



S-154 over Murrells Inlet



S-154 over Murrells Inlet



S-31 over Todd Swamp



S-31 over Todd Swamp



S-31 over Todd Swamp

## STATEMENT OF QUALIFICATIONS

### Bridge Package 18 | *Design-Build Project* in Horry County, South Carolina

Contract ID 2662300

June 20, 2024

**Greg Tuttle**  
Cape Romain Contractors  
843.884.5167 (O), 843.514.9850 (M)  
[greg@caperomaincontractors.com](mailto:greg@caperomaincontractors.com)



&



## 3.2 | INTRODUCTION

**3.2.1 Contracting Entity** \ Cape Romain Contractors, Inc. (CRC) will be the Contracting Entity, responsible for the successful delivery of SCDOT's D-B Bridge Package 18. Cape Romain, a family-owned business headquartered in Wando, SC, specializes in heavy highway bridge services and marine construction with a strong history of **environmental stewardship in the SC Lowcountry**. Cape Romain has a **75 year history** providing these services to government and public clients.

CRC has enlisted the design expertise, experience, and resources of **Neel-Schaffer, Inc. (NS)** to serve as Lead Designer responsible for the overall design. NS will be supported by trusted local subconsultants that specialize in various disciplines including Cathodic Protection, Environmental/Permitting/Mitigation, Geotechnical Engineering, Utility Coordination, Surveying/SUE, and ROW acquisition. Cape Romain and Neel-Schaffer have visited the bridge sites in Horry County together to ensure our team has all the specialists and resources needed to design and construct the bridges. Our Team also identified key site features, constraints and potential Alternative Technical Concepts (ATC's) for further evaluation.

### 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](mailto:andrew@caperomaincontractors.com)

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

#### LEAD CONTRACTOR - CAPE ROMAIN CONTRACTORS, INC.



**Eric Gregory Tuttle, Project Manager (PM)**  
Cape Romain Contractors, Inc.  
612 Cape Romain Road  
Wando, SC 29492  
843.884.5167 (O), 843.514.9850 (M)  
[greg@caperomaincontractors.com](mailto:greg@caperomaincontractors.com)

#### LEAD DESIGNER - NEEL-SCHAFER, INC.



**Jeffrey Marshall Walters, PE, Assoc. DBIA,  
Lead Design Engineer (LDE)**  
Neel-Schaffer, Inc.  
1320 Main Street, Suite 510  
Columbia, SC 29201  
803.929.3656 (O), 850.766.5986 (M)  
[jeff.walters@neel-schaffer.com](mailto:jeff.walters@neel-schaffer.com)

### 3.2.4 Unique Entity ID of Lead Contractor and Lead Designer \

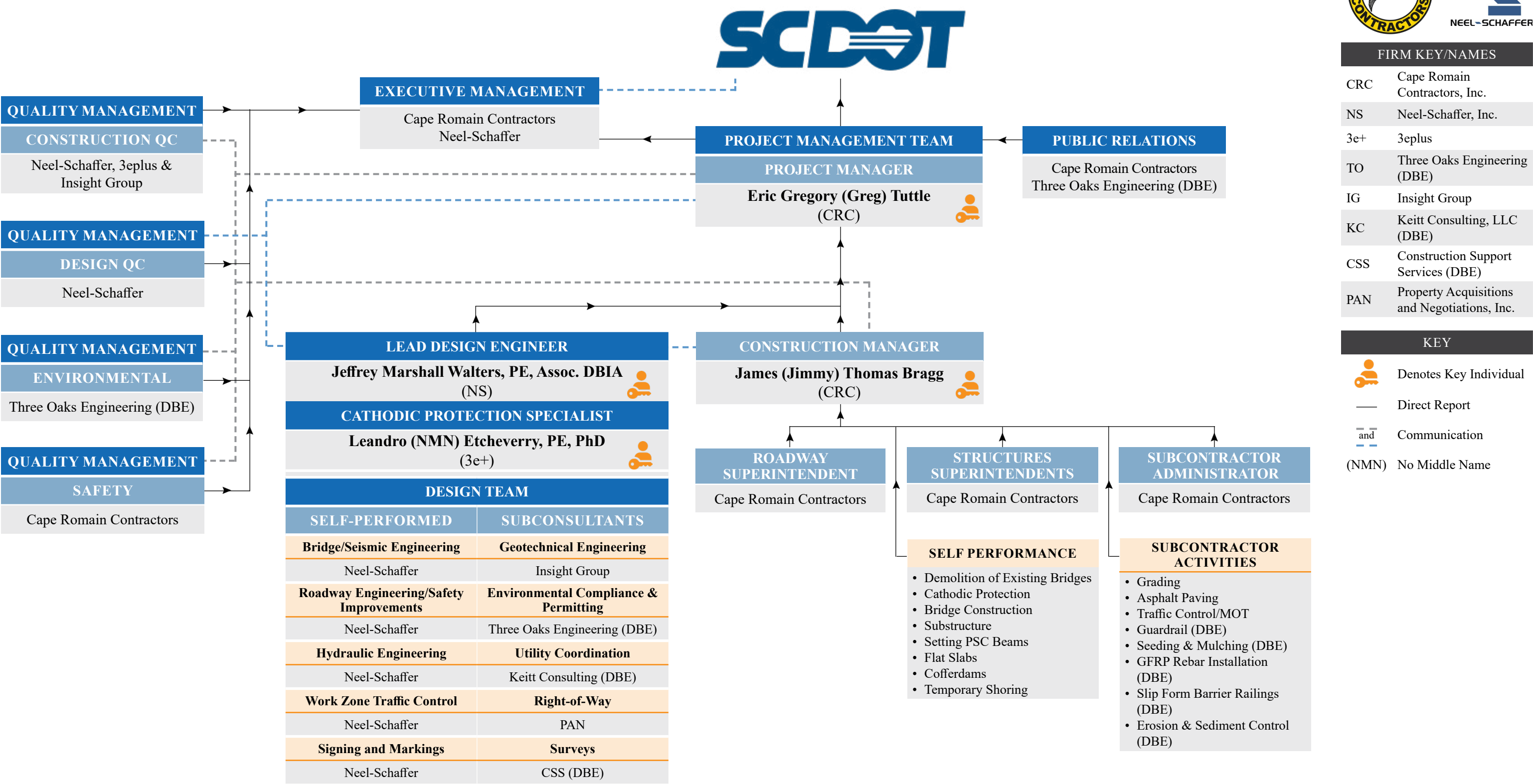
| LEAD CONTRACTOR               | UNIQUE ENTITY ID | LEAD DESIGNER       | UNIQUE ENTITY ID |
|-------------------------------|------------------|---------------------|------------------|
| Cape Romain Contractors, Inc. | ECJEACNDYMC6     | Neel-Schaffer, Inc. | VSG2MJB3C766     |

**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 bridge replacement and bridge rehabilitation project for SCDOT.



3.3 | TEAM STRUCTURE AND PROJECT EXECUTION

3.3.1 Organizational Chart, Team Structure, and Team Integration



## Functional Relationships

Integration of design and construction activities will be the primary responsibility of the PM during preconstruction to optimize constructability and project delivery. The PM will work closely with the LDE, CPS and CM throughout design to collaborate on the project and ensure that constructability issues are addressed during the plan development to avoid plan changes after issuance of RFC plans. Cape Romain and NS have performed successfully on a number of D-B projects with new teaming partners and this will be a resource for success on SCDOT's D-B BR Pkg 18.

| FUNCTION  | INTEGRATION  | RESPONSIBILITIES  |
|---|--|---|
| <b>Executive Management</b><br><i>Cape Romain &amp; Neel-Schaffer</i>                                     | <ul style="list-style-type: none"> <li>Direct access for SCDOT to leadership/ownership of the D-B Team.</li> </ul>   | <ul style="list-style-type: none"> <li>Oversight, QA audits, accountability and success of the project.</li> <li>Holds monthly project review w/project team.</li> <li>Assuring adequate staffing &amp; equipment resources.</li> </ul>   |
| <b>Project Manager (PM)</b><br>Eric Gregory (Greg) Tuttle<br><i>Cape Romain</i>                           | <ul style="list-style-type: none"> <li>Serves as primary point of contact for SCDOT.</li> <li>Reports directly to SCDOT and executive management.</li> <li>Leads weekly design coordination meetings to continually integrate design &amp; construction activities.</li> <li>Routine coordination w/ QC team for design/construction.</li> <li>Reviews project controls to assure quality and success of project.</li> </ul> | <ul style="list-style-type: none"> <li>Project delivery.</li> <li>Has full authority to make final decisions for the D-B Team.</li> <li>Issue resolution.</li> <li>Will lead weekly construction status meetings.</li> <li>Available as needed by SCDOT.</li> </ul>   |
| <b>Lead Design Engineer (LDE)</b><br>Jeffrey Marshall Walters, PE,<br>Assoc. DBIA<br><i>Neel-Schaffer</i> | <ul style="list-style-type: none"> <li>Serves as the design point of contact.</li> <li>Reports directly to PM Greg Tuttle.</li> <li>Integrated with PM team to facilitate Cape Romain's input into design, schedule, and permitting to optimize constructability and project delivery.</li> </ul>  | <ul style="list-style-type: none"> <li>Responsible for all aspects of design &amp; coordination with design subconsultants.</li> <li>Attends all design meetings until all plans RFC'd.</li> <li>Adherence to design QC plan and design schedule.</li> <li>Available as needed by SCDOT.</li> </ul>   |
| <b>Cathodic Protection Specialist (CPS)</b><br>Leandro Etcheverry, PE, PhD<br><i>3eplus</i>               | <ul style="list-style-type: none"> <li>Reports to Lead Designer during design.</li> <li>Reports to CQM during construction.</li> <li>Consults Project Management Team.</li> <li>Involved in design, construction and testing phases of the Cathodic Protection System for the S-154 site.</li> </ul>   | <ul style="list-style-type: none"> <li>Design of Cathodic Protection System for the S-154 site.</li> <li>Attends all meetings for S-154 bridge.</li> <li>Construction QC for Installation of the Cathodic Protection System for the S-154 site.</li> <li>Testing of cathodic Protection System for the S-154 site.</li> <li>Available as needed by SCDOT.</li> </ul>                            |
| <b>Construction Manager (CM)</b><br>James (Jimmy) Thomas Bragg<br><i>Cape Romain</i>                      | <ul style="list-style-type: none"> <li>Reports to PM team.</li> <li>Involved throughout pursuit and upon NTP to provide continuity and ensure constructability is considered throughout the design process.</li> <li>Will have a superintendent on site for all construction activities at each site.</li> </ul>   | <ul style="list-style-type: none"> <li>Responsible for all aspects of construction on site and scheduling of equipment and personnel.</li> <li>Dedicated to project and attends all construction meetings</li> <li>Responsible for subcontractor performance, personnel, and equipment.</li> <li>Continuous coordination with Construction QC.</li> <li>Available as needed by SCDOT</li> </ul> |
| <b>Quality Management</b><br><i>Cape Romain &amp; Neel-Schaffer</i>                                       | <ul style="list-style-type: none"> <li>Construction Quality Manager (CQM) Reports to SCDOT and executive management.</li> <li>Design Quality Manager reports to Construction Quality Mgr.</li> <li>CQM &amp; DQM function independent of the PM/CM/LDE.</li> <li>Has regular interaction with District 5 during construction.</li> </ul>   | <ul style="list-style-type: none"> <li>Develops the QC plan, monitors progress, and has full authority to take corrective action as needed.</li> <li>Performs design reviews and constructability reviews during plan development.</li> <li>Ensures standards are met or exceeded.</li> </ul>   |

## D-B Team Formed with Integration in Mind

### D-B TEAM FORMED BASED ON SIMILARITIES OF FIRMS AND PAST D-B PROJECT EXPERIENCE

| Cape Romain Contractors & Neel-Schaffer   | Subconsultants   |
|---|--|
| <p>While Cape Romain and Neel-Schaffer have not previously won a D-B project together, we have successfully teamed together on the SCDOT US 301 D-B Bridge over Four Hole Swamp, were shortlisted, and submitted a competitive D-B bid. We chose to team again on D-B Bridge Package 18 for the following reasons:</p> <ul style="list-style-type: none"> <li>Cape Romain has D-B experience and is a flat slab bridge specialist, with a strong history of environmental stewardship in the SC Lowcountry.</li> <li>CRC has built 28 flat slab bridges, and other bridges for SCDOT, for over 75 years.</li> <li>Cape Romain has cathodic protection experience.</li> <li>Neel-Schaffer is a D-B experienced firm, having delivered 20 GDOT bridges via D-B Bridge Packages in the last eight years.</li> <li>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 has remained a 100% employee-owned company for over 40 years.</li> </ul> | <ul style="list-style-type: none"> <li><b>Insight Group</b> - has extensive work experience with CRC. They are known for their innovative D-B solutions, and DBB work with SCDOT serving on the Geotech On-call.</li> <li><b>3eplus</b> - is a Cathodic Protection Specialist with extensive experience in design, installation and testing of cathodic protection systems.</li> <li><b>Three Oaks Engineering (DBE)</b> - Gordon Murphy will be critical to successfully delivering approved permits.</li> <li><b>Keitt Consulting, LLC (DBE)</b> - Neel-Schaffer has a history of working closely with Cedric Keitt while he was SCDOT's State Utilities Engineer.</li> <li><b>CSS (DBE)</b> - Jay Joshi has a history of performing surveys on SCDOT D-B Bridge Pkgs.</li> <li><b>PAN</b> - has been engaged with SCDOT ROW work for decades and understands how to conduct this process via D-B throughout SC.</li> <li>NS has worked with Insight Group, Three Oaks, Keitt, CSS and PAN on DBB projects for SCDOT.</li> </ul> |

### PROJECTS THAT DEMONSTRATE HOW PAST FIRM OR KEY INDIVIDUAL EXPERIENCE SUPPORTS A SUCCESSFUL TEAMING ARRANGEMENT

|               |  |              |  |
|---------------|--|--------------|--|
| Cape Romain   | <b>SCDOT SC 171 Folly River and Folly Creek Bridges (DBB)</b>  | 2012-2015    | Contact: Kevin Turner; TurnerMK@scdot.org, 843.414.3719            |
|               | Cape Romain was Prime Contractor for the 1,050' and 825' bridges. The approaches were Value Engineered for \$1.5 Million savings. G. Tuttle was PE; J. Bragg, Superintendent.  |              |  |
|               | <b>City of Charleston Rte. S-33 Daniel Island Dr. over Beresford Creek Bridge (DBB)</b>  | 2023-2024    | Contact: Rob Williams; williamsrob@charleston-sc.gov, 843.579.7672 |
|               | Cape Romain was the Prime Contractor. 120' three span flat slab bridge. Greg Tuttle was Project Manager. The first GFRP reinforced bridge in South Carolina  |              |  |
|               | <b>SCSPA Port Access Road - Bainbridge Connector (D-B)</b>   | 2017-2019    | Contact: Michael McLintock; MJMcClintock@laneconstruct.com         |
|               | Cape Romain was a dedicated Subcontractor for the 1,041' x 74.8' flat slab bridge. Jimmy Bragg was Superintendent for one of the three crews.  |              |  |
| Neel-Schaffer | <b>SCSPA Hugh K. Leatherman, Sr. Terminal Wharf (DBB)</b>  | 2018-2020    | Contact: Butch Weber; bweber@SCSPA.com, 843.856.7049               |
|               | Cape Romain was a partner for the JV that built the 1,400' x 122' Hugh Leatherman, Sr. Wharf. We dredged, removed rip rap, drove 24" & 30" piles, installed armor stone, and then installed VE redesigned precast caps & slabs, and poured the deck overlay. New crane rails, bollards, and fenders were installed. Greg Tuttle was PM for the project duration. |              |  |
|               | <b>US 301 Four Hole Swamp Pursuit (D-B)</b>  | 2022         | Contact: Michael Pitts; PittsME@scdot.org; 803.737.2566            |
|               | Cape Romain & Neel-Schaffer were a shortlisted team, submitted unsuccessful competitive bid. Greg Tuttle was the submitted PM.   |              |  |
|               | <b>GDOT FY 2022 D-B Bridge Pkg. (6 bridges over water, all box beams)</b>  | 2022-Present | Contact: Trevor Brown; trbrown@dot.ga.gov; 404.631.1703            |
|               | Neel-Schaffer is the LDE for Prime Contractor (Southern Concrete Construction Co.). Key Staff: Justin Wood (proposed Structural EOR) is the Structural EOR for all bridges. Jeff Walters (proposed LDE) is the Design QC Manager. This repeat teaming partnership was based on successful teaming on FY 2016 D-B Bridge Package (see below).                     |              |  |
| Neel-Schaffer | <b>GDOT FY 2018 D-B Bridge Pkg. (6 bridges over water)</b>   | 2018-2021    | Contact: Rick O'Hara; ro'hara@dot.ga.gov; 404.631.1169             |
|               | Neel-Schaffer was the lead designer for the Prime Contractor (Wright Bros.). Justin Wood (proposed Structural EOR) was the Structural QA/QC Lead for all 6 bridges. This project was Wright Bros. first GDOT D-B Bridge Package, having only previously delivered a single bridge to GDOT via D-B and their first time teaming with Neel-Schaffer.               |              |  |
|               | <b>GDOT FY 2016 D-B Bridge Pkg. (11 bridges over water)</b>  | 2016-2019    | Contact: Ron Nelson; ronelson@dot.ga.gov; 912.424.9112             |
|               | Neel-Schaffer was the lead designer for the Prime Contractor (Southern Concrete Construction Co.). Justin Wood (proposed Structural EOR) was the Structural EOR for all 11 bridges. Neel-Schaffer was successful in this first time teaming with Southern and in bringing GDOT a new D-B bridge contractor, and the project was successful.                      |              |  |
| Neel-Schaffer | <b>GDOT US 41/SR 247/Pio Nono Ave/College St o/ NSRR D-B Br Pkg (2 brs o/ RRs)</b>   | 2020-2021    | Contact: Rick O'Hara; ro'hara@dot.ga.gov; 404.631.1169             |
|               | Neel-Schaffer was the lead designer for the prime contractor (Wright Bros.). Justin Wood was the Structural EOR for both bridges. This D-B Bridge Package received multiple D-B awards. This repeat teaming partnership was based on successful first time teaming on FY 2018 D-B Bridge Package (see above).  |              |  |

### 3.3.2.a. Project Resources, Strategies, and Execution \ Implementation of Resources

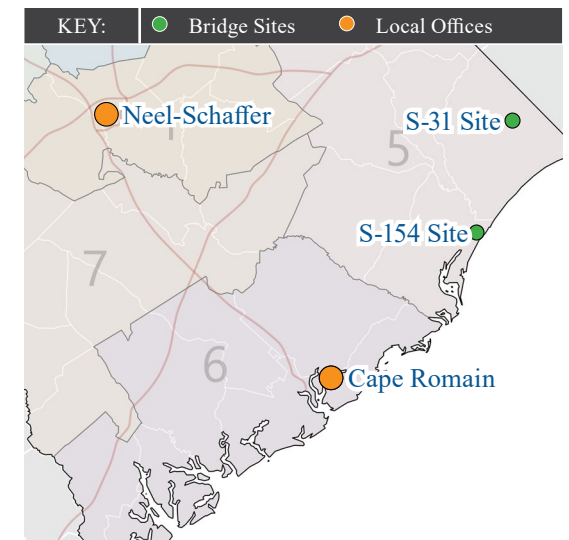
| TEAM CAPACITY, AVAILABLE RESOURCES AND IMPLEMENTATION STRATEGY |  |   |   |
|--|--|---|---|
|  | Cape Romain  | Neel-Schaffer   | Key Subconsultants  |
| Capacity   | <ul style="list-style-type: none"> <li>Our D-B Team brings SCDOT an experienced SC lowcountry bridge contractor with cathodic protection experience, and lead design firm (with significant multi-state D-B bridge experience) that are NOT involved in any active SCDOT D-B contracts. This was deliberate and <b>offers SCDOT a D-B Team completely unencumbered</b>, with absolutely no current SCDOT D-B project burden, and no stretch on our construction or design resources.</li> <li>This allows us to <b>focus entirely on this D-B project</b>, commit resources that are currently available, and 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.</li> </ul>                            |   |   |
|  | <ul style="list-style-type: none"> <li>Charleston-based HQ with 75+ employees within 140 minutes of the project site.</li> <li>In house Engineering team with three (3) PEs on staff for day-to-day project support</li> <li>Equipment fleet includes: 45-ton, 50-ton, 60-ton, two 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; Terex 4800 screed, excavators, and flat slab formwork</li> <li>In house robotic and GPS survey equipment with experienced staff</li> <li>Experience with <b>cathodic pile jacket</b> procurement &amp; installations</li> <li>Experience <b>building the first GFRP</b> reinforced concrete bridge in SC</li> </ul>                                   | <ul style="list-style-type: none"> <li>600+ staff firm-wide, 150+ staff in NS's East Region, including seven DBIA and two Assoc. DBIA certified PEs</li> <li>24 staff members in the Columbia office</li> <li>Successfully delivered multiple GDOT D-B Bridge Packages as the lead design firm (GDOT FY 16, 18 and 22 D-B Pkgs.), demonstrating repeated success on low cost D-B selections by GDOT.</li> <li>Multiple award winning D-B bridge replacement projects (<a href="#">Pg. 10</a>)</li> <li>Ranked 202 of top 500 Design Firms (ENR)</li> </ul>  | <ul style="list-style-type: none"> <li><b>DBE subcontractors</b> will be used for installing GFRP rebar, potentially slip forming the barrier rail.</li> <li><b>DBE subconsultants:</b> Three Oaks (permitting/enviro.), Keitt Consulting (util. coord.), and CSS (surveys).</li> </ul>                                 |
| Strategies to Implement Available Resources                    | <p><b>CONSTRUCTION PHASING</b>   The Cape Romain team will conduct a D-B Team design/construction workshop to explore the most efficient way to complete construction of the 2 bridges, considering the timeline to RFC plans based on permitting/ROW/utilities. The S-154 deck replacement will be the first structure to be replaced due to the severity of the existing bridge condition. The schedule forthcoming in the RFP will dictate whether we build both bridges concurrently or sequentially. Additional crews/resources will be added as required for schedule and/or ATC requirements.</p>   |   |   |
|  | <ul style="list-style-type: none"> <li>Experienced Project Manager with proven track record on successful project</li> <li>Experienced dedicated construction manager with a crew that will be hand selected for the requirements of this project</li> <li>Experienced screed operators and concrete finishers for concrete pours</li> <li>Additional crews and equipment available, as needed</li> <li>Proven method for successfully delivering DOT bridges</li> <li>Company roots in building and maintaining wetland habitat</li> <li>Self-performing all primary bridge elements of work and prior experience with the required roadway subcontractors</li> <li>Experience with cathodic protection and GFRP will be a resource for success - we have no learning curve.</li> </ul> | <ul style="list-style-type: none"> <li>Lead Designer, Structural Engineer, and Roadway Engineer are experienced DBIA professionals with intimate understanding of SCDOT design submittal/review process, policies, and procedures.</li> <li>Staffing Resources - NS is a discipline-led organization: resources in multiple offices to function as a single unit.</li> <li>Processes for independent QC reviews already in-place based on prior GDOT D-B Bridge Package experience.</li> <li>NS is currently designing 2 bridges (DBB) for SCDOT and NS designed 3 of the bridges in the June/July 2024 lettings.</li> <li>Neel-Schaffer is self-performing all design functions, with geotechnical design led by Insight Group and Cathodic Protection by 3eplus.</li> </ul> | <ul style="list-style-type: none"> <li><b>Experienced Cathodic Protection Specialist</b> 3eplus with design, construction and testing expertise.</li> <li>Experienced geotechnical design firm via Insight Group.</li> <li>Experienced SC Subconsultants PAN, Keitt (DBE), Three Oaks (DBE) &amp; CSS (DBE).</li> </ul> |
| Self-Per-form  | <ul style="list-style-type: none"> <li>Bridge Construction, Substructure, Setting PSC Beams, Forming/Pouring Flat Slabs, and Removal of Existing Bridge</li> </ul>   | <ul style="list-style-type: none"> <li>Design: Bridge, Roadway, H&amp;H, MOT and Signing/Marking</li> </ul>   | <ul style="list-style-type: none"> <li>N/A</li> </ul>   |



| DBE RESOURCES   The Cape Romain/Neel-Schaffer team fully anticipates exceeding the 14.2% DBE requirement. |   |
|---|---|
| Professional Services DBE's (0.2% min.)   | <ul style="list-style-type: none"> <li>Three Oaks Engineering (DBE) employs subject matter experts within the NEPA and permitting field, they will be a critical part of our team. Their role will be primarily permitting/mitigation plan and environmental compliance. Keitt Consulting, LLC (DBE) will provide utility coordination and CSS (DBE) will provide surveys for this contract.</li> <li>Our DBE team members will far exceed the required 0.2% Professional Services DBE Goal.</li> </ul>   |
| Construction Phase DBE's (14% min.)   | <ul style="list-style-type: none"> <li>Cape Romain consistently meets and exceeds the DBE goals set forth on bid-build projects let by SCDOT, and has had great success with obtaining competitive quotes from DBE's and utilizing them on DBB and D-B projects.</li> <li>Cape Romain routinely reaches out to DBE's during estimation utilizing the SCDOT Construction Extranet.</li> <li>Cape Romain solicits DBE quotes from a monthly email that lists the projects we are bidding, quotes submittal dates, assistance in obtaining bonding insurance and equipment, links to plans and specifications, areas of participation needed, and contact information to answer any questions.</li> <li>Cape Romain makes regularly monthly phone calls to DBEs to ensure they are quoting as well as signing up on the Extranet to indicate projects bidding, and Cape Romain offers assistance to DBEs with that process.</li> <li>Typical commitments towards the DBE goals are obtained from grading, seeding and mulching, reinforcing steel, box beams, traffic control, guardrail, and trucking as well as requested DBE participation from asphalt, and non-DBE grading proposals.</li> <li>If shortlisted on D-B Bridge Package 18, the CRC/NS team will immediately host a Construction Phase DBE Forum specific to D-B Bridge Pkg. 18, in order to target DBEs in Horry County and surrounding area. This forum will explain the project in detail, identify potential DBE opportunities on the project, and capture attendance via sign-in and follow-up with all DBEs in attendance.</li> </ul> |

### 3.3.2.b. Project Resources, Strategies, and Execution \ Geographic Location

- D-B Bridge Package 18 in Horry County is a perfect match of scope and location for Cape Romain's expertise as a Lowcountry bridge builder. Cape Romain Contractors (HQ in Wando, SC) proximity to the site and Neel-Schaffer (Columbia, SC) proximity to SCDOT will aid in expediting the project.
- Cape Romain has constructed over 55 bridges in the SC Lowcountry (east of I-95) over the last 75 years and has built relationships with local subcontractors and suppliers to successfully build quality bridges in this region.
- We anticipate having a project office near the S-154 Site and this office will serve as the main operations center for the Cape Romain/Neel-Schaffer Team and will be used for regular in-person design/construction integration meetings, utility coordination meetings, RFI reviews prior to submission, and be the primary location for issue resolution meetings within the Cape Romain team.



- Neel-Schaffer will coordinate the majority of the **design from its Columbia, SC office** (based on proximity to SCDOT HQ) and be supported by design staff in their Atlanta office. This will facilitate close coordination and responses of all design submittals to SCDOT.
- Neel-Schaffer will utilize seasoned Project Managers and Discipline Leads with D-B experience, a history of working together, an understanding of the need for design and construction collaboration/integration. These key personnel understand the urgency needed to stay on schedule and quickly resolve issues when they come up to keep the project on schedule.
- CRC's **proven construction team, of Greg Tuttle, Jordan Houston and Jimmy Bragg, has successfully worked together** on projects for SCDOT and SCSPA. This past success will allow them to hit the ground running and work with Neel-Schaffer as **an integrated team**.
- Both Cape Romain and Neel-Schaffer have had **success with first time teaming partners on D-B projects** (see [Page 4](#)) by paying attention to details, having routine collaboration meetings during the design phase, conducting over the shoulder reviews to minimize rework, and conducting routine schedule reviews that are needed when working on multiple bridges on the same project.
- To foster integration of the D-B Team and collaborative problem solving, regular D-B Team meetings will be conducted in-person in the on-site office or Neel-Schaffer's Columbia office depending on the D-B project progress/stage at the time. While virtual meetings will be used, we consider regular in-person meetings within the D-B Team necessary to foster the integration of design and construction and we are committed to regular recurring in-person on-site meetings during the life of this project.
- Cape Romain has installed 16 Life Jacket Cathodic Protection Systems (manufactured by Structural Technologies) on the Fort Sumter Pier Rehabilitation Project. Cape Romain consulted with 3eplus on this project and worked with Leandro Etcheverry. 3eplus provided guidance for Cathodic Protection installation procedures.

## 3.4 | EXPERIENCE OF KEY INDIVIDUALS

**3.4.1 Licensed** 📄 All firms and individuals hold the necessary licenses 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 | Key Individual Resume Forms](#).



## 3.4 | EXPERIENCE OF KEY INDIVIDUALS

### 3.4.4 Project Management Team

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

**EDUCATION:** High School Diploma

**EXPERIENCE:** 39 years

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



- Managed projects up to \$54 million since 2003
- Managed Beresford Creek Bridge replacement, first GFRP bridge in South Carolina
- Managed \$54M SCSPA Hugh Leatherman Terminal Wharf
- Site Manager & Project Engineer for SCDOT SC171 Folly Creek and Folly River bridge replacements
- Vice President with Cape Romain with authority to make commitments on the behalf of the company

### 3.4.5 Design Engineering Team

JEFFREY (JEFF) MARSHALL WALTERS, PE, ASSOC. DBIA | *Lead Design Engineer* | Neel-Schaffer

**EDUCATION:** BS & MS, Civil Engineering

**EXPERIENCE:** 39 years

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



- Over 30 years of PM experience on major bridge projects totaling over \$4B in construction costs including numerous bridges in corrosive marine environments.
- Managed Design Teams with up to eight subconsultants to provide complete design services for Owners; Subconsultants 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, which included multiple bridges: I-280 VGCS, Toledo, OH: DBB replacement Bridge over Maumee River (\$200M) included main span bridge, 4 approach and 3 overpass bridges; US 181 Harbor Bridge Replacement Project, Corpus Christi, TX: D-B Replacement Bridge Project (\$800M) included main span bridge, 4 approach bridges, and 15 additional ramp and overpass bridges; Garcon Point Bridge. Project, Santa Rosa Cty., FL: DBB bridge (3.5 mi) over Escambia Bay (\$55M), 7.5 mi of rdwy. approaches, included bay bridge and 3 additional bridges.

LEANDRO ETCHEVERRY, PE, PHD | *Cathodic Protection Specialist* | 3eplus

**EDUCATION:** BS, MS & PhD, Civil Engineering

**EXPERIENCE:** 20 years

**RESUME HYPERLINK:** [Leandro's Resume](#)



- Over 25 years of experience related to cathodic protection of bridge substructures.
- Has worked on hundreds of projects involving cathodic protection of reinforced concrete. These include Keys Energy Services Transmission Towers (Florida Keys), 10th Avenue SE Bridge (Minneapolis), and the Freedom Tower (Miami).
- Prior work experience with Cape Romain advising on cathodic protection installation on the Fort Sumter Pier Rehabilitation Project.
- Meets all three certification/experience requirements in RFQ for the CPS position.

### 3.4.6 Construction Management Team

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

**EDUCATION:** High School Diploma

**EXPERIENCE:** 29 years

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



- Over 25 years of experience in marine and heavy civil construction as pile driver, crane operator, foreman, superintendent, and construction manager 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; 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

## Additional Primary Staff

JORDAN CURTIS HOUSTON, PE | *Project Engineer* | Cape Romain

**EDUCATION:** BS & MS, Civil Engineering

**EXPERIENCE:** 16 years



- Serving as the D-B project manager for a 160LF flat slab bridge for the Salisbury at N. Maple Development in Summerville, SC.
- Served as the PM for two CSX Railroad Bridge Replacements over Rantowles Creek and The Cooper River.
- Experience with cathodic protection pile jackets on Fort Sumter Pier Rehabilitation Project and working with 3eplus.
- Field Engineer for Hugh Leatherman Terminal Wharf Project

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

**EDUCATION:** BS, Civil Engineering

**EXPERIENCE:** 19 years



- Serving as Structural Design Lead for 4 SCDOT BR replacements.
- Recent D-B or similar bridge experience: GDOT FY 16, 18 & 22 D-B Bridges, GDOT Macon D-B Bridges, GDOT SR 400 D-B-F
- Structural EOR for 17 D-B Bridges over water.

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

**EDUCATION:** MS, Civil Engineering

**EXPERIENCE:** 19 years



- 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
- SCDOT GDM experience since its inception in 2008, successfully completing over 30 DBB and D-B projects.

ALBERT GORDON MURPHY | *Permitting* | Three Oaks Engineering

**EDUCATION:** BS, Biology

**EXPERIENCE:** 32 years



- His areas of expertise include wetland studies, flora taxonomy, endangered/threatened species studies, environmental evaluations, and related permitting services.
- Gordon has longstanding relationships with both the Environmental Resource Agencies and the SCDOT that aid in expediting the permitting and review processes.

DENNIS LAYTON TOWNSEND, III, PE, CPM | *Construction Quality Manager* | NS

**EDUCATION:** BS, Civil Engineering

**EXPERIENCE:** 39 years



- Dennis has nearly 40 years of experience, including 32 with SCDOT
- His time with SCDOT included 13 years as a Resident Construction Engineer and 13 years as a District Engineering Administrator.
- He has extensive experience providing CEI on Design-Bid-Build projects and Construction QC on Design-Build projects.

CHRISTOPHER PAUL RUBENS, PE, DBIA | *Lead Roadway Engineer* | Neel-Schaffer

**EDUCATION:** BS & MS, Civil Engineering

**EXPERIENCE:** 12 years



- D-B experience: I-77 Exit 81 Panthers Interchange, I-20 Twin Bridges o/ Wateree River, I-526 LCC W, and I-26 Volvo Interchange.

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

**EDUCATION:** BS, Civil Engineering

**EXPERIENCE:** 23 years



- Experience serving as H&H Design Lead on multiple SCDOT BR replacement projects including the US 301 BR over Savannah River.
- Recent D-B or similar bridge experience: TDOT I-65 Buckner Rd D-B; GDOT SR 400 D-B-F; GDOT FY 16, 18 & 22 D-B Bridges, GDOT Macon D-B Bridges; TDOT I-75/I-24 D-B

CEDRIC CONEAL KEITT, PE, CPM | *Utility Coordinator* | Keitt Consulting, LLC

**EDUCATION:** BS, Civil Engineering

**EXPERIENCE:** 21 years



- Former SCDOT State Utilities Engineer
- Recent SCDOT D-B Utility Coordination experience on I-85, I-26 Widening, Phase 1 of CCR, Port Access, US 1/I-20 Interchange Improvement.
- Longstanding relationships w/ SCDOT HQ and Districts personnel

## 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 package replacement projects. In addition to the project examples provided in [Appendix B | Lead Contractor and Lead Designer Work History and Quality Forms](#), the table on the following page further demonstrates our team's qualifications to manage, design and construct this project.

### 3.5.1 Experience of Proposer's Team (continued)

As Individual firms and as a Team, Cape Romain and Neel-Schaffer bring SCDOT and District 5 extensive experience designing and constructing similar bridge replacement projects.

(Legend: E=Expedited, UW=Underway, Box=Box Beams, Cored Slab=Cored Slab)

| PROJECT       |   | PROJECT FEATURES  | Delivery Method | Bridge(s) Replacement | Flat Slabs | Prestressed Girder | Cathodic Protect. | On-Time   | On Budget | Multiple Crews | Demolition | Const. Mgmt. | Design Mgmt. | Rdwy. & Drainage | MOT or Detours | Right-of-Way | Utilities | Enviro./Permits/Mitigation |
|---------------|---|---|-----------------|-----------------------|------------|--------------------|-------------------|-----------|-----------|----------------|------------|--------------|--------------|------------------|----------------|--------------|-----------|----------------------------|
| Cape Romain   | SCSPA 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 bridge                                     | 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                     |            | ●                  |                   | ●         | ●         | ●              | ●          | ●            |              | ●                | ●              |              |           |                            |
|               | Charleston Beresford Bridge Replacement | 120' x 42' 3-span flat slab GFRP bridge                                 | DBB             | 1                     | ●          |                    |                   | ●         | ●         |                | ●          | ●            |              | ●                | ●              |              | ●         |                            |
|               | National Parks Ft. Sumter Dock Rehab.   | Deck repair, cathodic pile encapsulation                                | DBB             | N/A                   |            |                    | ●                 | ●         | ●         |                | ●          | ●            |              |                  |                |              | ●         | ●                          |
| Neel-Schaffer | GDOT FY 2022 D-B Bridge Package         | 6 bridge replacements over water  | D-B             | 6                     | Box        |                    |                   | UW        |           | ●              | ●          | ●            | ●            | ●                | ●              |              | ●         | ●                          |
|               | GDOT FY 2018 D-B Bridge Package         | 6 bridge replacements over water  | D-B             | 6                     | Box        |                    |                   | ●         | ●         | ●              | ●          | ●            | ●            | ●                | ●              |              | ●         | ●                          |
|               | GDOT FY 2016 D-B Bridge Package         | 11 bridge replacements over water                                       | D-B             | 11                    | ●          | ●                  |                   | ●         | ●         | ●              | ●          | ●            | ●            | ●                | ●              |              | ●         | ●                          |
|               | GDOT Pio Nono Ave. Br. over NSRR D-B    | Superstructure replaced in 27 days, Substructure cap modifications only | D-B             | 1                     | Cored Slab |                    |                   | E         | ●         | ●              | ●          | ●            | ●            | ●                | ●              |              | ●         | ●                          |
|               | GDOT College St. Bridge over NSRR D-B   | Single span bridge replacement  | D-B             | 1                     |            | ●                  |                   | E         | ●         | ●              | ●          | ●            | ●            | ●                | ●              |              | ●         | ●                          |
|               | SCDOT US 76 Bridge over US 601          | Retaining walls in 4 quadrants  | DBB             | 1                     |            | ●                  |                   | ●         | ●         |                | ●          | ●            | ●            | ●                | ●              | ●            | ●         | ●                          |
|               | SCDOT US 601 Bridge over Colonels Creek | Bridge replacement  | DBB             | 1                     |            | ●                  |                   | ●         | ●         |                | ●          | ●            | ●            | ●                | ●              | ●            | ●         | ●                          |
|               | SCDOT US 301 Bridge over Savannah River | Bridge replacement  | DBB             | 1                     |            | ●                  |                   | Design UW |           |                | ●          | ●            | ●            | ●                | ●              | ●            | ●         | ●                          |

The scope, size & location of Bridge Package 18 is perfectly suited for the CRC/NS team based on our experience on similar projects highlighted above.

### 3.5.2 Quality of Past Performance

We are committed to being responsible partners with SCDOT 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.



**Recent  
SCDOT CPS  
Score 70.05**

#### Cape Romain Project Awards

American Public Works Association  
- 2023 Project Of The Year Award for Structures: *Battery Park Ped. Bridge*  
Pile Driving Contractors Association  
Members' Choice - 2017 Project Of The Year: *South Carolina Ports Authority Wando Terminal Improvements* & 2013 Project Of The Year: *SCDOT SC171 Bridges over Folly Creek and Folly River*



**SCDOT  
Average  
CPE Score  
(Category A)  
8.1**

#### 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

|  |  |
|--|--|
| <b>Brief Resume of Key Individual anticipated for the Project.</b>   |  |
| <p>a. Name &amp; Title:<br/>Eric Gregory (Greg) Tuttle<br/>Vice President</p>  |   |
| <p>b. Role of Key Individual for this Project:<br/>Project Manager</p>   |  |
| <p>c. Name of Firm with which you are now associated:<br/>Cape Romain Contractors, Inc.</p>  |  |
| <p>d. Years of Experience: With this Firm <u>17</u> Years      With Other Firms <u>22</u> Years<br/>Cape Romain Contractors, Inc.: Vice President – Managing multiple projects and personnel 3/2012 – Present.<br/>Cape Romain Contractors, Inc.: Project/Site Manager - responsible for onsite management of large marine projects under President acting as PM, 2007 – 2012.<br/>Jones Bros., Inc.: Project Manager – Responsible for multiple large grading projects in TN, Del Webb, etc., 2006 – 2007<br/>Jones Bros., Inc.: Project Engineer – I-4 Design-Build Lakeland, FL. Six Overpass bridges, 4.26 miles Interstate Roadway, 2004 – 2006.<br/>Jones Bros., Inc.: Project Manager – Responsible for managing construction of 8 interchanges on I-75, Cartersville, GA to TN, 2003-2004</p>  | <ul style="list-style-type: none"> <li>✓ D-B Delivery</li> <li>✓ D-B-B Delivery</li> <li>✓ Bridge Replacement</li> <li>✓ Demolition</li> <li>✓ Utilities</li> <li>✓ Traffic/MOT</li> <li>✓ E&amp;SC</li> </ul> |
| <p>e. Education: Name &amp; Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):<br/>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:<br/>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><b><u>NBIF Cosgrove Bridge Extension</u></b></p> <p><b>Key Personnel Role:</b> Project Manager</p> <p><b>Experience with Current Firm:</b> Cape Romain Contractors, Inc.</p> <p><b>Project/Assignment Duration:</b> Project 7/2023 - Present, Assigned 7/2023 - present</p> <p><b>Owner Contact Information:</b> SCSPA, Edward (Butch) Weber, PE, bweber@SCSPA.com, 843-856-7049, Project Manager.</p> <p><b>Design/Construction Value:</b> \$16.68 Million Negotiated Subcontract</p> <p><b>Project Description:</b><br/>Project Manager for the 72'x1032' long AASHTO girder bridge across 6 railroad tracks for the South Carolina Ports Authority to allow unrestricted rail access to the Hugh Leatherman Terminal. The project includes 36 each 78" Ø drilled shafts, 48" Ø columns, 9' thick x 16' tall crashwall, 4.5' x 5' CIP caps (11), 54" modified bulb tee girders (80), 8" thick deck slab with concrete parapets, decorative railing, and fence. Greg was assigned at the beginning of the project and was able to plan &amp; schedule all operations, procure materials, generate submittals, and oversee three crews on this project.</p> </div> <div style="margin-top: 20px;"> <p><b><u>Beresford Creek Bridge</u></b></p> <p><b>Key Personnel Role:</b> Project Manager</p> <p><b>Experience with Current Firm:</b> Cape Romain Contractors, Inc.</p> <p><b>Project/Assignment Duration:</b> Project 8/2023 - 6/2024, Assigned 8/2023 - 6/2024</p> <p><b>Owner Contact Information:</b> City of Charleston, Rob Williams, williamsrob@charleston-sc.gov, 843-579-7672 (office), Manager – Site development, Dept. of Public Service.</p> <p><b>Design/Construction Value:</b> \$2.875 Million D-B-B</p> <p><b>Project Description:</b><br/>Project Manager for the 42 x120' flat slab bridge connecting Daniel Island to Clements Ferry Road. Project included 24" PSC piling with stingers, HP14x117 end bent piling, Cast-in-place 4'x4' caps, 20" thick cast-in-place flat slab deck, and architectural steel traffic rail. This was the first totally GFRP reinforced bridge in the state of South Carolina. Greg oversaw planning, procurement, operations, execution of plan, cost management, scheduling, and personnel management.</p> </div> |  |

**Hugh Leatherman Terminal Wharf****Key Personnel Role:** Project Manager**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, W.Lagarenne@scspa.com, 843-323-5962 (mobile), 843-856-7047 (office), Senior Director, Engineering and Facilities.**Design/Construction Value:** \$53 Million D-B-B**Project Description:**

Project Manager for the 120'x1,400' 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, we changed the original cast-in place design into a precast design to meet the aggressive schedule via Value Engineering Design. Greg was in charge of planning operations, management of execution of plan, scheduling, monitoring, troubleshooting, cost management, resource leveling, payment and procurement, and personnel management.

**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 (48'x825') and one across Folly River (48'x1,050'). 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. We added crews late in the project to bolster a defaulted grading subcontractor.

**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. Greg was responsible for submittals, RFI's, Subcontractor management, procurement, payments, day-to-day coordination with Owner, once bridges were underway, took over as project manager for 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.

Project Manager – Cosgrove Bridge Extension through December 2024.



## KEY INDIVIDUAL RESUME FORM

|   |  |
|---|--|
| <b>Brief Resume of Key Individual anticipated for the Project.</b>  |  |
| <p>a. Name &amp; Title:<br/>James (Jimmy) Thomas Bragg<br/>Superintendent</p>   |   |
| <p>b. Role of Key Individual for this Project:<br/>Construction Manager</p>   |  |
| <p>c. Name of Firm with which you are now associated:<br/>Cape Romain Contractors, Inc.</p>   |  |
| <p>d. Years of Experience: With this Firm <u>29</u> Years      With Other Firms <u>0</u> Years</p> <p style="margin-left: 20px;"> <b>Cape Romain Contractors, Inc.:</b> Superintendent – Supervising the construction of bridge and waterfront structures, 2008-Present.<br/> <b>Cape Romain Contractors, Inc.:</b> Crane Operator – CCO Certified Crane Operator for several friction, hydraulic, and lattice boom cranes, 2005-2008.<br/> <b>Cape Romain Contractors, Inc.:</b> Project Foreman – Crew foreman overseeing day to day construction activities, 1995-2005. </p>   | <ul style="list-style-type: none"> <li>✓ D-B Delivery</li> <li>✓ D-B-B Delivery</li> <li>✓ Demolition</li> <li>✓ Utilities</li> <li>✓ Traffic/MOT</li> <li>✓ Environmental/Permitting</li> <li>✓ E&amp;SC</li> </ul> |
| <p>e. Education:<br/>Summerville High School / Summerville, SC / High School Degree / 1996</p>  |  |
| <p>f. Active Registrations:<br/>National Commission of the Certification of Crane Operators (CCO)<br/>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><b><u>NBIF Cosgrove Avenue Extension Bridge</u></b></p> <p><b>Key Personnel Role:</b> Construction Manager</p> <p><b>Experience with Current Firm:</b> Cape Romain Contractors Inc. – Subcontracted by Crowder Construction Company</p> <p><b>Project/Assignment Duration:</b> June 9, 2023 – April 9, 2024</p> <p><b>Owner Contact Information:</b> SCSPA, Edward (Butch) Weber, PE, bweber@SCSPA.com, 843-856-7049, Project Manager</p> <p><b>Design/Construction Value:</b> \$16.68 Million D-B-B</p> <p><b>Project Description:</b><br/>Construction Manager for a 72’ x 1032’ girder bridge for the Navy Base Intermodal Facility. The bridge is founded on 9 bents of 78” diameter drilled shafts with 4FT Diameter columns and cast in place pile caps. The superstructure is founded on 54” modified bulb tee girders with a cast in place deck on stay-in-place bridge forms. This bridge crosses active rail lines and ties into the rail yard project. Jimmy serves as the Construction Manager for the project, managing three subordinate crews working on simultaneous features of work. He directs all daily job site activities, coordinates with adjacent subcontractors, coordinates material deliveries, manages owned and rented equipment, and manages 4 trade subcontractors. To date, the project is ahead of schedule.</p> <p><b><u>Port Access Roads – Bainbridge Connector</u></b></p> <p><b>Key Personnel Role:</b> Superintendent</p> <p><b>Experience with Current Firm:</b> Cape Romain Contractors Inc. – Subcontracted by Fluor-Lane</p> <p><b>Project/Assignment Duration:</b> Project 6/2017-3/2021, Assigned 10/2018-3/2019</p> <p><b>Owner Contact Information:</b> SCDOT, Daniel Burton, BurtonD@scdot.org , 843-371-0342</p> <p><b>Design/Construction Value:</b> \$9 Million D-B</p> <p><b>Project Description:</b><br/>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</p> |  |

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.

#### **Port Access Roads – Tidewater Road Bridge**

**Key Personnel Role:** Superintendent

**Experience with Current Firm:** Cape Romain Contractors, Inc.

**Project/Assignment Duration:** Project 2019-2020, Assigned 3/2019-6/2020

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

**Design/Construction Value:** \$4 Million D-B

#### **Project Description:**

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.

#### **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](mailto: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:**

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](mailto: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.

Available.

## KEY INDIVIDUAL RESUME FORM

|  |   |
|--|---|
| <b>Brief Resume of Key Individual anticipated for the Project.</b>   |   |
| <p>a. Name &amp; Title:<br/> Jeffrey Marshall Walters, P.E., Assoc. DBIA<br/> Senior Project Manager for Alternative Delivery</p>  |  |
| <p>b. Role of Key Individual for this Project:<br/> Lead Design Engineer</p>   |   |
| <p>c. Name of Firm with which you are now associated:<br/> Neel-Schaffer, Inc.</p>   |   |
| <p>d. Years of Experience: With this Firm <u>3.5</u> Years      With Other Firms <u>35</u> Years</p> <p><b>Neel-Schaffer:</b> Senior Project Manager for Alternative Delivery – Served as PM on multiple Design-Build Pursuits., 12/2020 – Present.</p> <p><b>FIGG:</b> Sr. Project Director - Managed large D-B projects (\$25M - \$800M). Developed Schedules &amp; Schedule of Values, prepared invoices for Engineering Team, managed bridge design &amp; subconsultants (Roadway, Drainage, Geotechnical, Survey, Environmental, Lighting, Electrical, etc.), responsible for all deliverables, reviewed plans, reviewed contractor submittals &amp; shop drawings during construction, etc., 1/2011 – 10/2020.</p> <p><b>FIGG:</b> Regional Director (SE) - Responsible for all aspects of managing office of 25 engineers/CAD technicians working on multiple bridge projects - 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><b>FIGG:</b> Assistant Regional Director (SE) - Assisted with all aspects of managing office of 25 engineers/CAD technicians working on multiple bridge projects. 11/1996 – 8/2006.</p> <p><b>FIGG:</b> Bridge Eng. &amp; Sr. Bridge Eng. - Managed major bridge projects (\$5M - \$200M) and performed design of bridge superstructure &amp; substructure elements, managed subconsultants (Roadway, Drainage, Geotechnical, Survey, ROW, Archeologists, Env. Doc. &amp; Permitting, Lighting, Electrical) led plan development, QC of plans, review of contractor submittals and review of shop drawings., 6/1990 – 11/1996.</p> <p><b>Douglas Engineering:</b> Project Engineer – Worked on design &amp; plan development on two bridge contracts for ALDOT (I-65 &amp; I-565) that included 12 and 8 bridges respectively, 4/1985 - 6/1990.</p> <p>During the first 25 years of his career, Jeff was Project Manager on many D-B-B projects where he was involved from conceptual studies through the completion of construction and worked with contractors to quickly solve field problems, reviewing contractor submittals, and participating in coordination meetings throughout construction (remotely and on-site) enabling Jeff to easily make the transition to working on Design-Build projects over the last 14 years. Many of the projects Jeff has worked on throughout his 39-year career have been major bridge projects that included multiple interchange or overpass bridges as part of the project and Jeff has successfully managed these projects and the coordination of large design teams (with up to 8 subconsultants) to meet the individual and overall deliverable schedules with a coordinated effort between all disciplines. Jeff has worked on bridges using staged construction, (AASHTO girders and Florida I-beams). Jeff was also in an office management position for 15 years where he led a team of 25 Engineers &amp; CAD Technicians typically working on a mix of 8 – 10 bridge projects in preliminary design, final design &amp; construction.</p> |   |
| <div style="float: right; border: 1px solid black; background-color: #e6f2ff; padding: 10px; width: 250px;"> <ul style="list-style-type: none"> <li>✓ D-B Delivery</li> <li>✓ D-B-B Delivery w/Construction Phase Involvement</li> <li>✓ Bridge Replacement</li> <li>✓ Demolition</li> <li>✓ PSC Girder Bridges</li> <li>✓ Flat Slab Bridges</li> <li>✓ Detours</li> <li>✓ Traffic Control/MOT</li> <li>✓ Utility Coordination</li> <li>✓ Environmental/Permitting</li> <li>✓ ROW Acquisition</li> <li>✓ E&amp;SC</li> <li>✓ Multiple Bridges (on 1 contract)</li> <li>✓ Bridges in Corrosive Marine Environments</li> </ul> </div>  |   |
| <p>e. Education:<br/> Univ. of Alabama Birmingham (UAB) / Birmingham, AL / Master of Science / 1990 / Civil Engineering<br/> Auburn University / Auburn, AL / Graduate School / 1984 - 1985 / No Degree<br/> Auburn University / Auburn, AL / Bachelor of Science / 1984 / Civil Engineering</p>   |   |
| <p>f. Active Registrations:<br/> 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>  |   |



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

**Note- all the bridges below were in corrosive marine environments.**

**Lesner Bridge Replacement Project (US 20 over Lynnhaven Inlet), Virginia Beach, VA**

**Key Personnel Role:** Project Manager for Bridge Design  
**Experience with Current Firm:** No - Experience with FIGG (subconsultant to Clark-Nexsen Engineers)  
**Project/Assignment Duration:** Project 2007-2018, Assigned 2007 – 2014 (Design Phase)  
**Owner Contact Information:** City of VB, David Jarman, PE, [DJarman@vbgov.com](mailto:DJarman@vbgov.com), (757) 385 -4144.  
**Design/Construction Value:** \$80 Million

**Project Description:**

This D-B-B project included 1,575-foot twin precast segmental bridges requiring staged construction and demolition of the existing bridges. 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, reviewed plans and developed bridge related special provisions. Design utilized 100 KSI ChromX corrosion resistant reinforcing steel to combat corrosion issues similar to S-154 site.

**SR 951 Jolley Bridge Design-Build Project, 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 (2 years)  
**Owner Contact Information:** Florida DOT Owner's Representative, Scott Case, PE, [scase@ecc-usa.com](mailto:scase@ecc-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).

**Honolulu Rail Transit Design-Build 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 (8 months)  
**Owner Contact Information:** HART (Honolulu Authority for Rail Transportation), Ryan Anderson, PE, [ryan.anderson@kiewit.com](mailto: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 Design-Build 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 (5 years)  
**Owner Contact Information:** TxDOT, Joseph Briones, PE, [joseph.briones@txdot.gov](mailto: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 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). Jeff managed the schedule and staffing for the main span unit, segmental approaches, and for the fifteen (15) ramp and interchange bridges. Then Jeff managed Design Office Support services for 3.5 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 site to coordinate directly with the contractor.

- 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 sites throughout the design and construction for meetings and key construction operations to provide an integrated team approach.

## KEY INDIVIDUAL RESUME FORM

|   |  |
|---|--|
| <b>Brief Resume of Key Individual anticipated for the Project.</b>                              |  |
| a. Name & Title:  | Leandro Etcheverry, PhD, PE<br>Corrosion Engineer / Cathodic Protection Specialist   |
|   |   |
| b. Role of Key Individual for this Project:   | Corrosion Engineer / Cathodic Protection Specialist  |
| c. Name of Firm with which you are now associated:  | 3eplus, Inc.   |
| d. Years of Experience: With this Firm <u>7</u> Years      With Other Firms <u>15</u> Years     | <p><b>3eplus:</b> Principal/Founder – Manage day-to-day technical and administrative operations of the firm, 5/2017- Present<br/> <b>Wiss, Janney, Elstner:</b> Unit Manager/Principal – Managed day-to-day technical and administrative operations of the Houston and South Florida branches, 1/2009-4/2017<br/> <b>Water P. Moore:</b> Managing Director/Senior Associate – Managed day-to-day technical and administrative operations of the Orlando, Florida office, 7/2007-12/2008<br/> <b>Structural Group:</b> Engineering Services Manager – Managed projects involving condition evaluation of structures, 10/2000-7/2007<br/> <b>Concorr:</b> Senior Project Manager – Managed projects involving corrosion condition evaluation of structures and government sponsored research, 1/1998-9/2000</p> <p>Leandro Etcheverry has experience related to corrosion condition evaluation of existing structures, corrosion mitigation in reinforced concrete structures and development of associated repair and rehabilitation programs. Leandro has worked on hundreds of projects involving design and quality control for the installation of cathodic protection systems. He has served as Cathodic Protection Specialist on hundreds of projects involving cathodic protection of bridge components. His dissertation project while pursuing his doctoral degree involved the installation of sacrificial and impressed current cathodic protection systems at the Queen Isabella Causeway connecting South Padre Island to Port Isabel in Texas. He also participated in a Strategic Highway Research Program project for the Federal Highway Administration involving the evaluation of cathodic protection, electrochemical chloride extraction and corrosion inhibitors in several bridges across the country.</p> |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):            | The University of Texas at Austin / Austin, TX / Doctor of Philosophy / 2000 / Civil Engineering – Cathodic Protection of Reinforced Concrete Bridge Substructures<br>Cornell University / Ithaca, NY / Master of Engineering / 1994 / Civil Engineering – Construction Management<br>Cornell University / Ithaca, NY / Bachelor of Science and Bachelor of Arts / 1993 / Civil Engineering and Economics  |
| f. Active Registrations:  | 2005 / FL / Civil / 62425; 2009 / TX / Civil / 102844; 2009 / LA / Civil / 34579; 2010 / AZ / Civil / 51563; 2008 / NC / Civil / 47711; 2021 / MA / Civil / 56777; 2022 / NJ / Civil / 24GE05895100; 2022 / PA / Civil / 93687; 2023 / MI / Civil / 6201312986; 2023 / NY / Civil / 108589; 2024 / SC / Civil / 42779<br><br>2002 / AMPP (NACE) CP Specialist (CP-4) / 7717; 2018 / AMPP (NACE) Sr. Coatings Inspector / 72215   |
| g. Document the extent and depth of your experience and qualifications relevant to the Project. | <p><b><u>Keys Energy Services Galvanic Jacket Cathodic Protection on Transmission Structures, Florida Keys, Florida</u></b></p> <p><b>Key Personnel Role:</b> Corrosion Engineer / Cathodic Protection Specialist<br/> <b>Experience with Current Firm:</b> Yes<br/> <b>Project/Assignment Duration:</b> Project 2022-2023 &amp; 2024-2025, Assigned 2022 &amp; 2024<br/> <b>Client Contact Information:</b> Structural Group, Stephen Bouwer, <a href="mailto:sbouwer@structural.net">sbouwer@structural.net</a>, (941) 345-9637<br/> <b>Design/Construction Value:</b> \$11 Million<br/> <b>Project Description:</b><br/>                 The project involved the installation of galvanic jacket cathodic protection systems on transmission towers owned and operated by Keys Energy Services. The first installation in 2023 involved 123 transmission structures in Lines 6 and Lines 7 extending from Marathon to Big Coppitt Key from east to west over approximately 40 miles. The</p>   |

second installation to start in 2024 involves 172 transmission structures Lines 1 and Lines 4 extending from Big Coppitt to Key West from east to west over approximately 60 miles. 3eplus served as Engineer of Record and provided Cathodic Protection Specialist services. 3eplus prepared design documents for cathodic protection of the different transmission structure types. As part of the Cathodic Protection Specialist services, 3eplus provided construction observations, conducted electrical continuity testing of the system negatives, and performed energization testing. The energization testing included circuit resistance measurements, current measurements, and polarization development testing.

**10<sup>th</sup> Avenue SE Bridge Arch Ribs Galvanic Thermal Spray Cathodic Protection, Minneapolis, Minnesota**

**Key Personnel Role:** Corrosion Engineer / Cathodic Protection Specialist

**Experience with Current Firm:** Yes

**Project/Assignment Duration:** Project 2020-2021, Assigned 2019

**Owner Contact Information:** PCI Roads, David Graham, [dgraham@pciroads.com](mailto:dgraham@pciroads.com), (763) 497-6100

**Design/Construction Value:** \$3 Million

**Project Description:**

The project involved the installation of a galvanic thermal spray aluminum zinc indium cathodic protection system on the arch ribs of the bridge. The bridge is a concrete rib deck arch bridge which spans across the Mississippi River. The overall length of the bridge is approximately 2,200 feet and its width of 68 feet accommodates two lanes of traffic in each direction. Original construction of the bridge was completed in 1929. 3eplus prepared detailed design drawings for the installation of the thermal spray system. The system incorporated monitored elements with embedded reference electrodes. Throughout the installation, 3eplus conducted periodic site visits for construction observations and quality control testing. The quality control testing included electrical continuity testing of the reinforcement and energization testing. The energization testing included circuit resistance measurements, current measurements, and polarization development testing.

**Freedom Tower First Floor Slab and Supporting Beams Impressed Current Cathodic Protection, Miami, Florida**

**Key Personnel Role:** Corrosion Engineer / Cathodic Protection Specialist

**Experience with Current Firm:** Yes

**Project/Assignment Duration:** Project 2023-2025, Assigned 2023

**Client Contact Information:** MC Harry Associates, Heloisa Perrone, [hperrone@mcharry.com](mailto:hperrone@mcharry.com), (305) 445-3765

**Design/Construction Value:** \$1 Million

**Project Description:**

The project involved the design and installation of impressed current cathodic protection systems on the first floor level slab and supporting beams of this iconic historic structure. 3eplus developed conceptual design drawings and conducted site visits during the installation.

**SR 134 – Timaquana Road over Ortega River Galvanic Jacket Cathodic Protection, Jacksonville, Florida**

**Key Personnel Role:** Cathodic Protection Specialist

**Experience with Current Firm:** Yes

**Project/Assignment Duration:** Project 2021-2022, Assigned 2020

**Client Contact Information:** Coastal Gunite, Martin Emmrich, [martin@coastalgunite.com](mailto:martin@coastalgunite.com), (763) 497-6100

**Design/Construction Value:** \$3 Million

**Project Description:**

The project involved the installation of galvanic cathodic protection jackets on 254 piles of the bridge substructure. The bridge is part of SR 134 (Timaquana Road) and spans in a general east/west direction over the Ortega River in Duval County, Florida. The bridge has an overall length of 1,400 feet with two lanes in each direction. Structural jackets incorporating a supplemental reinforcing steel cage were installed on 254 piles. 3eplus conducted periodic site visits for construction observations and quality control testing. The quality control testing included electrical continuity testing of the reinforcement and energization testing. The energization testing included circuit resistance measurements, current measurements, and polarization development testing.

- 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.

Leandro routinely works concurrently on multiple projects and will be on site as needed for installation, QC and testing of the Cathodic Protection System for the S-154 Bridge.

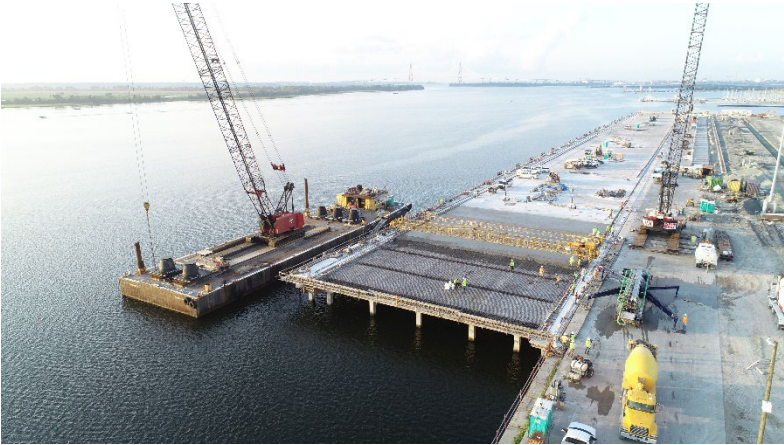
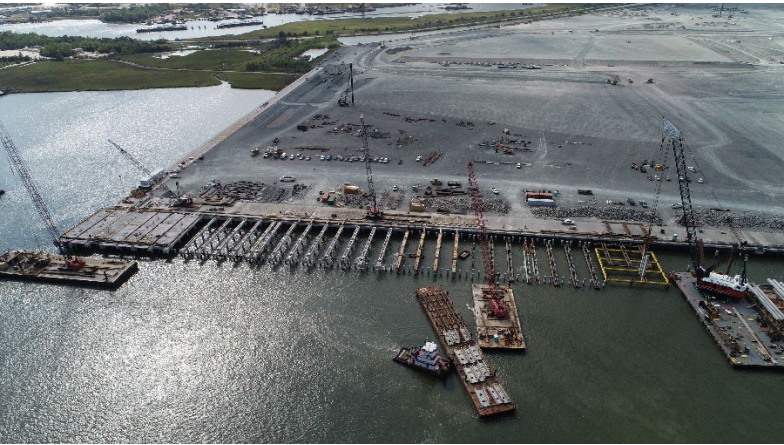
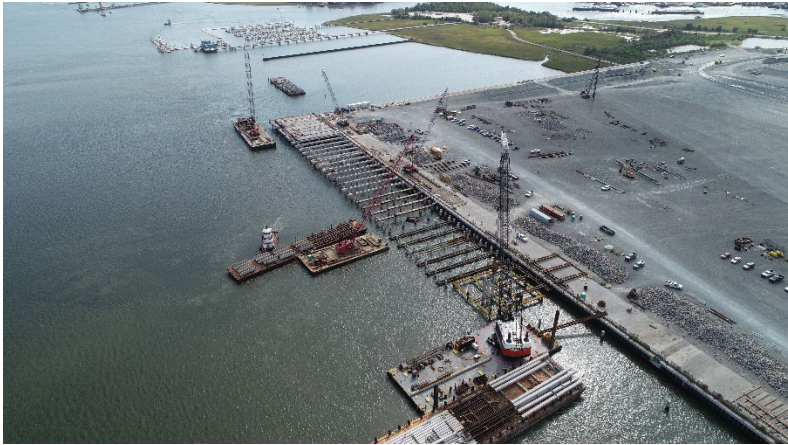


# Appendix B

## Work History and Quality Forms (Section 3.5.1)







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

|  |  |   |   |   |   |
|--|--|---|---|---|---|
| a. Project Name, Delivery Method, & 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 A’s or B’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 Cape Romain (in Thousands) |
| Hugh K. Leatherman Sr. Terminal Wharf, D-B-B<br>North Charleston, SC   | South Carolina State Ports Authority                                       | SCSPA<br>Walter R. Lagarenne, Jr.<br>843-323-5962<br>WLAGarenne@scspa.com                               | Construction Completed 03/2021<br>Design Completed 07/2018                  | \$54,100  | \$53,800  |
| 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. Cape Romain/McLean’s work began with dredging operations in the Cooper River, followed by removal of armor stone, driving 581 24” &amp; 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"><li>✓ Dredging and upload disposal of approximately 141,000 cubic yards of spoil material</li><li>✓ Removal and replacement of existing stone revetment</li><li>✓ Setting and driving 580+ pre-cast concrete piles with steel stingers</li><li>✓ Erection of pre-cast concrete pile caps and deck panels</li><li>✓ Cast in place concrete deck topping</li><li>✓ Installation of cone fenders, bollards, and ship’s water service stations</li><li>✓ Installation of Ship to Shore container crane rails, pin sockets, and tie-downs</li></ul><p><u>Team Members Involved:</u><br/><b>Greg Tuttle</b>, Project Manager for the entire duration of the project</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.  |  |   |   |   |   |
| <p>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.</p>  |  |   |   |   |   |
| 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.   |  |   |   |   |   |
| <p>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.</p>  |  |   |   |   |   |
| 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  
Marine Subcontractor – Cape Romain Contractors, Inc.

|  |   |   |   |  |  |
|--|---|---|---|--|--|
| a. Project Name, Delivery Method, & 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 A’s or B’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) |
| Rehabilitate Fort Sumter Waterfront Dock<br>D-B-B<br>Charleston, SC  | Terra Constructs<br>Geoff Bambini<br>(703) 581-9702<br><a href="mailto:gbambini@terraconstructs.com">gbambini@terraconstructs.com</a> | National Park Service<br>BriAnna Weldon<br>(303) 969-2369<br><a href="mailto:BriAnna_Weldon@nps.gov">BriAnna_Weldon@nps.gov</a> | Construction Completed 03/2021<br>Design Completed 07/2018                  | \$2.132  | \$2.132  |
| g. Narrative describing the work performed by Cape Romain Contractors  |   |   |   |  |  |
| <p>Cape Romain Contractors was awarded the subcontract to perform the marine work associated with the rehabilitation of the ferry landing pier at the Fort Sumter National Monument in Charleston Harbor. Cape Romain demolished an existing timber fender system and mooring dolphins. The old fenders were replaced with five new steel H-pile supported fender systems that Cape Romain fabricated in house and installed on site. On the existing pier superstructure, Cape Romain replaced six precast deck panels, repaired spalling on seven cast in place pile caps, patched 500 square feet of concrete deck, and replaced the concrete curb, and aluminum railing along the existing pier front. Cape Romain installed sixteen (16) Cathodic Protection pile jackets by Structural Technologies to extend the life of the existing pile foundation. While working on the pier, the pier had to remain open to ferry traffic and visitors to Fort Sumter.</p> <div><div><p><u>Scope of Services:</u></p><ul style="list-style-type: none"><li>✓ Remove and replace existing timber fender system with new H-Pile supported Steel System</li><li>✓ Removal and replacement of precast deck panels</li><li>✓ New deck topping for span replacements</li><li>✓ Concrete cap spall repairs</li><li>✓ Deck spall repairs</li><li>✓ Aluminum railing and stairs</li><li>✓ Cathodic Protection (CP) pile jacket installation.</li></ul><p><u>Team Members Involved:</u><br/><b>Jordan Houston</b>, Project Manager</p></div><div></div></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 project required significant logistical challenges due to the remote location and the fact that the pier had to remain open to ferry traffic throughout the project duration. Cape Romain was able to coordinate with NPS, the ferry boat captains, and the prime contractor to ensure the project was completed on time and without service interruption. Cape Romain successfully installed the first cathodic protection pile jacket system to be used in Charleston Harbor. Cape Romain self-performed this work under the guidance of a cathodic protection specialist.  |   |   |   |  |  |
| 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 proposed two design modifications to the fender system that enabled the fender system to service a larger variety of vessels mooring at the service pier. Cape Romain worked with the engineer to modify the design of the existing curb and railing system to enhance the corrosion protection by using marine-grade aluminum and chemical concrete for curb and deck repairs.  |   |   |   |  |  |
| 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  |   |   |   |  |  |



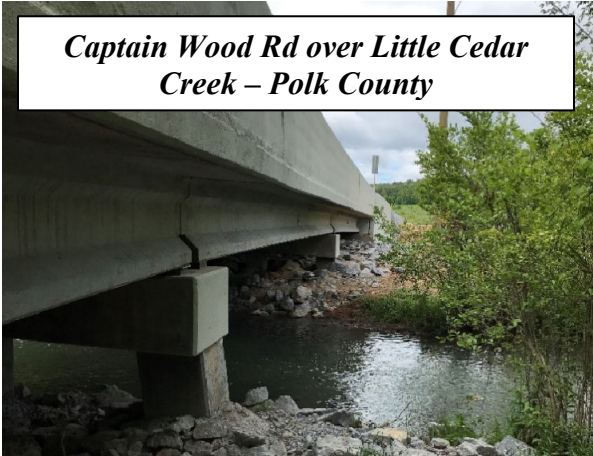
WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

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

|  |  |   |   |   |  |
|--|--|---|---|---|--|
| a. Project Name, Delivery Method (DBB, DB, etc.) & 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 NS’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 NS (in thousands) |
| <b>FY 2018 D-B Bridge Replacements – Batch 1</b><br>Delivery Method: D-B<br>Catoosa, Douglas, Elbert, Polk, Walker & Walton<br>Counites (GA) | Wright Brothers Construction, Inc. (WBCI)                                  | GDOT<br>Rick O’Hara<br>404-631-1169<br>ro’hara@dot.ga.gov   | Construction Complete: 09/2021<br>Design Complete: 10/2020                  | \$9,496   | \$1,239  |

g. Narrative describing the work performed by NS. Neel-Schaffer, Inc. (NS) is a wholly owned subsidiary of Neel Schaffer, Engineers and Planners, Inc – NS is proposed as the Lead Designer.

| NS was the Lead Designer for the Wright Brothers Construction, Inc. for the Design-Build replacement of six bridges located in north Georgia. NS completed engineering design and construction coordination services for these six (6) off-system stream crossings. Services included bridge design, hydraulics & hydrology design, roadway approach design, and as-built plans. NS was also responsible for management of all engineering sub-consultants, including environmental, survey, and SUE. Bridges included: One single Span 70-foot Box Beam; Four bridges with Type 1 Mod PSC Beam spans ranging from 35 feet to 55 feet with total bridge lengths up to 220 feet; and one consisting 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. Typical foundations for the bents of these bridges consisted of either steel H-Piles or Drilled Shafts. NS personnel involved included Justin Wood, PE, SE, DBIA - Structural QA/QC Lead who is proposed as the Bridge EOR role on SCDOT’s Bridge Package 18 and Michael Phillips, PE, CFM who performed the H&H analysis/design and is proposed for this same role on SCDOT's Bridge Package 18. Work for the project was completed in NS’s office in Atlanta, GA using experienced engineers to accomplish the design efficiently with support & QC from our office in Birmingham, AL. Design & Construction on all bridges is complete. | Bridges |   | Length | Type     | Location (Co.) |
|---|---------|---|--------|----------|----------------|
|   | 1       | Houston Valley Rd over Dry Creek        | 150’   | PSC Beam | Catoosa        |
|   | 2       | Post Rd over Dog River                  | 180’   | PSC Beam | Douglas        |
|   | 3       | Ed Webb Rd over Dove Creek              | 145’   | PSC Beam | Elbert         |
|   | 4       | Captain Wood Rd over Little Cedar Creek | 130’   | PSC Beam | Polk           |
|   | 5       | Captain Wood Rd over Mud Creek          | 220’   | PSC Beam | Walker         |
|   | 6       | Dewey Hogan Rd over Wolf Creek          | 70’    | Box Beam | Walton         |



Key Relevancies:

- ✓ D-B Delivery
- ✓ Bridge Replacement
- ✓ Cored Slabs/Box Beams
- ✓ All Bridges Over Water
- ✓ Single and Multi-Span Bridges
- ✓ Drilled Shafts & Piles
- ✓ Clear Spanning Channels
- ✓ Demolition
- ✓ Detours

Key Relevancies:

- ✓ Structure Design
- ✓ Geotechnical
- ✓ Hydrologic/Hydraulic Design
- ✓ Roadway Design
- ✓ ROW Acquisition
- ✓ Multiple Bridges On 1 Contract
- ✓ Drainage / E&SC
- ✓ Traffic/MOT
- ✓ Utility Coordination
- ✓ Environmental/Permitting
- ✓ Limited Durations for Bridge Construction

h. Self-Assessment. The information provided in this section should be a self-assessment of NS’s performance on the project to identify NS 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 the NS and WBCI team and was also WBCI’s first multi-bridge D-B package in the state. Contractual requirements dictated a maximum closure duration for each of the 6 bridge sites as well as an overall project duration. NS prepared and maintained the P6 Schedule for Design and Construction. The DB-Team worked closely together to complete the design of all 6 bridges according to the schedule. The ROW acquisition by the County was delayed at one of the bridge sites, so NS coordinated with the Contractor and GDOT to deliver Final Plans for a separate DBB construction contract.

i. Quality Initiatives. Discuss NS’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.


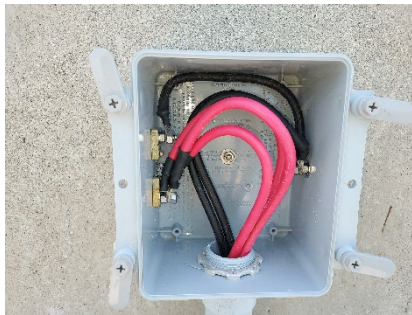

NS worked closely with the WBCI to develop multiple changes to the GDOT Conceptual Design to reduce costs and accelerate the construction schedule. The design modifications developed collaboratively by NS and WBCI included adjusting span arrangements and optimizing alignments which lead to the shortening and elimination of walls. NS has a proven Design Quality Management Plan that has been successfully used on several D-B projects to provide high quality designs that lead to efficiency in the field and high-quality construction. The success of this project has led to several repeat teaming opportunities for NS and WBCI.

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

N/A



**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**  
**Lead Corrosion Engineer / Cathodic Protection Specialist – 3eplus**

| a. Project Name, Delivery Method (DBB, DB, etc.), & 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 3eplus’ 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 3eplus (in thousands) |
|---|--|---|---|---|--|
| Keys Energy Transmission Structures Galvanic Jacket Cathodic Protection Systems D-B Florida Keys  | Structural Preservation Systems  | Contractor (Primary): Structural Preservation Systems<br>Stephen Bouwer<br>(941) 345-9637<br><a href="mailto:sbouwer@structural.net">sbouwer@structural.net</a><br><br>Owner: Keys Energy Services<br>Tom Anthony<br>(305) 852-1040<br><a href="mailto:tom.anthony@fkec.com">tom.anthony@fkec.com</a> | Lines 6 & 7: 6/2022 to 7/2023<br>Lines 1 & 4: 4/2024 to 12/2025             | \$11,000  | \$400  |
| g. Narrative describing the work performed by 3eplus  |  |   |   |   |  |
| The project involved the installation of galvanic jacket cathodic protection systems on transmission structures owned and operated by Keys Energy Services. The first installation involved 123 transmission structures in Lines 6 and Lines 7 extending from Marathon to Big Coppitt Key from east to west over approximately 40 miles. The second installation to start in the second half of 2024 involves 172 transmission structures in Lines 1 and Lines 4 extending from Big Coppitt to Key West from east to west over approximately 60 miles. 3eplus served as Engineer of Record and provided Cathodic Protection Specialist services. 3eplus, as the Corrosion Engineer on the project, prepared design documents for cathodic protection of the different transmission structure types. As part of the Cathodic Protection Specialist services, 3eplus provided construction observations, conducted electrical continuity testing of the system negatives and performed energization testing. The energization testing included circuit resistance measurements, current measurements, and polarization development testing. The construction observations and quality construction observations were performed by AMMP (formerly NACE International) certified staff.   |  |   |   |   |  |
| <div><div><div><div><div></div></div><div><div></div><div></div><div></div><div></div><div></div></div><div><div><p>h. Self-Assessment. The information provided in this section should be a self-assessment of 3eplus performance on the project to identify 3eplus with firms or personnel that have successfully completed projects on time and on or under budget, and to identify 3eplus that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</p><p>3eplus rendered services on time and on budget. The construction documents were prepared on time and on budget. Construction observations and quality control testing did not result in delays to the construction schedule.</p><p>i. Quality Initiatives. Discuss 3eplus 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.</p><p>3eplus scheduled site visits to avoid delays to construction activities. 3eplus was flexible to work around changes resulting from weather and rough water conditions. The minor deviations from the construction documents which were identified by 3eplus as part of construction observations and quality control testing were reported to all parties promptly and options were provided for their resolution. The implemented options did not affect performance of the cathodic protection systems.</p><p>j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, 3eplus shall provide a detailed explanation below.</p><p>No to all six questions</p></div></div></div></div></div> |  |   |   |   |  |

# Appendix C

## Work History and Quality Forms (Section 3.5.2)



## Section 3.5.2 Quality of Past Performance


Question responses for active projects and projects completed in the last 5 years.

| 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 design-build projects or projects of similar scope been delayed more than 30 days such that liquidated damages were assessed?   | <b>Yes</b>  | 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            |

A Work History and Quality Form – Contractor/Designer for the “Yes” answer is attached.



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

|  |  |   |   |   |  |
|--|--|---|---|---|--|
| a. Project Name, Delivery Method, & 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 A’s or B’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 Cape Romain (in Millions) |
| Road S-669 (Louisville Road)<br>Replace Bridge Over Maple Swamp<br>DBB<br>Charleston, SC   | South Carolina Department of Transportation<br>(Owner)                     | SCDOT<br>Anna Barnhill, P.E.<br>843-365-2106<br>BarnhillAS@scdot.org                                    | Construction Completed 08/2023<br>Design Completed Prior to Bid             | \$1,933   | \$918  |
| g. Narrative describing the work performed by Cape Romain Contractors – CRC is proposed as the Lead Contractor   |  |   |   |   |  |
| <p>Cape Romain Contractors was low bidder for SCDOT’s flat slab bridge over Maple Swamp. The first item of work was to demolish and dispose of the existing bridge. CRC then installed a crane trestle to allow the 165 ton crane to drive piles on the far side of the crossing. We drove the end bent H-pile &amp; intermediate bent prestress pile, installed cap falsework systems and poured the last two caps. The crane was moved back on land allowing the trestle removal, and then the remaining piles were driven and caps poured. Cape Romain mobilized and set flat slab falsework panels, installed side forms, and set up a Terex 4800 screed for finishing the deck. After pouring the deck, approach slabs were formed and poured.</p> <div><div><p><u>Scope of Services:</u></p><ul style="list-style-type: none"><li>✓ 110’ x 30’ 3” flat slab bridge</li><li>✓ 10 each 20” PSC piles with stingers</li><li>✓ 10 Each HP14x73 steel end bent piles</li><li>✓ Cast-in-place 3’6”x3’3” pile caps</li><li>✓ Slip-formed MASH concrete barrier</li><li>✓ 0.3 Miles of associated roadway</li></ul><p><u>Team Members Involved:</u><br/><b>Greg Tuttle</b>, Project Manager for the duration of the project</p></div></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 staffed the project with a six man crew. We utilized well-established formwork and falsework systems that we own to safely construct the bridge as designed. Eleven subcontractors were then coordinated with to perform the remainder of the work to deliver the project.   |  |   |   |   |  |
| i. Quality Initiatives. Discuss 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 utilized a cost loaded schedule, updated monthly, to foresee issues and delineate critical items that had to be addressed for construction to proceed in a timely fashion. Cape Romain was able to mentor a new Disadvantaged Business Enterprise (DBE) subcontractor to perform concrete curb and gutter work to standard, thereby improving the quality on the Maple Swamp project and for many SCDOT projects in the future.  |  |   |   |   |  |
| 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.  |  |   |   |   |  |
| 3. Project was delivered 35 days late: Bridge deck was poured within four days of baseline schedule. Our flatwork subcontractor had all of their work rejected. Cape Romain removed and disposed of it, however rain/weather impediment delayed their remobilization to replace the curb, gutter, flumes, etc. Our barrier slip-forming sub parked equipment that leaked fuel on our new finished asphalt which had to be cut out and replaced in lifts. Our sediment erosion sub used a tracked machine that damaged one side of the finished asphalt the length of the project, it had to be re-heated and re-worked. Our paving sub had previous obligations that delayed them from re-mobilizing to repair the asphalt.  |  |   |   |   |  |



# Appendix D

## Legal and Financial (Section 3.6)





## Cape Romain Contractors, Inc.

612 CAPE ROMAIN ROAD  
WANDO, SC 29492

TELEPHONE: 843-884-5167  
FAX: 843-410-5658

May 28, 2024

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

RE: Design Build Bridge Package 18  
Project ID: 2662300 Horry County, South Carolina

To Whom it may concern,

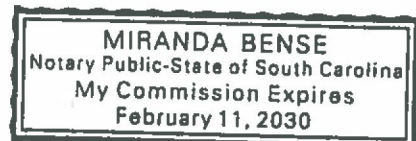
Pursuant to Section 3.6.1 Financial Capacity of the Request of Qualifications (RFQ) for the Design Build Project Bridge Package 18 issued May 22, 2024

I, Andrew G. 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 G. DuPre  
President  
Cape Romain Contractors, Inc.

State of SC County of Berkeley  
The foregoing instrument was acknowledged before me  
This 28 Day of May, 2024.  
By Miranda Bense  
Notary Public Miranda Bense  
My Commission Expires 2-11-2030



## Section 3.6.2 Bonding Capacity



USI Insurance Services  
1122 Lady Street  
Suite 800  
Columbia, SC 29201  
[www.usi.com](http://www.usi.com)  
Tel: 803.602.3020

May 28, 2024

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

Re: Bridge Package 18 – Project ID: 2662300

To Whom It May Concern:

Great American Insurance Company serves as the Surety Company for Cape Romain Contractors, Inc. Great American has an A.M. Best rating of A+:XV, is licensed in all 50 states, and is also listed as an approved surety on the U. S. Department of the Treasury Financial Management Service Circular 570.

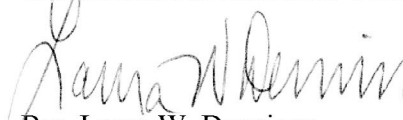
Cape Romain Contractors has been approved for single jobs in excess of \$60 million, with total capacity of \$90 million. We would readily consider larger projects if requested.

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 Great American. Should Cape Romain Contractors 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 Great American Insurance Company, and as such, we 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 regarding this fine contractor, please do not hesitate to contact us.

Sincerely,

Great American Insurance Company

  
By: Laura W. Dennison  
Attorney-in-Fact

Laura W.  
Dennison

Digitally signed by Laura W. Dennison  
DN: cn=Laura W. Dennison, gn=Laura W.  
Dennison, c=US, United States, l=US, United  
States  
Reason: I am the author of this document  
Location:  
Date: 2024-05-28 12:22:04:00

# GREAT AMERICAN INSURANCE COMPANY®

Administrative Office: 301 E 4TH STREET • CINCINNATI, OHIO 45202 • 513-369-5000 • FAX 513-723-2740

The number of persons authorized by  
this power of attorney is not more than TWO

No. 0 16226

## POWER OF ATTORNEY

**KNOW ALL MEN BY THESE PRESENTS:** That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Ohio, does hereby nominate, constitute and appoint the person or persons named below, each individually if more than one is named, its true and lawful attorney-in-fact, for it and in its name, place and stead to execute on behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship, or other written obligations in the nature thereof; provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

| Name                   | Address                  | Limit of Power |
|------------------------|--------------------------|----------------|
| C. CRISS WILLIAMS, JR. | BOTH OF                  | BOTH           |
| LAURA W. DENNISON      | COLUMBIA, SOUTH CAROLINA | \$100,000,000  |

This Power of Attorney revokes all previous powers issued on behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 7TH day of MAY, 2020.



*Atty L C. B.*

Assistant Secretary

GREAT AMERICAN INSURANCE COMPANY

*Mark V Vicario*

Divisional Senior Vice President

STATE OF OHIO, COUNTY OF HAMILTON - ss:

On this 7TH day of MAY, 2020, before me personally appeared MARK VICARIO, to me known, being duly sworn, deposes and says that he resides in Cincinnati, Ohio, that he is a Divisional Senior Vice President of the Bond Division of Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.

MARK VICARIO (877-377-2405)



SUSAN A KOHORST  
Notary Public  
State of Ohio  
My Comm. Expires  
May 18, 2025

*Susan A Kohorst*

This Power of Attorney is granted by authority of the following resolutions adopted by the Board of Directors of Great American Insurance Company by unanimous written consent dated June 9, 2008.

**RESOLVED:** That the Divisional President, the several Divisional Senior Vice Presidents, Divisional Vice Presidents and Divisional Assistant Vice Presidents, or any one of them, be and hereby is authorized, from time to time, to appoint one or more Attorneys-in-Fact to execute on behalf of the Company, as surety, any and all bonds, undertakings and contracts of suretyship, or other written obligations in the nature thereof; to prescribe their respective duties and the respective limits of their authority; and to revoke any such appointment at any time.

**RESOLVED FURTHER:** That the Company seal and the signature of any of the aforesaid officers and any Secretary or Assistant Secretary of the Company may be affixed by facsimile to any power of attorney or certificate of either given for the execution of any bond, undertaking, contract of suretyship, or other written obligation in the nature thereof, such signature and seal when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

## CERTIFICATION

I, STEPHEN C. BERAHA, Assistant Secretary of Great American Insurance Company, do hereby certify that the foregoing Power of Attorney and the Resolutions of the Board of Directors of June 9, 2008 have not been revoked and are now in full force and effect.

Signed and sealed this 28th day of May, 2024.



*Atty L C. B.*

Assistant Secretary



### 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 (Section 3.7)



## DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

  X   Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

  
\_\_\_\_\_  
Signature

5/23/2024  
\_\_\_\_\_  
Date

Greg Tuttle  
\_\_\_\_\_  
Print Name

Cape Romain 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)



## Appendix G \ Addendum Receipt Form(s)

Our team received Addendum No. 1 issued on May 31, 2024 and has included the Acknowledgment Form for Addendum No. 1 below.



**NOTICE OF RECEIPT**  
**Bridge Package 18**  
**Design-Build – Contract ID 2662300**  
**Horry 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.

  
PROPOSER's Signature

6/3/2024  
Date

Eric "Greg" Tuttle  
Printed Name

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

Post Office Box 191  
Columbia, South Carolina 29202-0191

Phone: (803) 737-2314  
TTY: (803) 737-3870



AN EQUAL OPPORTUNITY  
AFFIRMATIVE ACTION EMPLOYER

# Appendix H

## Key Individual and Contractor/Designer Reference Form





| Email  | First Name | Last Name      | Company Name                    | Project Name  | Team   |
|--|------------|----------------|---------------------------------|---|--|
| <b>References from 3.3.1</b>   |            |                |                                 |   |  |
| <a href="mailto:TurnerMK@scdot.org">TurnerMK@scdot.org</a>                         | Kevin      | Turner         | SCDOT                           | SC 171 Folly River and Folly Creek Bridges                                      | Cape Romain Contractors                              |
| <a href="mailto:williamsrob@charleston-sc.gov">williamsrob@charleston-sc.gov</a>   | Rob        | Williams       | City of Charleston              | Rte. S-33 Daniel Island Dr. over Beresford Creek Bridge                         | Cape Romain Contractors                              |
| <a href="mailto:MJMcClintock@laneconstruct.com">MJMcClintock@laneconstruct.com</a> | Michael    | McLintock      | Lane Construction               | Port Access Road - Bainbridge Connector   | Fluor-Lane/Cape Romain Contractors                   |
| <a href="mailto:bweber@SCSPA.com">bweber@SCSPA.com</a>                             | Butch      | Weber          | SCSPA                           | Hugh K. Leatherman, Sr. Terminal Wharf  | Cape Romain Contractors/McLean Contracting Company   |
| <a href="mailto:PittsME@scdot.org">PittsME@scdot.org</a>                           | Michael    | Pitts          | SCDOT                           | US 301 Four Hole Swamp Pursuit  | Cape Romain Contractors/Neel-Schaffer                |
| <a href="mailto:trbrown@dot.ga.gov">trbrown@dot.ga.gov</a>                         | Trevor     | Brown          | GDOT                            | GDOT FY 2022 Design-Build Bridge Package  | Southern Concrete Construction Company/Neel-Schaffer |
| <a href="mailto:ro'hara@dot.ga.gov">ro'hara@dot.ga.gov</a>                         | Rick       | O'Hara         | GDOT                            | GDOT FY 2018 Design-Build Bridge Package  | Wright Brothers Construction Company/Neel-Schaffer   |
| <a href="mailto:ronelson@dot.ga.gov">ronelson@dot.ga.gov</a>                       | Ron        | Nelson         | GDOT                            | GDOT FY 2016 Design-Build Bridge Package – Batches 4 & 5                        | Southern Concrete Construction Company/Neel-Schaffer |
| <a href="mailto:ro'hara@dot.ga.gov">ro'hara@dot.ga.gov</a>                         | Rick       | O'Hara         | GDOT                            | GDOT US 41/SR 247/Pio Nono Ave/College St over NSRR D-B Bridge Pkg.             | Wright Brothers Construction Company/Neel-Schaffer   |
| <b>References from 3.5.1</b>   |            |                |                                 |   |  |
| <a href="mailto:WLAGarenne@scspa.com">WLAGarenne@scspa.com</a>                     | Walter     | Lagarenne, Jr. | SCSPA                           | Hugh K. Leatherman, Sr. Terminal Wharf  | Cape Romain Contractors/McLean Contracting Company   |
| <a href="mailto:BriAnna_Weldon@nps.gov">BriAnna_Weldon@nps.gov</a>                 | BriAnna    | Weldon         | National Park Service           | Rehabilitate Fort Sumter Waterfront Dock  | Terra Constructs/Cape Romain Contractors             |
| <a href="mailto:ro'hara@dot.ga.gov">ro'hara@dot.ga.gov</a>                         | Rick       | O'Hara         | GDOT                            | GDOT FY 2018 D-B Bridge Replacements – Batch 1                                  | Wright Brothers Construction Company/Neel-Schaffer   |
| <a href="mailto:sbouwer@structural.net">sbouwer@structural.net</a>                 | Stephen    | Bouwer         | Structural Preservation Systems | Keys Energy Transmission Structures Galvanic Jacket Cathodic Protection Systems | Structural Preservation Systems/3eplus               |
| <b>References from 3.5.2</b>   |            |                |                                 |   |  |
| <a href="mailto:BarnhillAS@scdot.org">BarnhillAS@scdot.org</a>                     | Anna       | Barnhill       | SCDOT                           | Road S-669 (Louisville Road) Replace Bridge Over Maple Swamp                    | Cape Romain Contractors                              |



| Email  | First Name     | Last Name     | Key Individual Name      | Project Name  | Role of Key Individual                              | Team                    |
|--|----------------|---------------|--------------------------|---|---|-------------------------|
| <a href="mailto:bweber@scspa.com">bweber@scspa.com</a>                           | Edward (Butch) | Weber         | Eric Gregory Tuttle      | NBIF Cosgrove Bridge Extension  | Project Manager                                     | Cape Romain Contractors |
| <a href="mailto:williamsrob@charleston-sc.gov">williamsrob@charleston-sc.gov</a> | Rob            | Williams      | Eric Gregory Tuttle      | Beresford Creek Bridge  | Project Manager                                     | Cape Romain Contractors |
| <a href="mailto:Wlagarenne@scspa.com">Wlagarenne@scspa.com</a>                   | Walter         | Lagarenne     | Eric Gregory Tuttle      | Hugh Leatherman Terminal Wharf  | Project Manager                                     | Cape Romain Contractors |
| <a href="mailto:TurnerMK@scdot.org">TurnerMK@scdot.org</a>                       | Kevin          | Turner        | Eric Gregory Tuttle      | Folly River & Folly Creek Bridge Replacements   | Site Manager  | Cape Romain Contractors |
| Retired  | David          | Richey        | Eric Gregory Tuttle      | I-4 Design-Build, Six Overpass Bridges, Lakeland, FL  | Project Engineer                                    | Jones Brothers, Inc.    |
| <a href="mailto:bweber@scspa.com">bweber@scspa.com</a>                           | Edward (Butch) | Weber         | James Thomas Bragg       | NBIF Cosgrove Bridge Extension  | Construction Manager                                | Cape Romain Contractors |
| <a href="mailto:BurtonD@scdot.org">BurtonD@scdot.org</a>                         | Daniel         | Burton        | James Thomas Bragg       | Port Access Roads – Bainbridge Connector  | Superintendent                                      | Cape Romain Contractors |
| <a href="mailto:BurtonD@scdot.org">BurtonD@scdot.org</a>                         | Daniel         | Burton        | James Thomas Bragg       | Port Access Roads – Tidewater Road Bridge   | Superintendent                                      | Cape Romain Contractors |
| <a href="mailto:Wlagarenne@scspa.com">Wlagarenne@scspa.com</a>                   | Walter         | Lagarenne     | James Thomas Bragg       | Port Access Roads – Tidewater Road Bridge Extension   | Superintendent                                      | Cape Romain Contractors |
| <a href="mailto:ESTehmeyer@scspa.com">ESTehmeyer@scspa.com</a>                   | Ed             | Stehmeyer III | James Thomas Bragg       | Wando Welch Terminal Wharf Repairs & Improvements   | Piledriving Superintendent                          | Cape Romain Contractors |
| <a href="mailto:DJarman@vb.gov">DJarman@vb.gov</a>                               | David          | Jarman        | Jeffrey Marshall Walters | Lesner Bridge Replacement Project (US 20 over Lynnhaven Inlet), Virginia Beach, VA                    | Project Manager for Bridge Design                   | FIGG                    |
| <a href="mailto:scase@eec-usa.com">scase@eec-usa.com</a>                         | Scott          | Case          | Jeffrey Marshall Walters | SR 951 Jolley Bridge Design-Build Project, Marco Island, FL   | Senior Project Director                             | FIGG                    |
| <a href="mailto:ryan.anderson@kiewit.com">ryan.anderson@kiewit.com</a>           | Ryan           | Anderson      | Jeffrey Marshall Walters | Honolulu Rail Transit Project, Honolulu, HI   | On-Site Design Coordinator                          | FIGG                    |
| <a href="mailto:joseph.briones@txdot.gov">joseph.briones@txdot.gov</a>           | Joseph         | Briones       | Jeffrey Marshall Walters | US 181 Harbor Bridge Replacement Design-Build Project, Corpus Christi, TX                             | Asst. Design Manager                                | FIGG                    |
| <a href="mailto:sbouwer@structural.net">sbouwer@structural.net</a>               | Stephen        | Bouwer        | Leandro Etcheverry       | Keys Energy Services Galvanic Jacket Cathodic Protection on Transmission Structures, Florida Keys, FL | Corrosion Engineer / Cathodic Protection Specialist | 3eplus                  |
| <a href="mailto:dgraham@pciroads.com">dgraham@pciroads.com</a>                   | David          | Graham        | Leandro Etcheverry       | 10th Avenue SE Bridge Arch Ribs Galvanic Thermal Spray Cathodic Protection, Minneapolis, MN           | Corrosion Engineer / Cathodic Protection Specialist | 3eplus                  |
| <a href="mailto:hperrone@mcharry.com">hperrone@mcharry.com</a>                   | Heloisa        | Perrone       | Leandro Etcheverry       | Freedom Tower First Floor Slab and Supporting Beams Impressed Current Cathodic Protection, Miami, FL  | Corrosion Engineer / Cathodic Protection Specialist | 3eplus                  |
| <a href="mailto:martin@coastalgunite.com">martin@coastalgunite.com</a>           | Martin         | Emmrich       | Leandro Etcheverry       | SR 134 – Timaquana Road over Ortega River Galvanic Jacket Cathodic Protection, Jacksonville, FL       | Cathodic Protection Specialist                      | 3eplus                  |



# Appendix I

## Unique Entity ID Documentation Indicating Application



Appendix I Unique Entity ID Documentation Indicating Application

No Unique Entity ID documentation applications were required to be submitted. The Unique Entity Numbers for our Lead Contractor and Lead Designer are included in Section 3.2.4 of the submittal and below.

| LEAD CONTRACTOR               | UNIQUE ENTITY ID | LEAD DESIGNER       | UNIQUE ENTITY ID |
|-------------------------------|------------------|---------------------|------------------|
| Cape Romain Contractors, Inc. | ECJEACNDYMC6     | Neel-Schaffer, Inc. | VSG2MJB3C766     |



Cape Romain Contractors, Inc.  
612 Cape Romain Road  
Wando, SC 29492

