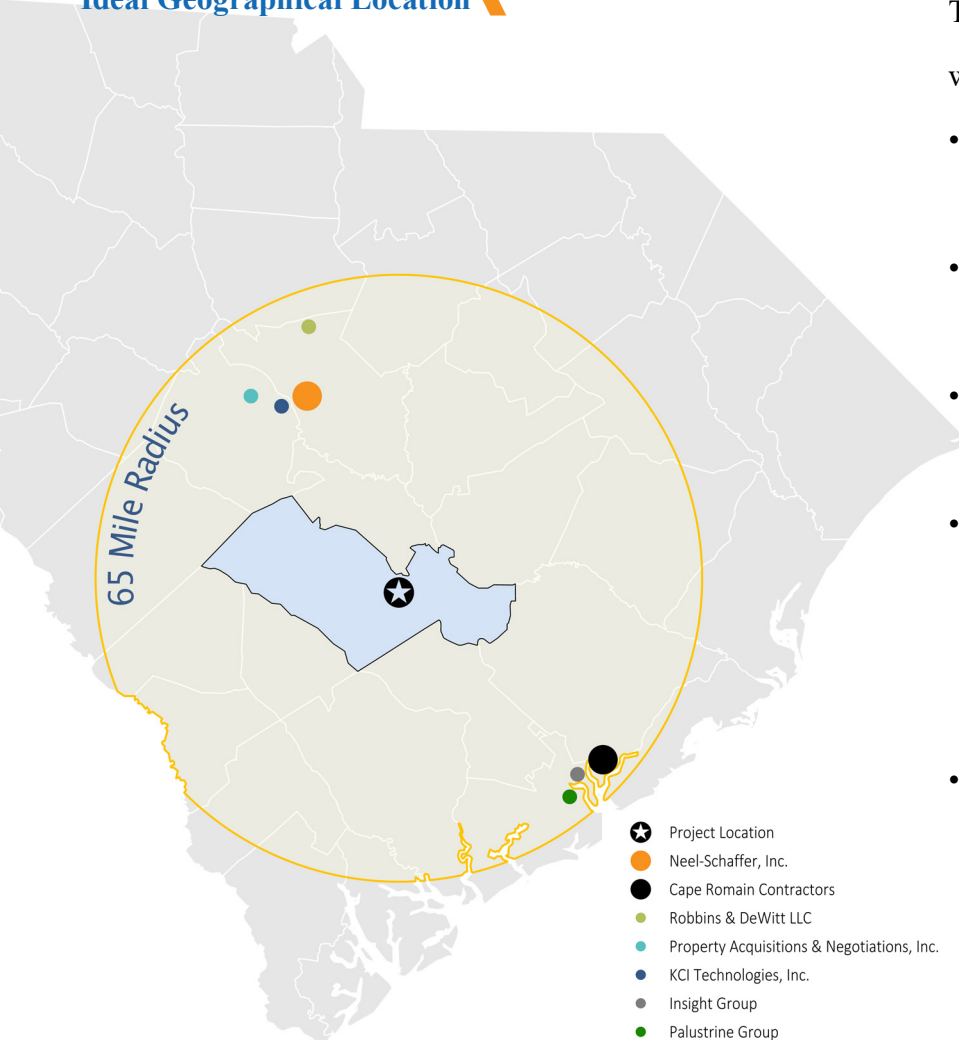
3.3.3 Project Resources, Strategies, and Execution

Capacity and Available Resources

- We recognize that SCDOT needs more D-B Bridge Teams, based on the number of bridge replacements identified for delivery via design-build.
- This team has been formed to bring SCDOT an experienced bridge contractor and design firm that are NOT currently involved in any SCDOT D-B project (neither as a prime nor a sub). This was deliberate and offers SCDOT a D-B Team completely unencumbered, with absolutely no current SCDOT D-B project burden, and no stretch on our construction or design resources.
- This allows us to focus entirely on this D-B project, commit resources that are currently available, not worry about other D-B project finish dates and timing of resources being freed-up, or other D-B project competition of any kind.

TEAM CAPACITY, AVAILABLE RESOURCES AND IMPLEMENTATION STRATEGY		
	Cape Romain	Neel-Schaffer
Capacity	<ul style="list-style-type: none"> • Charleston-based HQ with 90+ employees within 75 minutes of the project site • In house engineering team for day-to-day survey/support • Equipment fleet includes: 45-ton, 50-ton, 60-ton, three 100-ton, three 165-ton, six 220+ton cranes; D8, D19x2, D30x2, and D46 pile impact hammers; six vibro pile hammers from MKT V-2 to APE 300 size; various screeds, excavators, and flat slab formwork • In house robotic and GPS survey equipment with experienced staff • Existing relationships with local suppliers/subcontractors 	<ul style="list-style-type: none"> • 400+ staff firm-wide • 150+ staff in Neel-Schaffer's East Region • 18 in the Columbia office • Successfully delivered multiple GDOT D-B bridge projects as the lead designer • Ranked 206 of the top 500 Transportation Design Firm (ENR) • Multiple award winning D-B bridge replacement projects (See page 10)
Strategies to Implement Available Resources	<ul style="list-style-type: none"> • Experienced Project Manager and Assistant Project Manager with proven track record on successful project • Experienced dedicated construction manager with a crew that will be hand selected for the requirements of this project • Experienced screed operators and concrete finishers for concrete pours • Additional crews and equipment available, as needed • Proven method for successfully delivering DOT flat slab bridges • Company roots in building and maintaining wetland habitat • Self-performing all primary bridge elements of work and prior experience with the required roadway subcontractors 	<ul style="list-style-type: none"> • Experienced D-B Lead Design Engineer via Jeff Walters • Staffing Resources - NS is a discipline-led organization allowing resources in multiple offices to function as a single unit. • Processes for independent design reviews already in-place based on prior GDOT D-B experience. No need to develop these. • Intimate understanding of SCDOT design submittal/review process, policies, and procedures. NS is currently designing 5 bridges for SCDOT via DBB (3 US Routes, and 1 SC Route). • 5-star Environmental/Permitting/Mitigation subconsultants via Robbins & DeWitt and Palustrine Group. • Experienced right of way and utility coordination partners via PAN and KCI • Ability to draw upon KCI for their vast DB experience when needed. • Neel-Schaffer self-performing all critical design functions
Self-Per-form	<ul style="list-style-type: none"> • Bridge Construction • Pile Foundations • Demolition of Existing Bridges 	<ul style="list-style-type: none"> • Bridge/Seismic Design • Roadway Design • H&H Design • MOT Design • Signing/marketing Design • Safety Improvements

Ideal Geographical Location



The geographical location of this D-B Bridge project perfectly suits Cape Romain, as well as all members of the Design Team.

- Cape Romain keeps their project pursuits narrow geographically, focused primarily on the lower half and coastal regions of SC.
- The project location is halfway between Columbia and Charleston, and all firms where the primary resources are located within a 65-mile radius of the project.
- All construction resources and most all design resources can be on-site within an hour if needed.
- The project is accessed easily, almost entirely via interstate highways, allowing access to SCDOT HQ, District 7, and the project site with same-day notice. And, virtual meetings via video conferencing is common-place and seamless within our companies.
- We have included Robbins and DeWitt on our design team to assist in meeting the DBE goals of the project. They will be working closely with Palustrine Group who has detailed familiarity with potential mitigation sites in this specific area.

3.4 | EXPERIENCE OF KEY INDIVIDUALS

3.4.1 Licensed All firms and individuals hold the necessary licenses required to perform the work required for this project under state and local laws.

3.4.2 Role of Key Individuals Key individuals will perform singular roles.

3.4.3 Resumes of Key Individuals Resumes of our Key Individuals are located in [Appendix A](#).

3.4 | EXPERIENCE OF KEY INDIVIDUALS

3.4.4 Project Management Team

ERIC GREGORY (GREG) TUTTLE | Project Manager | Cape Romain

EDUCATION: High School Diploma

EXPERIENCE: 37

RESUME HYPERLINK: [Greg's Resume](#)



- Managed projects up to \$54 million
- Project Engineer for many similar projects in SC as well as MD, GA, & FL including large roadway projects on FDOT I-4, MD Capital Beltway, GA I-75
- Managed construction and subcontractors for the Robert Edge Parkway in North Myrtle Beach, SC
- Active in the industry: Participate in Pile Driving Contractors Association under Company sponsorship
- Recent D-B or similar bridge experience: Site Manager & Project Engineer for SCDOT SC 171 Folly Creek & River Bridge Replacements
- Vice President with Cape Romain authorized to make commitments on behalf of the company

MICHAEL (MICKEY) DANIEL O'ROURKE, PE | Assistant Project Manager | Cape Romain

EDUCATION: BS, Civil and Environmental Engineering

EXPERIENCE: 8

RESUME HYPERLINK: [Mickey's Resume](#)



- Over 8 years of progressive experience as Project Engineer and Project Manager building bridges, ports, piers, and other structures in PA, SC, and GA
- Possesses the communication and coordination skills to successfully deliver projects and keep the project team informed/up to date
- Involvement in projects from bidding through substantial completion gives familiarity with all aspects of project
- Background in transportation structure design and inspection
- Active in the industry: Participates in Pile Driving Contractors Association and Civil Engineers Club of Charleston
- Recent D-B or similar bridge experience: SCDOT Bainbridge Connector – 1,050', 27 span flat slab bridge; SCSPA Hugh Leatherman Terminal – New construction of a 1,400' Wharf (Greg Tuttle served as PM)

3.4.5 Design Engineering Team

JEFFREY (JEFF) MARSHALL WALTERS, PE | Lead Design Engineer | Neel-Schaffer

EDUCATION: BS & MS, Civil Engineering

EXPERIENCE: 36

RESUME HYPERLINK: [Jeff's Resume](#)



- Over 30 years of PM experience on major bridge projects totaling over \$4B in construction costs
- Managed Design Teams with up to eight (8) subconsultants to provide complete design services for Owners; Subconsultants have included Roadway/Drainage/E&SC, Geotechnical, Lighting, Electrical, Surveying, Architecture, ROW Appraisals/Acquisition, Environmental Document & Permitting, & Toll Plaza design
- Recent D-B or similar bridge replacement projects accomplished while maintaining traffic on existing bridge(s): FDOT / SR 951 Jolley Bridge to Marco Island, FL - D-B expansion of exiting Bridge /Roadway to 4-lanes (\$27M); City of Virginia Beach, VA / Lesner Bridge Replacement Project - D-B-B Replacement of twin bridges & demo existing (\$80M); FDOT / US 92 Broadway Bridge in Daytona Beach, FL - D-B-B Replacement of twin bridges & demo existing (\$31M); Ohio DOT / I-280 VGCS in Toledo, OH - D-B-B Replacement bridge on I-280 over Maumee River (\$200M)

3.4.6 Construction Management Team

JAMES (JIMMY) THOMAS BRAGG | Construction Manager | Cape Romain

EDUCATION: High School Diploma

EXPERIENCE: 27

RESUME HYPERLINK: [Jimmy's Resume](#)



- Over 25 years of experience in marine and heavy civil construction as pile driver, crane operator, foreman, and superintendent for CRC
- Constructed bridges of numerous design types including AASHTO girder and flat slab bridges
- Reputation for consistent safety and success in building projects on time and on budget
- Recent D-B or similar bridge experience: SCDOT Bainbridge Connector - 1,050', 27 span flat slab bridge; SCDOT Tidewater Road Bridge – 750 LF flat slab bridge; SCSPA Wando Welch Terminal – Pile driving superintendent for 3,800 LF Wharf Retrofit; SCSPA Wando Welch Terminal STS Crane Lift Platform – Superintendent of the lift platform built at WWT installing 252 PSC piles

3.4 | EXPERIENCE OF KEY INDIVIDUALS

Additional Primary Staff

JUSTIN THOMAS WOOD, PE, DBIA | Lead Structural Engineer | Neel-Schaffer

EDUCATION: BS, Civil Engineering **EXPERIENCE:** 17



- Serving as Structural Design Lead for 4 SCDOT bridge replacements
- Strong knowledge of SCDOT Bridge Design Manual
- Recent D-B or similar bridge experience: GDOT FY 16 & 18 D-B Bridges, GDOT Macon D-B Bridges, GDOT SR 400 D-B-F
- Safety Inspection of In-Service Bridges FHWA-NHI-130055
- Fracture Critical Inspection Techniques for Steel Bridges, FHWA-NHI-130078
- Bridge Inspection Refresher FHWA-NHI-130053 (or equivalent)

BRYAN TAYLOR SHIVER, PE | Lead Geotechnical Engineer | Insight Group

EDUCATION: MS, Civil Engineering **EXPERIENCE:** 17



- Geotechnical Engineer: SCDOT US 1 over I-20
- Recent Design Build: SCDOT US 1 over I-20, I-26 Widening MM85 to 101, SC 277 over I-77
- Has worked within the SCDOT GDM framework since its inception in 2008, successfully completing over 30 design-bid-build and design-build projects during that time.
- Recent Coastal Plain Flat Slab Bridge Experience: RBO Palmetto and Maple Swamp, Clements Ferry Road Widening

MATTHEW TODD DEWITT, AICP | Permitting | Robbins & DeWitt

EDUCATION: BS, Environmental & Natural Resources **EXPERIENCE:** 16



- 16 years of environmental consulting experience with over 13 years working with SCDOT and FHWA environmental projects
- Close working relationship with SCDOT Environmental Office and regulatory agencies in South Carolina
- Developed NEPA documents and permits for numerous projects across South Carolina
- Performs wetland delineations, protected species surveys, and other environmental reviews
- Extensive experience with environmental project management

THOMAS (TOMMY) BURT COUSINS | Mitigation | Palustrine Group

EDUCATION: BS/MS Envi. Science/Natural Resources **EXPERIENCE:** 18



- 18 years experience in environmental management, with 12 years full-time in the mitigation and ecological restoration industry
- Has developed and managed many wetlands, stream, nutrient, and buffer mitigation projects in NC, SC, TN, VA, WV, and MS.
- Projects: Carolina Panthers Training Facility and Headquarters Complex - Rock Hill, SC: helped assemble and obtain mitigation permit requirements through PRM.; I-85 Phase II and Phase III widening - Cherokee County, SC identified a 283-acre site for enhancement and restoration, and 80 acres for preservation, yielding over 35,000 stream credits and 10 wetland credits for mitigation needs

MICHAEL RYAN PHILLIPS, PE, CFM | Lead H & H Engineer | Neel-Schaffer

EDUCATION: BS, Civil Engineering **EXPERIENCE:** 18



- Familiarity with the SCDOT Requirements for Hydraulic Design Studies
- Has specific experience serving as H&H Design Lead on multiple SCDOT bridge replacement projects including the US 301 BR over Savannah River
- Routinely performs 2D complex hydrologic/hydraulic modeling and flood control infrastructure improvement designs for DOTs
- Recent D-B or similar bridge experience: TDOT I-65 Buckner Rd D-B; GDOT SR 400 D-B-F; GDOT FY 16 D-B Bridges, GDOT Macon D-B Bridges; TDOT I-75/I-24 D-B

JOHN CARLOS GITTENS, PE | Utility Coordinator | KCI

EDUCATION: BS, Civil Engineering, MBA **EXPERIENCE:** 24



- Recent D-B experience as Utility Coordinator on the SCDOT I-77 Panthers Interchange project; SCDOT I-85 over Rocky Creek project
- Similar D-B experience: Emergency Bridge Replacement Pkg. 5 - US301 over Black River Swamp
- Similar project experience: SC421 over Little Horse Creek bridge replacement and US17A over Sampit River

3.5 | PAST PERFORMANCE OF TEAM 3.5.1 Experience of Proposer's Team

Our Team brings to this Project extensive experience designing and constructing similar bridge replacement projects. In addition to the project examples provided in the [Appendix B Lead Contractor and Lead Designer Work History and Quality Forms](#), the table on the following page further demonstrates our Teams qualifications to manage, design and construct this project.

As Individual firms and as a Team, Cape Romain and Neel-Schaffer bring SCDOT and District 7 extensive experience designing and constructing similar bridge replacement projects.
(Legend: E=Expedited UW= Underway)

Project		Project Features	Delivery Method	Bridges/Bridge Replacement	Flat Slabs	On-Time	On Budget	Multiple Crews	Demolition	Const. Mgmt.	Design Mgmt.	Roadway	Structures	Geotechnical	Complex Geotech.	Drainage/E&SC	Traffic/MOT	Right-of-Way	Utilities	Envir./Permits\ Mitigation	Public Inv.
Cape Romain	SCDOT Tidewater Bridge	750' x 39.25' Flat Slab Bridge	D-B	1	●	●	●	●		●			●								
	SCSPA/SCDOT Bainbridge Connector	1,041' x 74.83' Flat Slab Bridge	D-B	1	●	●	●	●		●			●								
	SCSPA/SCDOT Port Access Road Ext.	Twin 240' x 49.25' Flat Slab Bridges	DBB	2	●	●	●	●		●			●								
	SCDOT Folly River Bridge	1050' x 48' Type 3 AASHTO Beams	DBB	1		●	●	●	●	●		●	●				●				
	SCDOT Folly Creek Bridge	825' x 48' Type 3 AASHTO Beams	DBB	1		●	●	●	●	●		●	●				●				
	SCDOT US 378 Over Deep Creek	74' x 92.25' Three Span Flat Slab Ph.	DBB	1	●	●	●	●		●			●								
	SCDOT Robert Edge Parkway	1,010' x 76' P-T Bulb Tee Girders 132" w / 2.5 Mi of Conc Paved Hwy.	DBB	2		●	●	●		●		●	●				●				
Neel-Schaffer	GDOT FY2018 D-B Bridges	11 Bridge Replacements over water	D-B	11	●	●	●	●	●	●	●	●	●	●		●	●		●	●	
	GDOT US 41/SR 247/Pio Nono Avenue over NSRR D-B Bridge Replacement	Bridge over Railroad	D-B	1	●	E	●	●	●	●	●	●	●	●		●	●		●	●	●
	GDOT CR 5813/College Street over NSRR D-B Bridge Replacement	Bridge over Railroad	D-B	1		E	●	●	●	●	●	●	●	●		●	●		●	●	●
	GDOT FY2016 D-B Bridges	6 Bridge Replacements over water	D-B	6	●	●	●	●	●	●	●	●	●	●		●	●		●	●	
	TDOT I-75/I-24 (Owner's Rep)	System Interchange	D-B	1			UW	●	●	●	●	●	●	●		●	●		●	●	
	US 76 Bridge over US 601	Retaining walls in 4 quadrants	DBB	1			Design UW		●	●	●	●	●	●		●	●	●	●	●	●
	US 601 Bridge over Colonels Creek	Complex Geotechnical Acquitard	DBB	1			Design UW		●	●	●	●	●	●	●	●	●	●	●	●	●
	US 301 Bridge over Savannah River	Complex Scour and Liquefaction	DBB	1			Design UW		●	●	●	●	●	●	●	●	●	●	●	●	●

3.5.2 Quality of Past Performance

As award winning firms, we are committed to being responsible partners with the stakeholders and are prepared to provide a quality product in a timely manner. No individuals or firms have been suspended, debarred, disqualified from bidding, or declared ineligible within the last five years.



Cape Romain Project Awards

Pile Driving Contractors Association Members' Choice
2013 Project Of The Year
SCDOT SCI71 Over Folly Creek & Folly River - VE for Pile Supported Embankment

Pile Driving Contractors Association Members' Choice
2017 Project Of The Year -
South Carolina Ports Authority Wando Terminal Improvements



**SCDOT
Average
CPE
Score
7.8**

Neel-Schaffer Project Awards (GDOT D-B Bridge Replacements)

GDOT/ACEC (GPTQ) Quality Preconst. Award D-B and Bridge/ Structural Design Categories

SASHTO 2021 America's Transportation Awards regional Quality of Life/Community Development


ACEC-GA Engineering Awards
2022 Engineering Excellence Merit Award

Appendix A

Key Individual Resume Forms



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Eric Gregory "Greg" Tuttle Vice President</p>	
<p>b. Role of Key Individual for this Project: Project Manager</p>	
<p>c. Name of Firm with which you are now associated: Cape Romain Contractors, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>14</u>Years With Other Firms <u>23</u>Years Cape Romain Contractors, Inc.: Vice President – Managing multiple projects and personnel 3/2021 – Present. Cape Romain Contractors, Inc.: Project/Site Manager - responsible for onsite management of largest marine projects under President, 2007 – 2021. Jones Bros., Inc.: Project Manager – Responsible for multiple large grading projects in TN, Del Webb, etc., 2006 – 2007 Jones Bros., Inc.: Project Engineer – I-4 Design-Build Lakeland, FL. Six Overpass bridges, 4.26 miles Interstate Roadway, 2004 – 2006. Jones Bros., Inc.: Project Manager – Responsible for managing 8 interchanges on I-75, Cartersville, GA to TN, 2003-2004</p>	<ul style="list-style-type: none"> ✓ D-B Delivery ✓ D-B-B Delivery ✓ Bridge Replacement ✓ Demolition ✓ Utilities ✓ Traffic/MOT ✓ E&SC
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Old Dominion University / Norfolk, Virginia / N/A / 1980-1981 / Pre-Vet - Chemistry</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2009 SCDHEC CEPSCI 10572</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <div style="margin-top: 10px;"> <p><u>Hugh Leatherman Terminal Wharf</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Cape Romain Contractors as JV partner</p> <p>Project/Assignment Duration: Project 8/2018 - 3/2021, Assigned 8/2018 - 3/2021</p> <p>Owner Contact Information: South Carolina State Ports Authority, Walter Lagarenne, WLAGARENNE@SCSPA.COM, 843-323-5962 (mobile), 843-856-7047 (office), Senior Director, Engineering and Facilities.</p> <p>Design/Construction Value: \$53 Million D-B-B</p> <p>Project Description: Project Manager for the 1400' x 120' wharf including dredging, removal of armor stone, driving 580+ 24" & 30" PSC piles, reinstallation of armor stone, setting of precast caps and planks, along with overlay concrete, crane rail, fenders, and bollards. Managed 6 full time crews. This project essentially turned into a design-build job when the EOR was removed two months into the project. With assistance from Moffat-Nichol, CRC changed the original cast-in place design into a precast design to meet the aggressive schedule via Value Engineering Design. In charge of planning operations, management of execution of plan, scheduling, monitoring, troubleshooting, cost management, resource leveling, payment and procurement, and personnel management.</p> </div> <div style="margin-top: 20px;"> <p><u>Wando Welch Terminal Wharf Repairs & Improvements</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Cape Romain Contractors, Inc.</p> <p>Project/Assignment Duration: Project 8/2015 - 6/2018, Assigned 8/2015 - 6/2018</p> <p>Owner Contact Information: South Carolina State Ports Authority, Ed Stehmeyer III, PE, ESTEHMEYER@SCSPA.COM, 843-860-0540 (mobile), 843-375-3108 (office), Design Manager.</p> <p>Design/Construction Value: \$42 Million D-B-B</p> <p>Project Description: Project Manager for the 3800' wharf project which included four phases of stiffening the existing wharf for larger ship to shore cranes. We demolished 15' wide slots along the crane rails, added more pilings, extensive rebar, large ship fender mounts, crane tie downs, and new crane rails. In charge of planning operations, management of plan, scheduling, monitoring, troubleshooting, cost management, payment and procurement, and personnel management. We had 6 full time crews on the project, six days per week.</p> </div>	

Folly River & Folly Creek Bridge Replacements**Key Personnel Role:** Site Manager**Experience with Current Firm:** Cape Romain Contractors, Inc.**Project/Assignment Duration:** Project 6/2012 - 6/2015, Assigned 6/2012 - 6/2015**Owner Contact Information:** SCDOT, Kevin Turner, TurnerMK@scdot.org, 843-414-3719 (mobile), Senior Project Engineer**Design/Construction Value:** \$32 Million D-B-B**Project Description:**

Two bridge replacements: one across Folly Creek (825'x48') and one across Folly River (1,050'x48'). These were AASHTO type 3 girder bridges on 72" Ø drilled shafts with pipe pile supported end bents. Large "mass-concrete" pile caps were constructed. Demolition of the existing bridges and decorative galvanized railings were utilized. Value Engineering proposal was used to change deep soil mixing to a pile supported concrete sub-slab allowing \$1.5 Million in savings to be split between SCDOT and Cape Romain Contractors. Greg was site manager under the President managing our forces (3 crews), subcontractors, submittals, RFI's, procurement, payments, estimates, and survey operations. CRC added crews late in the project to bolster a defaulted grading subcontractor.

Robert Edge Parkway**Key Personnel Role:** Project Engineer/Site Manager**Experience with Current Firm:** Cape Romain Contractors, Inc.**Project/Assignment Duration:** Project 7/2007 - 8/2009, Assigned 7/2007 - 8/2009**Owner Contact Information:** SCDOT, Ken Hayes, Notractor@msn.com, 843-676-5392 (mobile), SCDOT Resident Engineer**Design/Construction Value:** \$35 Million**Project Description:**

Greg was recruited to be the Project Engineer and took over as Site Manager for the Robert Edge Parkway project under the President. The main bridge was a 1,010'x76' Hi-rise post-tensioned concrete girder bridge over the Atlantic Intracoastal Waterway built on 7'Ø drilled shafts. An elaborate tower system was used to hold the 11' tall 91-ton bulb tee pier girders in place until the 510' long post-tensioned section could be stressed to 14,760,000 ft/lbs. Another 310'x76' AASHTO girder bridge was part of this project along with 4.5 miles of concrete paved roadway with asphalt ramps. Greg was responsible for managing CRC forces, subcontractors, submittals, RFI's, procurement, payments, and estimates.


I-4 Design-Build, Six Overpass Bridges, Lakeland, FL**Key Personnel Role:** Project Engineer**Experience with Current Firm:** Jones Bros., Inc.**Project/Assignment Duration:** Project 4/2003 – 12/2006, Assigned 6/2004 – 12/2006**Owner Contact Information:** FDOT, David Ritchey, Project Manager (Retired), No contact info.**Design/Construction Value:** \$57 Million D-B**Project Description:**

General Contractor Project Engineer for team designing & building six overpass bridge replacements across I-4 in the section that connects Tampa to Orlando. Three bridges were 325' long twin span 6' tall bulb tee girder bridges that ran perpendicular to I-4. The other three bridges were 510' long structural steel bridges that were skewed to I-4. The bridges were constructed with MSE retaining walls. The interchanges were constructed with asphalt ramps, utilities, high mast light poles, and traffic signals. Demolition of the existing bridges and phased widening of 4.26 miles of I-4 were included in the project. Responsible for submittals, RFI's, Subcontractor management, procurement, payments, day-to-day coordination with Owner, once bridges were well underway, completed the project managing all roadway operations including maintenance of traffic on I-4.

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

Greg is not required to be onsite during construction, but he will make routine visits to the bridge site throughout the construction of the bridges and roadway for meetings and key construction operations.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Michael (Mickey) Daniel O'Rourke, P.E. Project Manager</p>	
<p>b. Role of Key Individual for this Project: Assistant Project Manager</p>	
<p>c. Name of Firm with which you are now associated: Cape Romain Contractors, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>5.5</u> Years With Other Firms <u>3</u> Years</p> <p>Cape Romain Contractors Inc.: Project Manager – Managing marine/heavy civil projects 2020-Present Project Engineer – perform engineering, surveying, and assisting in management duties as needed 2016-2020 AECOM: Structural Engineer – Perform bridge design, bridge inspection, construction inspection, and project supervision 2013-2016</p>	<ul style="list-style-type: none"> ✓ D-B Delivery ✓ D-B-B Delivery ✓ Bridge Replacement ✓ Demolition ✓ Utilities ✓ Traffic/MOT ✓ Utility Coordination ✓ Environmental/Permitting ✓ Public Involvement ✓ E&SC
<p>e. Education: Youngstown State University / Youngstown, OH / Bachelor of Engineering / 2013 / Civil and Environmental Engineering</p>	
<p>f. Active Registrations: 2018 / SC / Engineering / 35173</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>Folly Beach Fishing Pier Replacement</u></p> <p>Key Personnel Role: Project Manager Experience with Current Firm: Cape Romain Contractors, Inc. Project/Assignment Duration: Project 2020-2022, Assigned 2020-2022 Owner Contact Information: CCPRC, Bruce Wright, bwright@ccprc.com, (843) 343-4756 Design/Construction Value: \$15 Million DBB</p> <p>Project Description: This project is the demolition and reconstruction of an approximately 1,050 ft fishing pier in Folly Beach, S.C. Mickey's specific duties include coordination with owners/designers, management of personnel, equipment, & subcontractors, surveying/layout, coordinating inspections, payments & procurements, and engineering calculations for construction. Mickey helped the project team pursue the USACE permit that would allow an inline crane trestle to be temporarily installed during construction. Designed the crane trestle so that it would double as the framework for pile driving templates as the project works back toward land. Mickey has proactively presented the owner with necessary design changes, project improvements, and cost savings throughout construction. Attends city town council meetings as needed to interface with public involvement.</p> <p><u>Hugh Leatherman Terminal Wharf, Phase 1</u></p> <p>Key Personnel Role: Project Engineer Experience with Current Firm: Cape Romain Contractors as JV partner Project/Assignment Duration: Project 8/2018 - 3/2021, Assigned 8/2018 - 3/2021 Owner Contact Information: South Carolina State Ports Authority, Walter Lagarenne, WLAGarenne@scspa.com, 843-323-5962 (mobile), 843-856-7047 (office), Senior Director, Engineering and Facilities. Design/Construction Value: \$53 Million DBB</p> <p>Project Description: Project Engineer for the construction of a 1400' x 120' wharf including dredging, removal of armor stone, driving 580+ 24" & 30" PSC piles, reinstallation of armor stone, setting of precast caps and planks, along with overlay concrete, crane rail, fenders, and bollards. Working alongside Project Manager Greg Tuttle, Mickey handled all</p>	

submittals, RFI's, CEI reports, and day to day coordination with owner/owner's representatives. He helped facilitate the value engineering effort which with assistance from Moffat-Nichol, changed the original cast-in place design into a precast design to meet the aggressive schedule requirements. In charge of coordinating waterborne precast delivery from Chesapeake, VA and designing barge loading diagrams for all shipments. Assisted in material and equipment procurement throughout the project. Coordinated with and helped manage subcontractors for duration of the project. Participated in obtaining USACE permit modifications that allowed offshore dredge spoil dumping to accelerate overall progress.

Port Access Roads – Bainbridge Connector

Key Personnel Role: Project Engineer

Experience with Current Firm: Cape Romain Contractors Inc. – Subcontracted by Fluor-Lane

Project/Assignment Duration: Project 6/2017-3/2021, Assigned 6/2017-8/2018

Owner Contact Information: SCDOT, Daniel Burton, BurtonD@scdot.org , 843-371-0342

Design/Construction Value: \$9 Million DB


Project Description:

Project Engineer for the construction of a curved flat slab bridge for the port access road expansion project in North Charleston, S.C. This was a 27 span 1,050 LF flat slab bridge built as part of the Port Access Road expansion in North Charleston, SC. Performed survey/layout, generated submittals and RFI's, coordinated with prime contractor and CEI firm as needed. Mickey designed and oversaw fabrication of the 40' flat slab formwork system. Mickey was present to oversee the installation and implementation of the flat slab form system and the first deck pours. Coordinated with prime contractor and designer for the addition of an H-Pile supported apron slab. Helped design and oversee installation of a sheet pile wall to protect the adjacent wetlands during apron slab construction. Coordinated with third party subcontractor for the upkeep and inspections of erosion and sediment control measures throughout project. Involved with utility coordination when powerlines were converted from above ground to underground in order to allow pile driving activities to resume.

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

Mickey O'Rourke is currently assigned to the Folly Beach Fishing Pier Replacement in Folly Beach, S.C. as the Project Manager. The pier replacement project is scheduled to be completed by Spring of 2023 however Mr. O'Rourke's full-time duties will be complete July of 2022.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: James (Jimmy) Thomas Bragg Superintendent</p>	
<p>b. Role of Key Individual for this Project: Construction Manager</p>	
<p>c. Name of Firm with which you are now associated: Cape Romain Contractors, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>27</u> Years With Other Firms <u>0</u> Years</p> <p>Cape Romain Contractors Inc.: Superintendent – Supervising the construction of bridge and waterfront structures 2008-Present Crane Operator – CCO Certified Crane Operator for several friction, hydraulic, and lattice boom cranes 2005-2008 Project Foreman – Crew foreman overseeing day to day construction activities 1995-2005</p>	<ul style="list-style-type: none"> ✓ D-B-B Delivery ✓ Demolition ✓ Utilities ✓ Traffic/MOT ✓ Environmental/Permitting ✓ E&SC
<p>e. Education: Summerville High School, Summerville SC, 1996</p>	
<p>f. Active Registrations: National Commission of the Certification of Crane Operators (CCO) South Carolina DOT – Required “on the job training” 2080 hours</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>Port Access Roads – Bainbridge Connector</u></p> <p>Key Personnel Role: Superintendent</p> <p>Experience with Current Firm: Cape Romain Contractors Inc. – Subcontracted by Fluor-Lane</p> <p>Project/Assignment Duration: Project 6/2017-3/2021, Assigned 10/2018-3/2019</p> <p>Owner Contact Information: SCDOT, Daniel Burton, BurtonD@scdot.org , 843-371-0342</p> <p>Design/Construction Value: \$9 Million D-B-B</p> <p>Project Description: Project superintendent for 1050 LF curved flat slab bridge built as part of the Port Access Road Expansion in North Charleston, SC. The bridge was 27 – 40 ft flat slab spans. This bridge consisted of 24” prestressed concrete piles, cast in place pile caps, a cast in place bridge deck, HP pile supported apron slab, and rip rap at the abutments. The bridge crossed over marsh so our team was required to be conscious of all wetlands during construction. Sediment and erosion control was installed and maintained by a third-party subcontractor however Jimmy did assist in general inspections of the silt fence and other sediment control measures. Jimmy managed a crew of 4 people and helped coordinate with other crews, subcontractors, and prime contractor during construction. A third party CEI firm was on site daily and Jimmy handled day to day coordination with them as well.</p> <p><u>Port Access Roads – Tidewater Road Bridge</u></p> <p>Key Personnel Role: Superintendent</p> <p>Experience with Current Firm: Cape Romain Contractors, Inc.</p> <p>Project/Assignment Duration: Project 2019-2020, Assigned 3/2019-6/2020</p> <p>Owner Contact Information: SCDOT, Daniel Burton, BurtonD@scdot.org , 843-371-0342</p> <p>Design/Construction Value: \$4 Million D-B-B</p> <p>Project Description: Project superintendent for 750 LF flat slab bridge built as part of the Port Access Road Expansion in North Charleston, SC. The bridge was 19 – 40 ft flat slab spans. This bridge consisted of 24” prestressed concrete piles, cast in place pile caps, and a cast in place bridge deck. Jimmy managed a crew of 4 people and helped coordinate with other crews, subcontractors, and prime contractor during construction. A third party CEI firm was on site daily and Jimmy handled day to day coordination with them as well.</p>	

Port Access Roads – Tidewater Road Bridge Extension**Key Personnel Role:** Superintendent**Experience with Current Firm:** Cape Romain Contractors, Inc.**Project/Assignment Duration:** Project 2020-2020, Assigned 6/2020-12/2020**Owner Contact Information:** South Carolina State Ports Authority, Walter Lagarenne, W.Lagarenne@scspa.com, 843-323-5962 (mobile), 843-856-7047 (office), Senior Director, Engineering and Facilities.**Design/Construction Value:** \$3.5 Million D-B-B**Project Description:**

Project superintendent for 240 LF flat slab bridge built as part of the Port Access Road Expansion in North Charleston, SC. The bridge was 6 – 40 ft flat slab spans. This bridge consisted of 24” prestressed concrete piles, cast in place pile caps, and a cast in place bridge deck. Jimmy managed a crew of 4 people and helped coordinate with other crews, subcontractors, and prime contractor during construction. A third party CEI firm was on site daily and Jimmy handled day to day coordination with them as well. The end approach of this bridge merged with an existing road. There were several underground utilities in line with the existing road and in the footprint of the bridge. Jimmy was present for utility coordination as needed with all required entities.


Wando Welch Terminal Wharf Repairs & Improvements**Key Personnel Role:** Piledriving Superintendent**Experience with Current Firm:** Cape Romain Contractors, Inc.**Project/Assignment Duration:** Project 8/2015 - 6/2018, Assigned 8/2015 - 6/2018**Owner Contact Information:** South Carolina State Ports Authority, Ed Stehmeyer III, PE, ESTehmeyer@scspa.com, 843-860-0540 (mobile), 843-375-3108 (office), Design Manager.**Design/Construction Value:** \$42 Million D-B-B**Project Description:**

Jimmy was the piledriving superintendent for this 3800’ wharf retrofit project. Throughout the project portions of the existing deck were cut and removed in order for piles to be driven to support new crane rails. 16” and 18” PSC piles were driven as part of this project. Jimmy oversaw land based and waterborne piledriving operations throughout the project. Jimmy is well rounded in driving piles as he is a CCO certified crane operator and has been driving piles for over 25 years.

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

Jimmy Bragg is currently assigned to the Battery Park Pedestrian Bridge project in the city of North Charleston. His duties will be fulfilled on that project in the near future.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Jeffrey Marshall Walters, P.E. Senior Project Manager for Alternative Delivery</p>	
<p>b. Role of Key Individual for this Project: Lead Design Engineer</p>	
<p>c. Name of Firm with which you are now associated: Neel-Schaffer, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>1.5</u> Years With Other Firms <u>35</u> Years</p> <div style="display: flex;"> <div style="flex: 1;"> <p>Neel-Schaffer: Senior Project Manager for Alternative Delivery – Served as PM on multiple Design-Build Pursuits., 12/2020 – Present.</p> <p>FIGG: Sr. Project Director - Managed large D-B projects (\$25M - \$800M). Developed Schedules & Schedule of Values, prepared invoices for Engineering Team, managed bridge design & subconsultants (Roadway/Drainage, Geotechnical, Survey, Environmental, Lighting/Electrical, etc.), responsible for all deliverables, reviewed plans, reviewed contractor submittals & shop drawings during construction, developed repair details/procedures, etc., 1/2011 – 10/2020.</p> <p>FIGG: Regional Director (SE) - Responsible for all aspects of managing office of 25 engineers/CAD technicians - staffing, budgeting, QC of deliverables prior to submittals, training, mentoring, etc. Also managed large bridge projects (with 5 – 8 subconsultants), 8/2006 – 1/2011.</p> <p>FIGG: Assistant Regional Director (SE) - Assisted with all aspects of managing office of 25 engineers/CAD technicians. 11/1996 – 8/2006.</p> <p>FIGG: Bridge Eng. & Sr. Bridge Eng. - Managed major bridge projects (\$5M - \$200M) and performed design of bridge superstructure & substructure elements, managed subconsultants (Roadway/Drainage, Geotechnical, Survey, ROW Acquisition/Appraisers, Archeologists, Env. Doc., Env. Permitting, Lighting/Electrical, etc.) led plan development, QC of plans, review of contractor submittals and review of shop drawings., 6/1990 – 11/1996.</p> <p>Douglas Engineering: Project Engineer – Worked on design & plan development of over 20 bridges for ALDOT (I-65 & I-565). Worked on EIS for US 280 in Birmingham, AL., 4/1985 – 6/1990.</p> </div> <div style="flex: 0.5; background-color: #e6f2ff; padding: 10px; border: 1px solid #000; margin-left: 10px;"> <ul style="list-style-type: none"> ✓ D-B Delivery ✓ D-B-B Delivery w/Construction Phase Involvement ✓ Bridge Replacement ✓ Demolition ✓ Detours ✓ Traffic/MOT ✓ Utility Coordination ✓ Environmental/Permitting ✓ Public Involvement ✓ ROW Acquisition ✓ E&SC </div> </div>	
<p>e. Education: Univ. of Alabama Birmingham (UAB) / Birmingham, AL / Master of Science / 1990 / Civil Engineering Auburn University / Auburn, AL / Graduate School / 1984 - 1985 / No Degree Auburn University / Auburn, AL / Bachelor of Science / 1984 / Civil Engineering</p>	
<p>f. Active Registrations: 2021 / SC / Civil / 39179; 1990 / AL / Civil / 17612; 1995 / FL / Civil / 49716; 1999 / OH / Civil / E-64327; 2010 / VA / Civil / 0402047037; 2010 / GA / Civil / 35485; 2013 / LA / Civil / 38315; 2021 / TN / Civil / 125031; 2021 / MS / Civil / 31964; 2021 / NC / Civil / 52281; 2021 / TX / Civil / 141628</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>Lesner Bridge Replacement Project (US 20 over Lynnhaven Inlet), Virginia Beach, VA</u></p> <p>Key Personnel Role: Project Manager for Bridge Design</p> <p>Experience with Current Firm: No - Experience with FIGG (subconsultant to Clark-Nexsen Engineers)</p> <p>Project/Assignment Duration: Project 2007-2018, Assigned 2007 – 2014 (Design Phase)</p> <p>Owner Contact Information: City of VB, David Jarman, PE, DJarman@vbgov.com, (757) 385 -4144.</p> <p>Design/Construction Value: \$80 M</p> <p>Project Description: This D-B-B project included 1,575-foot twin precast segmental bridges requiring staged construction and demolition of the existing WB & EB Bridges after construction of the new WB Bridge and shifting of all four (4) lanes of traffic to the new WB Bridge. The bridge included 150' approach spans and a 225' main span over the Lynnhaven River. Jeff was the project manager for preliminary and final design for the bridge structure, managed all bridge design services, reviewed plans and developed bridge related special provisions.</p>	

SR 951 Jolley Bridge, Marco Island, FL**Key Personnel Role:** Senior Project Director**Experience with Current Firm:** No - Experience with FIGG**Project/Assignment Duration:** Project 2009-2011, Assigned 2009-2011**Owner Contact Information:** Florida DOT Owner's Representative, Scott Case, PE, scase@eec-usa.com, (561) 677-0707 (no FDOT employees that worked on the project are still employed by FDOT).**Design/Construction Value:** \$27 Million**Project Description:**

This D-B project was an ARRA project and included the construction of a new SB Bridge onto Marco Island, FL to complete the four-laning us SR 951. The new 1,600' long bridge used 78" Florida I Beams with 145' spans and 55' of vertical clearance. The project included approach roadway improvements to connect with the existing 4-lane roadway sections, retaining walls, landscaping, lighting, etc. Jeff managed the bridge design and 5 subconsultants (roadway/drainage, geotechnical, landscaping, utilities, environmental permitting & bridge hydraulics).

Cascades Connector Pedestrian Bridge over No. Monroe St (US 27), Tallahassee, FL**Key Personnel Role:** Project Manager (for Design & Design Office Support during Const.)**Experience with Current Firm:** No - Experience with FIGG**Project/Assignment Duration:** Project 2011-2016, Assigned 2011–2014 (Des) & 2015–2016 (Const.)**Owner Contact Information:** Blueprint Intergovernmental Agency / City of Tallahassee, Wayne Tedder, AICP, wayne.tedder@talgov.com, (850) 567-4328.**Design/Construction Value:** \$8.5 M**Project Description:**

This D-B-B project included a 160' long pedestrian featuring solar canopies and LED Lighting. The precast bridge span over US 27 was erected at night on a weekend to minimize impacts to traffic. The project included 1,100 LF of multi-use trail pathways. Jeff was project manager for the bridge design and managed five (5) subconsultants. Jeff was responsible for meeting the deliverable schedule, adhering to the QC Plan, and preparing invoices. Jeff continued as PM during construction (attended weekly meetings, reviewed submittals & answered RFI's, etc.).

Honolulu Rail Transit Project, Honolulu, HI**Key Personnel Role:** On-Site Design Coordinator (for 8 months for Segmental Bridge Superstructure)**Experience with Current Firm:** No - Experience with FIGG (subconsultant to HNTB)**Project/Assignment Duration:** Project 2009-2017, Assigned (on-site) July 2014 – February 2015**Owner Contact Information:** HART (Honolulu Authority for Rail Transportation), Ryan Anderson, PE, ryan.anderson@kiewit.com, (808) 286-8861. As a subconsultant on design team, Jeff's coordination/interaction was with HNTB and Kiewit's Design Coordinator (Ryan Anderson) & Kiewit's QC Manager (Tracy Martin).**Design/Construction Value:** \$800 Million**Project Description:**

D-B project to construct an elevated rail line on the island of Oahu, Hawaii. Kiewit Team built the first 2 sections on west end including 10 miles of bridge with 443 spans that were installed in the median of a congested highway while maintaining traffic. Prior to his on-site assignment, Jeff led the design office preparing plans for the segmental superstructure design/plans. While on-site Jeff coordinated design efforts with Kiewit's Design Manager and engineers for the segmental precast yard & bridge erection and prepared & approved structural repair procedures.

US 181 Harbor Bridge Replacement Project, Corpus Christi, TX**Key Personnel Role:** Assistant Design Manager (under Jay Rohleder, PE & Bill Johnson, PE)**Experience with Current Firm:** No - Experience with FIGG**Project/Assignment Duration:** Project 2015 - Present, Assigned 2016-2020**Owner Contact Information:** TxDOT, Joseph Briones, PE, joseph.briones@txdot.gov, (361) 808-2327.**Design/Construction Value:** \$800 Million**Project Description:**

D-B project for replacement of the existing Harbor Bridge including over 1 million SF of segmental bridge approaches. Jeff served about 18 months as the Assistant Design Manager in home office for the design responsible for meeting all design deliverables, managed 7 subconsultants and developed Design Schedule & SOV's (over 800-line items). Then Jeff managed Design Office Support services for 3 years (reviewed construction equipment submittals & shop drawings, participated in weekly coordination meetings with construction team, addressed NCR's & RFI's). Jeff made over 20 visits to project office at the site to coordinate directly with the contractor. Jeff also prepared monthly invoices for the Design Team with over 800-line items.

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

Jeff is not required to be onsite during construction, but he will make routine visits to the bridge site throughout the construction of the bridges and roadway for meetings and key construction operations.



Appendix B

Work History and Quality Forms (Section 3.5.2)

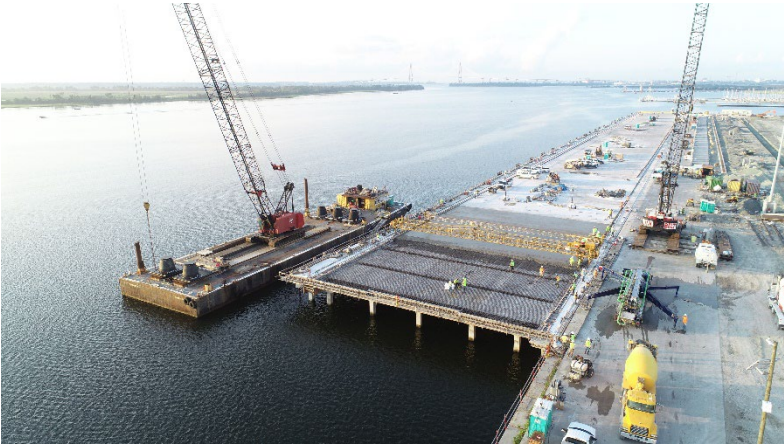
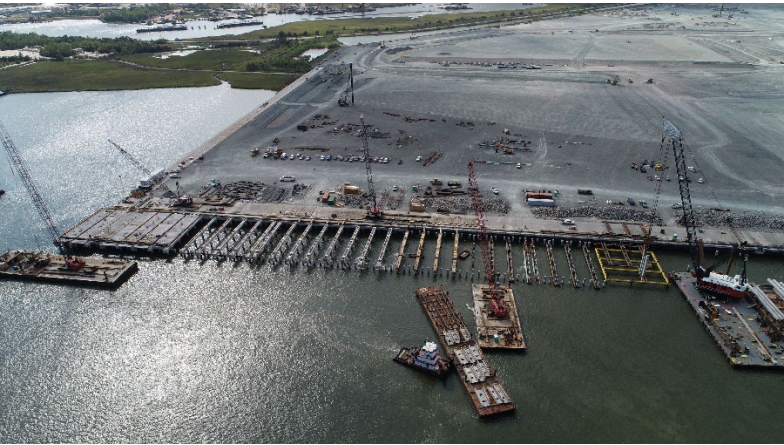
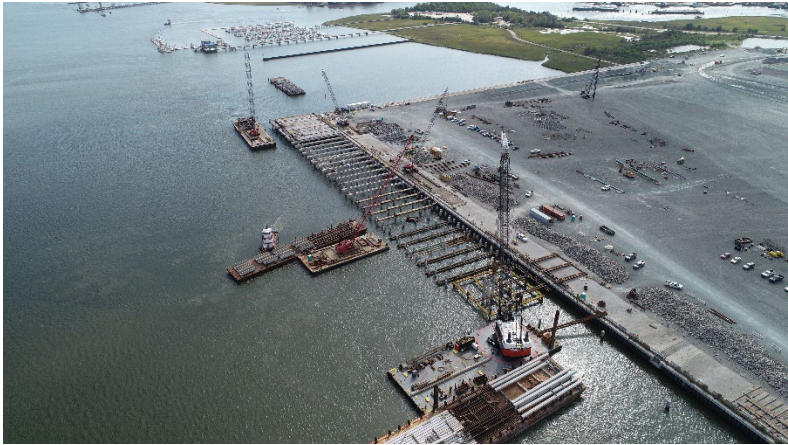


WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Lead Contractor – Cape Romain Contractors, Inc.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify CRC’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in millions)	f. Dollar Value of Work Performed by Cape Romain Contractors (in millions)
Bainbridge Connector – Port Access Road North Charleston, SC	SCDOT/SCSPA	Michael McLintock 704-773-1482 mobile MJMcClintock@laneconstruct.com Fluor-Lane South Carolina , LLC	Construction Completed 07/2021 Design Completed 06/2017	\$9	\$8.9
g. Narrative describing the work performed by NSI. Neel-Schaffer, Inc. (NSI) is a wholly owned subsidiary of Neel Schaffer, Engineers and Planners, Inc – NSI is proposed as the Lead Designer. Cape Romain Contractors subcontracted with Fluor-Lane to construct the Port Access Road Bainbridge Connector in North Charleston, SC. We utilized temporary crane trestle inside the bridge footprint and used top-down construction methods to drive the 24” square prestressed piles, install the 28 bent caps, and form & pour the 27 span flat slab decks. To expedite schedule, we placed entire 120’ long deck slab units for individual concrete pours, holding 500-600 CYs each. CRC formed and poured the multipath, sidewalks, and picture frame rail walls to complete the project.					
<div></div> <div><p>Scope of Services:</p><ul style="list-style-type: none">✓ 1,041’ x 74.83’ wide flat slab bridge✓ Set and drive 349 composite 24” PSC Piles with Stingers✓ Set and drive 20 HP piles at End Bents✓ Construct HP pile supported apron slab<p>Team Members Involved: Clifton Hough, Project Manager for entire duration of the project Mickey O’Rourke, Project Engineer 2017-2018 Jimmy Bragg, Superintendent 2018-2019</p><p>Key Relevancies: DB Delivery, Utility Coordination, Flat Slab Bridge Construction</p></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Cape Romain’s performance on the project to identify Cape Romain with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designers that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration. Cape Romain Contractors teamed with Fluor-Lane at the bid process and provided multiple crews with distinct areas of expertise to keep the project moving forward while contending with top down construction methods due to ROW limitations.					
i. Quality Initiatives. Discuss Cape Romain’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project. Cape Romain Contractors worked with Fluor-Lane to work both ends of the project to expedite utility relocations, which impacted our immediate schedule but expedited the overall project schedule.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Cape Romain shall provide a detailed explanation below. N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Contractor – Cape Romain Contractors, Inc.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify CRC’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in Millions)	f. Dollar Value of Work Performed by Cape Romain (in Millions)
Hugh K. Leatherman Sr. Terminal Wharf North Charleston, SC	South Carolina State Ports Authority	SCSPA Walter R. Lagarenne, Jr. 843-323-5962 WLAGarenne@scspa.com	Construction Completed 03/2021 Design Completed 07/2018	\$54.1	\$25
g. Narrative describing the work performed by Cape Romain Contractors and McLean Contracting					
<p>Cape Romain Contractors entered a Joint Venture with McLean Contracting Company headquartered in Glen Burnie, MD to construct The South Carolina State Ports Authority’s Hugh K. Leatherman Sr. Wharf facility in North Charleston, SC. The first section of wharf is 1,400' long by 122' wide and was designed to support the modern port cranes that SCSPA purchased to offload the much larger "Post-Panamax" ships that now traverse the widened Panama Canal. The project work began with dredging operations in the Cooper River, followed by removal of armor stone, driving 581 24” & 30” PSC piles, installation of armor stone, and then erection of the precast concrete pile caps, slabs, and concrete overlay deck system. Towards the end of the project, crane rails and fixtures, fenders, and bollards were installed to prepare the Wharf to receive the new cranes in the Spring of 2021. McLean was the lead % partner due to their equipment being more expensive, however CRC provided the PM, PE, and General Supt.</p> <div></div> <div><p><u>Scope of Services:</u></p><ul style="list-style-type: none">✓ Dredging and upload disposal of approximately 141,000 cubic yards of spoil material✓ Removal and replacement of existing stone revetment✓ Setting and driving 580+ pre-cast concrete piles with steel stingers✓ Erection of pre-cast concrete pile caps and deck panels✓ Cast in place concrete deck topping✓ Installation of cone fenders, bollards, and ship’s water service stations✓ Installation of Ship to Shore container crane rails, pin sockets, and tie-downs<p><u>Team Members Involved:</u> Greg Tuttle, Project Manager for the entire duration of the project Mickey O’Rourke, Project Engineer for the entire duration of the project</p><p><u>Key Relevancies:</u> Utility Coordination, Value Engineering Environmental/Permitting</p></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Cape Romain’s performance on the project to identify Cape Romain with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designers that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
This was the first JV teaming of Cape Romain Contractors with McLean Contracting. CRC had just completed a successful 3-year, 4-phased rehabilitation of the Wando Welch Terminal Wharf to handle larger ship-to-shore cranes and SCSPA alerted us that this project was on the horizon. CRC teamed with McLean due to their high capacity whirly cranes and reputation. We retained our Project Manager, General Superintendent, and labor crews from the Wando project to deliver this project on-time with no claims or disputes.					
i. Quality Initiatives. Discuss Cape Romain Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
Cape Romain/McLean retained Moffat-Nichol of Baltimore, Md to redesign the project as an entirely precast structure to speed production and reduce costs through Value-Engineering. This allowed for all of the wharf members to be produced and shipped ahead of schedule. We have teamed with Moffat-Nichol on past projects and consider them a first-class precast design firm. During the project bid phase CRC/M proposed \$7.6 Million in VE design reductions that SCSPA used to reduce the original base bid of \$61.7 Million Dollars.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Cape Romain Contractors shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Lead Contractor – Cape Romain Contractors

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify CRC’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in Millions)	f. Dollar Value of Work Performed by Cape Romain (in Millions)
Springmaid Pier Reconstruction Myrtle Beach, SC	IC Myrtle Beach, LLC	Ken Fearn - Owner 310-729-7760 mobile ken@intcapllc.com	Construction Completed 07/2020 Design Completed 2/2019	\$5.128	\$5.523

g. Narrative describing the work performed by Cape Romain Contractors

Cape Romain Contractors, Inc. contracted with IC Myrtle Beach, LLC on 4/17/2019 and mobilized to the site on 4/22/2019 to demolish and reconstruct the 1,000’ long Springmaid Pier. The ocean fishing pier is founded on steel pipe pile, cast in place concrete caps, precast concrete stringers, and utilizes a timber stringer/decking superstructure. Electric, water, and fire suppression utility systems were installed throughout the build. CRCI used an offset temporary crane trestle to improve access to the site and cut time from top down construction methods.



- Scope of Services:
- ✓ Driven steel pipe pile
 - ✓ Cast in Place Pile Caps
 - ✓ Precast Beam Erection
 - ✓ Timber decking
- Key Relevancies:
- Environmental/Permitting
 - Demolition
 - Pier Replacement
 - Utility Coordination
 - Erosion Control

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

This was a negotiated project, Cape Romain Contractors was brought in early to work with the Owner’s design firm on developing the offset trestle design to minimize costs and time durations. CRCI worked with AECOM to coordinate on the permitting plans to ensure a smooth start of work flow operation. There were no claims, delays, or disputes on this project. A change order to add a fire line extension, pier improvements, and add fencing to the scope were the only contract changes.

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



Cape Romain negotiated with the private owner to add pipe pile coating and more durable hardware to the project to ensure a longer life cycle to the previously timber structure.

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


N/A

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER


Lead Designer – Neel-Schaffer, Inc.(NSI)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify NSI’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by NSI (in thousands)
Pio Nono Ave. & College St. Bridges over NSRR Macon, GA	Wright Brothers Construction, Inc. (WBCI)	GDOT Rick O’Hara 404-631-1169 ro’hara@dot.ga.gov	Construction Complete: 03/2021 Design Complete: 062020	\$13,351	\$999
g. Narrative describing the work performed by NSI. Neel-Schaffer, Inc. (NSI) is a wholly owned subsidiary of Neel Schaffer, Engineers and Planners, Inc – NSI is proposed as the Lead Designer. NSI was the Lead Designer for WBCI for this award-winning D-B project. The bridge replacements were necessary to provide adequate vertical clearance to Norfolk Southern’s tracks below to accommodate double stack rail cars. The project was put on an aggressive D-B schedule with all vertical clearance restrictions to be met by June 30, 2020. NSI was responsible for providing overall project management, monthly CPM project schedule updates, roadway design, bridge design and all plan preparation, including as-built drawings. NSI also managed all design subconsultants, including environmental, survey, SUE, communications, and geotechnical engineers. The 86’ -10” long Pio Nono Avenue bridge included the demolition and replacement of the existing bridge superstructure. The vertical clearance was increased by building up the existing bent caps and utilizing a cored slab superstructure that was shallower than the existing, and parts of the road had to be raised to accommodate the new bridge elevation and realigned to improve poor horizontal alignment. The existing AGL gas main on the bridge was cut, capped and temporarily removed through coordination efforts. The 65’ long College Street bridge included the demolition and replacement of the existing historic brick arch structure over the NS Railway with a new, shorter 65’ single span bridge with Type II PSC Beams. In addition to the Railroad’s vertical clearance requirements, the horizontal clearance required the construction of crash walls at each end of the bridge. NSI utilized tie-back walls, with soldier piles supporting the bridge end bents and soil nail walls. Significant utility coordination occurred for relocation of an AT&T fiber optic line and relocation of power poles owned by Ga Power. NSI personnel involved includes Justin Wood, PE, SE, DBIA - Structural EOR who is proposed for this same role on US 301 over Four Hole Swamp. Work for the project was completed in NSI’s office in Atlanta, GA with support and QC by our office in Birmingham, AL. Design & Construction on both bridges is complete.					
				<div>D-B Project Awards Pio Nono -Georgia Partnership for Transportation Quality 2020 Preconstruction Award in the Design/Build Category - ACEC/GA and GDOT -2021 America’s Transportation Awards regional “Quality of Life/Community Development, Small Project Award- SASHTO College Street - Georgia Partnership for Transportation Quality 2021 Preconstruction Award in the Bridge/Structural Design Category - award is sponsored by ACEC/GA and GDOT -Georgia Engineering Awards 2022 Engineering Excellence Merit Award - award is sponsored by ACEC/GA -2021 America’s Transportation Awards regional “Quality of Life/Community Development, Small Project Award - SASHTO</div>	
h. Self-Assessment. The information provided in this section should be a self-assessment of NSI’s performance on the project to identify NSI with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designers that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration. Both bridges were selected for awards in the Georgia Partnership for Transportation Quality (GPTQ) Preconstruction Design Awards program – Pio Nono in the Bridge/Structural category and College St. in the Design-Build category.					
i. Quality Initiatives. Discuss NSI’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project. NSI prepared and provided updates to the P6 Schedule for Design & Construction giving NSI thorough knowledge of the schedule and keeping engineering efforts on track to support the Contractor enabling him keep construction on schedule. Completion of the bridge superstructure replacement within a 25 day closure is a testament to the detailed planning, scheduling and design quality for the project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, NSI shall provide a detailed explanation below. N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Designer – Neel-Schaffer, Inc.(NSI)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify NSI’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by NSI (in thousands)		
FY 2016 D-B Bridge Replacements – Batches 4 & 5 Atkinson, Ben Hill, Grady, Tift, Ware, Bacon, Laurens, Treutlen, Wayne, Wheeler, and Telfair Counties (GA)	Southern Concrete Construction Co., Inc. (SCCC)	GDOT W. Ron Nelson 912-424-9112 ronelson@dot.ga.gov	Construction Completed 12/2019 Design Completed 03/2019	\$17,252	\$1,890		
g. Narrative describing the work performed by NSI. Neel-Schaffer, Inc. (NSI) is a wholly owned subsidiary of Neel Schaffer, Engineers and Planners, Inc – NSI is proposed as the Lead Designer.							
<p>NSI was the Lead Designer for this contract to replace 11 bridges via the Design-Build method at various locations throughout South Georgia. NSI provided engineering design and construction plans, as well as construction coordination services for each of the 11 new bridges. Each of the replacements was for off-system stream crossings. Other services NSI provided included bridge design, H&H, roadway approach design, as-built plans. NSI was also responsible for management of all engineering sub-consultants, including environmental, survey, and SUE. The bridges ranged in length of 120 feet to 375 feet. The designs included Type 1 Mod PSC Beam Spans, 63” Bulb Tee PSC Beam, PSC Cored Slab Spans and PSC Spans. The bents for these bridges were PSC Pile Bents, with the exception of the 63 in Bulb Tee PSC Span, which utilized 2-Column Concrete Bents on pile footings. NSI personnel involved includes Justin Wood, PE, SE, DBIA - Structural EOR who is proposed for this same role on US 301 over Four Hole Swamp. Work for the project was completed in NSI’s offices in Atlanta, GA & Birmingham, AL. Design & Construction on both bridges is complete.</p> <div><div>Old Thomasville Road over Barnetts Creek – Grady County</div></div>			Bridges		Length	Location (Co.)	
			1	Cogdell Rd over Red Bluff Creek		150’	Atkinson
			2	Old Thomasville Rd over Barnetts Creek		375’	Grady
			3	Lower Brookfield Rd over New River		141.75’	Tift
			4	Perry House Rd over Willacooche Creek		151.75’	Ben Hill
			5	Old Nicholls Hwy over Hog Creek Tributary		120’	Ware
			6	Hwy 64 over Little Hurricane Creek		340’	Bacon
			7	Jaybird Springs Rd over Gum Swamp Creek		120’	Laurens
			8	Union Camp Rd over Red Bluff Creek		135’	Treutlen
			9	Woods Bridge Rd over Goose Creek		146.75’	Wayne
			10	Snow Hill Rd over Ochwalkee Creek		180’	Wheeler
			11	CR 240 over Little Horse Creek		121.75’	Telfair
			<div>Key Relevancies:<ul style="list-style-type: none">✓ D-B Delivery✓ Bridge Replacement✓ Flat Slab✓ Demolition✓ Detours✓ Roadway Design✓ Structure Design✓ Geotechnical✓ Drainage / E&SC✓ Traffic/MOT✓ Utility Coordination✓ Environmental/Permitting</div>				
h. Self-Assessment. The information provided in this section should be a self-assessment of NSI’s performance on the project to identify NSI with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designers that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.							
This was the first Design-Build project for both NSI and SCCC and we worked closely together to complete all 11 bridges within the contract time demonstrating the high competency, attention to Quality and communication skills by both NSI and SCCC needed to successfully deliver D-B projects. There were no claims on the project.							
i. Quality Initiatives. Discuss NSI’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.							
Due to the requirement of each roadway only being shut down for a certain number of days, the project scheduling and quality construction was critical to ensure that all 11 bridges met the individual design, review, and construction dates to allow subsequent bridges to not fall behind and for all 11 bridges to be completed on time. Precast caps were used on 3 of the bridges to accelerate construction. NSI has used its DQMP first developed on this project to provide continued quality design on other D-B projects.							
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, NSI shall provide a detailed explanation below.							
N/A							

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Designer – Neel-Schaffer, Inc.(NSI)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify NSI’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by NSI (in thousands)	
FY 2018 D-B Bridge Replacements – Batch 1 Catoosa, Douglas, Elbert, Polk, Walker & Walton Counites (GA)	Wright Brothers Construction, Inc.	GDOT Rick O’Hara 404-631-1169 ro’hara@dot.ga.gov	Construction Complete: 09/2021 Design Complete: 10/2020	\$9,496	\$1,239	
g. Narrative describing the work performed by NSI. Neel-Schaffer, Inc. (NSI) is a wholly owned subsidiary of Neel Schaffer, Engineers and Planners, Inc – NSI is proposed as the Lead Designer.						
NSI was the Lead Designer for the Wright Brothers Construction, Inc. for the Design-Build replacement of six bridges located in north Georgia. NSI completed engineering design and construction coordination services for these six (6) off-system stream crossings. Services included bridge design, hydraulics & hydrology, roadway approach design, and as-built plans. NSI was also responsible for management of all engineering sub-consultants, including environmental, survey, and SUE. Four bridges are Type 1 Mod PSC Beam spans ranging from 35 feet to 55 feet with total bridge lengths up to 220 feet. One consists of a 63-inch Bulb Tee PSC Beam Span that is 120 feet in length and two Type III PSC Beam End Spans at 30 feet each. Additionally, one of the bridges consists of a single-span bridge with 70-foot PSC Box Beam Span. Typical foundations for the bents of these bridges consisted of either steel H-Piles or Drilled Shafts. NSI personnel involved included Justin Wood, PE, SE, DBIA - Structural EOR who is proposed for this same role on US 301 over Four Hole Swamp. Work for the project was completed in NSI’s office in Atlanta, GA with support & QC from our office in Birmingham, AL. Design & Construction on all bridges is complete.			Bridges		Length	Location (Co.)
			1	Houston Valley Rd over Dry Creek	150’	Catoosa
			2	Post Rd over Dog River	180’	Douglas
			3	Ed Webb Rd over Dove Creek	145’	Elbert
			4	Captain Wood Rd over Little Cedar Creek	130’	Polk
			5	Captain Wood Rd over Mud Creek	220’	Walker
			6	Dewey Hogan Rd over Wolf Creek	70’	Walton
			<div>Key Relevancies:<ul style="list-style-type: none">✓ D-B Delivery✓ Bridge Replacement✓ Cored Slab & Box Beams✓ Demolition✓ Detours✓ Roadway Design✓ Structure Design✓ Geotechnical✓ Drainage / E&SC✓ Traffic/MOT✓ Utility Coordination✓ Environmental/Permitting</div>			
h. Self-Assessment. The information provided in this section should be a self-assessment of NSI’s performance on the project to identify NSI with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designers that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.						
NSI prepared and maintained the P6 Schedule for Design & Construction giving NSI thorough knowledge of the schedule to keep engineering efforts on track to support the Contractor enabling him keep construction on schedule. All bridges were completed on time and within budget and there were no claims on the project..						
i. Quality Initiatives. Discuss NSI’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.						
NSI has a proven DQMP that has been successfully used on a number of D-B projects to provide high quality designs that lead to high quality construction. NSI has consistently provided high quality designs and plans to WBCI and met the project schedule while constantly communicating with WBCI to meet their expectations. This had led to repeat teaming opportunities with WBCI on projects within their company footprint and areas of expertise on the right sized project.						
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, NSI shall provide a detailed explanation below.						
N/A						



Appendix C

Work History and Quality Forms (Section 3.5.2)



Section 3.5.2 Quality of Past Performance

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



Appendix D

Legal and Financial





Cape Romain Contractors, Inc.

612 CAPE ROMAIN ROAD
WANDO, SC 29492

TELEPHONE: 843-884-5167
FAX: 843-884-0516

April 6, 2022

Office of Alternative Delivery
South Carolina Department of Transportation
955 Park Street
Columbia, SC 29201

RE: Design Build Project: US 301 Over Four Hole Swamp
Project ID: 0040308 Orangeburg County, South Carolina

To Whom it may concern,

Pursuant to Section 3.6.1 Financial Capacity of Request for Qualifications (RFQ) for the Design Build Project US 301 Over Four Hole Swamp by SCDOT issued March 21, 2022:

I, Andrew DuPre, in my capacity as President and Owner of Cape Romain Contractors, Inc., certify that Cape Romain Contractors, Inc. has the financial capacity and resources necessary to complete the project as proposed in the RFQ.

Respectfully,

Andrew DuPre
President
Cape Romain Contractors, Inc.

State of SC County of Berkeley
The foregoing instrument was acknowledged before me
This 6 day of April, 2022
By Kassandra Benson
Notary Public Cecilia Benson
My Commission Expires 3/22/29





USI Insurance Services
P. O. Box 386
Columbia, SC 29202
www.usi.com
Tel: 803.602.3020

April 11, 2022

S. C. Department of Transportation
P. O. Box 191
Columbia, SC 29202

Re: Cape Romain Contractors, Inc., Wando, SC
SCDOT US 301 Over Four Hole Swamp
Project ID: 0040308, Orangeburg County, SC

To Whom It May Concern:

Western Surety Company, a CNA Insurance company, serves as the Surety Company for Cape Romain Contractors, Inc. Western Surety Company is the fourth (4th) largest surety company in the U.S. according to A.M. Best Rankings and has an A.M. Best rating of "A", with a Financial Size Category of "XIV". Western Surety Company is licensed in all 50 States and is also listed as an approved surety on the Federal Government's Circular 570.

Cape Romain Contractors has been approved for single jobs in excess of \$60 million, with total capacity of \$90 million. We would readily consider larger projects if requested.

Should Cape Romain Contractors, Inc. be awarded a contract we are prepared to favorably consider issuance of any necessary final bonds. The decision to issue performance and payment bonds is a matter between Cape Romain Contractors, Inc. and Western Surety, the execution of said bonds would be subject to the mutually acceptable review of the final contract terms and conditions, bond forms and financing by our client and Western Surety Company. Western Surety Company and Cape Romain Contractors, Inc assume no liability to third parties or to you if for any reason we do not execute said bonds.

If we can provide you with any further information concerning this fine contractor, please do not hesitate to call.

Sincerely,

Western Surety Company

Laura W.
Dennison

Digitally signed by Laura W. Dennison
DN: cn=Laura W. Dennison, gn=Laura W.
Dennison, o=US United States, i=US United
States
Reason: I am the author of the document
Location:
Date: 2022-04-04 16:56:04:00

By: Laura W. Dennison
Attorney-in-Fact

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

C Criss Williams Jr, Laura W Dennison, Individually

of Columbia, SC, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 23rd day of June, 2021.



WESTERN SURETY COMPANY

A handwritten signature in black ink, reading "Paul T. Bruflat".

Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha } ss

On this 23rd day of June, 2021, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

March 2, 2026



A handwritten signature in black ink, reading "M. Bent".

M. Bent, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 11th day of April, 2022.



WESTERN SURETY COMPANY

A handwritten signature in black ink, reading "L. Nelson".

L. Nelson, Assistant Secretary

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the Company.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.



Digital Seal, Signature Authority and Enforceability

This communication is being provided on behalf of all CNA Surety companies, including **Western Surety Company, Continental Casualty Company, The Continental Insurance Company, American Casualty Company of Reading, Pennsylvania, and National Fire Insurance Company of Hartford** (collectively and individually referred to as “CNA Surety”).

The use of an electronic image of the corporate seal of any CNA Surety company (the “Digital Seal”) and the attachment of the Digital Seal to any surety bond issued by a CNA Surety company is authorized. Each CNA Surety company acknowledges and agrees that the Digital Seal may be affixed to any CNA Surety bond and relied upon to the same extent as if a raised corporate seal were physically attached to the bond. Also, as permitted by law, the electronic delivery and submission of any surety bond on behalf of each CNA Surety company and the execution of such surety bonds by an attorney-in-fact of the CNA Surety company using a digital signature shall have the same legal effect as delivery of a tangible original with the original “wet” signature of the attorney-in-fact.

Delivery of a digital copy of this Digital Seal, Signature Authority and Enforceability notice, executed electronically, to an Obligee or Obligee’s representative shall constitute effective execution and delivery of this notice and shall have the same legal effect as delivery of a tangible original of the notice with my original “wet” signature.

In Witness Whereof, this has been executed by the Vice President and Surety General Counsel for each of the CNA Surety companies.

Dated this 7th day of April, 2020.

Rosemary Quinn

Vice President and Surety General Counsel on behalf of



Western Surety Company



The Continental Insurance Company



Continental Casualty Company



National Fire Insurance Company of Hartford



American Casualty Company of Reading, Pennsylvania

Section 3.6.3 \ Organizational Agreements

N/A - Our Team is not a partnership, limited partnership, joint venture, or other association.



Appendix E

Organizational Conflict of Interest



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

☒ Determined that no potential organizational conflict of interest exists.

☐ Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

1. Describe nature of the potential conflict(s):
2. Describe measures proposed to mitigate the potential conflict(s):

Andrew DuRe
Signature

4.6.22
Date

Andrew DuRe
Print Name

Cape Pomain Contractors, Inc.
Company

If a potential conflict has been identified, please provide name and phone number for a contact person authorized to discuss this disclosure certification with Department of Transportation contract personnel.

Name

Phone

Company



Appendix F

Confidential or Proprietary Information Summary List



Appendix F \ Confidential or Proprietary Information Summary List

The Team of Cape Romain Contractors, Inc. (Lead Contractor) and Neel-Schaffer, Inc. (Lead Designer) do not deem any of the information within this submittal as confidential or proprietary.

Appendix G

Addendum Receipt Form(s)





South Carolina
Department of Transportation

NOTICE OF RECEIPT
US 301 over Four Hole Swamp
Design-Build – Project ID 0040308
Orangeburg County

Addendum 1

The information in this addendum shall be made part of the contract documents. PROPOSERS are instructed to incorporate the information into the previously provided RFQ documents.

PROPOSERS are required to sign this document and enclose it with their Statement of Qualifications. Receipt of this signed document by The South Carolina Department of Transportation serves as confirmation that the PROPOSER has received and incorporated this Addendum into the contract documents.

Confirmation Statement:

I, the PROPOSER confirm that I have received this addendum package and have incorporated the information provided in the addendum into the contract documents.

Andrew DuPre
PROPOSER's Signature

4.6.22
Date

Andrew DuPre
Printed Name

For: Cape Romain Contractors, Inc.
Design-Build Team Name





Appendix H

Key Individual and Contractor/Designer Reference Form



[illegible]

[illegible]

Cape Romain Contractors
612 Cape Romain Road
Wando, SC 29492

