COUNCIL ITEM 13C
DATE 10/17/11

PORT ST. LUCIE CITY COUNCIL
AGENDA ITEM REQUEST

Meeting Date: October 17, 2011

Public Hearing ____ Ordinance ____ Resolution ____ Motion _X_

Item: #20110123, Design Water Main on Bayshore Blvd.

Recommended Action:

1) Approve short listed firms by evaluation committee #1 Captec Engineering Inc., #2 Culpepper & Terpening Inc., and #3 Creech Engineering and start negotiation with #1 ranked firm Captec Engineering Inc. If unable to negotiate a contract with #1 firm to continue to negotiate with #2 and then #3 firms.

Exhibits: Department memo attached [ ] yes [X] no
Copies of the Bid tabulation Report, Proposals, Specifications, Committee Scores, Minutes on CD, Copies of original bid documents.
NOTE: Offers from vendors listed herein are the only offers received timely as of the above opening date and time. All other offers submitted in response to this solicitation, if any, are hereby rejected as late.

Summary Explanation/Background Information: The Request for Proposal was advertised August 29, 2011 to Design Water Main on Bayshore Blvd. to firms that were awarded contracts under Master contract #20100050. A proposal notification was sent to 14 suppliers and 17 firms requested proposals. The proposal was opened September 21, 2011 at 1:30 P.M. and 4 firms responded. The evaluation committee met October 4, 2011 at 9:00 A.M. and as a consensus short listed and scored as follows: Captec, Culpepper & Terpening, Creech, and Keith & Schnars. The evaluation committee voted to conduct interviews with the 3 top scored firms. The evaluation committee held question and answers with the 3 topped scored firms on October7, 2011 at 9:00 A.M. and consensus ranked the firms as follows: #1 Captec, #2 Culpepper & Terpening and #3 Creech. The committee considered the total knowledge of Design in the area for this project.
The need for the above is:
Purchase is not a replacement Purchase is budgeted.
Department requests expenditure from the following:

Fund	445	2006 Bond
Cost Center	3316	Prev. Maintenance
Object Code	568813	Professional Services
Project	Y1117	Bayshore WM replacement

Director of OMB concurs with award: CP City Manager concurs with award: Department requests _____ minutes to make a presentation.
JAB
Submitted by:
Representing Committee Date Submitted 10/10/11

RECEIVED
OCT 10 2011
City Manager's Office

RECEIVED
OCT 10 2011
City Manager's Office

20110123 Design Water Main Bayshore
Group Committee Score

		JA		SJ		RS		TOTAL	Rank
Captec Engineering, Inc.									
Criterion	WTG	Points	Total	Points	Total	Points	Total		
Assigned Staff Exp	4	4	16	4	16	3	12		
Firm Experience 4 lane divided	4	5	20	5	20	3	12		
Firm Exp permitting	2	5	10	4	8	3	6		
Challenges meeting schedule	2	4	8	4	8	4	8		
Challenges design & permitting	2	5	10	4	8	4	8		
Innovation design alternatives	4	4	16	5	20	4	16		
Firm Response Time	1	5	5	5	5	5	5		
Accepts Payment by P-Card	5	1	5	1	5	1	5		
Total			90		90		72	252	
Ranking		1		1		1			
Creech									
Criterion	WTG	Points	Total	Points	Total	Points	Total		
Assigned Staff Exp	4	4	16	3	12	3	12		
Firm Experience 4 lane divided	4	3	12	3	12	3	12		
Firm Exp permitting	2	4	8	4	8	3	6		
Challenges meeting schedule	2	3	6	3	6	1	2		
Challenges design & permitting	2	4	8	3	6	1	2		
Innovation design alternatives	4	3	12	4	16	1	4		
Firm Response Time	1	5	5	5	5	5	5		
Accepts Payment by P-Card	5	1	5	1	5	1	5		
Total			72		70		48	190	
Ranking		3		3		2			
Culpepper & Terpening Inc									
Criterion	WTG	Points	Total	Points	Total	Points	Total		
Assigned Staff Exp	4	4	16	4	16	3	12		
Firm Experience 4 lane divided	4	4	16	4	16	3	12		
Firm Exp permitting	2	5	10	5	10	3	6		
Challenges meeting schedule	2	4	8	4	8	4	8		
Challenges design & permitting	2	4	8	5	10	4	8		
Innovation design alternatives	4	4	16	5	20	4	16		
Firm Response Time	1	5	5	4	4	5	5		
Accepts Payment by P-Card	5	1	5	1	5	1	5		
Total			84		89		72	245	
Ranking		2		2		1			
Keith & Schnars									
Criterion	WTG	Points	Total	Points	Total	Points	Total		
Assigned Staff Exp	4	3	12	3	12	2	8		
Firm Experience 4 lane divided	4	3	12	4	16	2	8		
Firm Exp permitting	2	3	6	3	6	2	4		
Challenges meeting schedule	2	2	4	4	8	1	2		
Challenges design & permitting	2	2	4	4	8	1	2		
Innovation design alternatives	4	2	8	2	8	1	4		
Firm Response Time	1	2	2	2	2	3	3		
Accepts Payment by P-Card	5	1	5	1	5	1	5		

20110123 Design Water Main Bayshore
Group Committee Score

	Total	53	65	36	154
	Ranking	4	4	3	
Captec	**252**	**1**	**1**	**1**	
Creech	**190**	**3**	**3**	**3**	
C & T	**245**	**2**	**2**	**1**	
K & S	154	4	4	4	

Committee did not re-score for group score

Committee selected 3 firms for Q & A on 10/7/11 at 9:

Captec, C & T, Creech

Evaluation
Design Water Main Bayshore
RFP #20110123
4 October 2011

Attendees:
Cheryl Shanaberger
Jim Angstadt
Steve Jungohan
Joe Capra
Butch Terpening
David Koeppen
Rich Schoenborn

Cheryl Shanaberger distributes scores. You can see individual scores for you to review. Our goal today is to select three firms for the Question and Answer that is scheduled for the 7th of October at 9:00 am. You can choose more than three if you like, but you have to choose a minimum of three.

Motion for the top three, and concurred.

Top three are:

1. Captec
2. C & T
3. Creech

That is what the committee has agreed upon.

Jim Angstadt makes recommendation that the three minute presentations change to five minute presentations, so that they are not rushed.

Cheryl suggested none, as the FDOT does, no presentations just have questions, with the presentation centering on who is doing the job, their experience for this type of design, and what they are going to be able to provide.

Cheryl: We can't tell them what to present. If you want to send something to the firms and say you need to center on these ideas, we can do that. That would be a committee decision. If you want them to say please make your presentation and discuss approach we can send that to the firms.

Jim Angstadt would like to see that. Committee agrees.

Jim: The proposals themselves go into detail of their experience and the scoring reflects that. We all agree that their experience in doing this type of work, but, now we want to hear in presentation, how they're going to attack this job. The proposals indicate the top three are qualified. They have staff members on board that have years of experience in doing utility design.

Cheryl will send notification that the presentation will be five minutes and please center on approach to specific design for the specific job and you do not need to hear qualifications of your firm.

Cheryl: If we give them five minutes and we start at 9:00 how many minutes for question and answer? What we are going to do is we're going to assign times for them to be here, so, if we go over there's no issue, if we go under, you're going to be sitting here with nothing to do.

Jim Angstadt suggests 25 minutes. Committee agrees.

Cheryl: So we're going to do 9:00, 9:30, and 10:00.

Agreed.

Drawing for order of questions and answers:

1. 9:00 Creech
2. 9:30 Captec
3. 10:00 C&T

We are not going to rescore, we are happy with our scores, and we are going to have the individual scores be the same as your group scores. Concur.

City of Port St. Lucie, Florida

PARTICIPATION AGREEMENT
Request for Proposal #20110123
Evaluation Committee Members / Participants

I, JAMES E. ANGSTADT, an individual official, employee, consultant, or subcontractor of or to the CITY OF PORT ST. LUCIE, FLORIDA hereby consent to the terms in this Agreement in consideration of my serving as an evaluation committee member (scoring or non-scoring) and being provided certain information related to Design Water Main on Bayshore project during the evaluation process and before contract award.

Initials	Applicability of the Florida Sunshine Law
JEA	

I acknowledge I have been informed and am aware the State of Florida Sunshine Law applies to meetings of the evaluation committee where decisions for recommendations to the City Council apply. I further recognize that discussions between committee members outside of public Evaluation Committee meetings is prohibited and in violation of the State of Florida Sunshine Law. All questions by evaluation committee members shall be directed to the Contract Administrator (OMB).

Initials	Restricted Communications / Cone of Silence
JEA	

I acknowledge that to insure the proper and fair evaluation of a submittal, the City of Port St. Lucie prohibits any communication between any City employee, representative or official other than the Contract Administrator (OMB) prior to the time of award by City Council has been made. Communication between Respondent and the City will be initiated and coordinated by the Contract Administrator (OMB) in order to obtain information or clarification needed to develop a proper and accurate evaluation of the proposal.

Communication related to this RFP is further restricted with any entity outside the City of Port St. Lucie. Including, but not limited to, sub-contractors of prime respondents, companies in the industry, other agencies or utility entities, etc . . .

Initials	Release or Distribution of Information and/or Material
JEA	

Evaluation committee members have been provided vendor responses either in hard copy or electronic format. This information, hard copy or electronic, is NOT to be reproduced or distributed under any circumstance. Some information within the proposals may be proprietary and/or confidential. Release of any information will be coordinated by OMB only.

Initials: JEA	**Non-Collusion**

I acknowledge the following with regards to non-collusion in the evaluation process and my scoring:

1. The scores assigned in my evaluation have been arrived at independently and without consultation, communication or agreement with any other Evaluator other than those discussions taking place in a meeting of the Evaluation Committee meeting arranged by OMB.

2. That my scoring of each proposal has not been disclosed to any other Evaluator or person, and they will not be disclosed to other Evaluator except by the OMB during a meeting of the Evaluation Committee.

3. No attempt has been made or will be made to coerce or affect the scoring of any Evaluator.

Signature: James E. Angstadt

Printed: JAMES E. ANGSTADT

Date: 9/27/11

City of Port St. Lucie, Florida

PARTICIPATION AGREEMENT

Request for Proposal #20110123

Evaluation Committee Members / Participants

I, RICHARD M. SCHOENBERG, an individual official, employee, consultant, or subcontractor of or to the CITY OF PORT ST. LUCIE, FLORIDA hereby consent to the terms in this Agreement in consideration of my serving as an evaluation committee member (scoring or non-scoring) and being provided certain information related to Design Water Main on Bayshore project during the evaluation process and before contract award.

Initials RMS	**Applicability of the Florida Sunshine Law**

I acknowledge I have been informed and am aware the State of Florida Sunshine Law applies to meetings of the evaluation committee where decisions for recommendations to the City Council apply. I further recognize that discussions between committee members outside of public Evaluation Committee meetings is prohibited and in violation of the State of Florida Sunshine Law. All questions by evaluation committee members shall be directed to the Contract Administrator (OMB).

Initials RMS	**Restricted Communications / Cone of Silence**

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Initials RMS	**Release or Distribution of Information and/or Material**

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Q & A ATTENDANCE
RFP #20110123
Design Water main Bayshore
October 7, 2011 @ 9:00:00 AM

	Name (Please PRINT Legibly)	Company Name Or Entity
1	Cheryl Shanaberger	City of PSL-OMB
2	Howard Ehrsam	Creech Engineers
3	JERRY COMPTON	CREECH ENGINEERS
4	JEFF NORRIS	CREECH ENGINEERS
5	ERIC ZEISS	CREECH ENGINEERS
6	RICK CREECH	" "
7	Steve Jungjohan	PSL Eng
8	DAVID KOOPATH	PSLUSD
9	RICH SCHOENBORN	CPSLUSD
10	JIM ANGSTADT	PSL ENG.
11	Joe CAPPA	CAPTEC
12	ETIENNE BOURGEOIS	CAPTEC
13	HAROLD TOURJEE	CAPTEC
14	GARY JONES	CAPTEC
15	Kevin Trepanier	C&T
16	MIKE KOLODZIEJCZYK	C&T
17	Steven Doyle	C&T
18	Nate Wilbur	C&T
19	Butch Tempelmeyer	C&T
20		
21		
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26		

Evaluation ATTENDANCE
RFP #20110123
Design Water main Bayshore
October 4, 2011 @ 9:00:00 AM

	Name (Please PRINT Legibly)	Company Name Or Entity
1	Cheryl Shanaberger	City of PSL-OMB
2	JIM ANGSTADT	PSL ENG.
3	Steve Jungjohan	PSL Eng.
4	Joe Lapera	CAPTEC
5	Butch Teapening	C&T
6	David Koopman	PSLUSA
7	RICH SCHOENBORN	CPSL USD
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BID OPENING ATTENDANCE
RFP #20110123
Design Water main Bayshore
September 21, 2011 @ 1:30:00 PM

	Name (Please PRINT Legibly)	Company Name Or Entity
1	Cheryl Shanaberger	City of PSL-OMB
2	Lisa Lawrence	City of PSL-OMB
3		
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5		
6		
7		
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RFP # 20110123 Design Water Main Bayshore

Respondent: CAPTEC

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

Instructions to Evaluator: Complete a separate evaluation form for each proposal reviewed. Each criterion must be assigned a score unless you are instructed otherwise on the form. Make additional notes in the "Comments" section for reference and discussion during meetings of the full evaluation panel.
The point values entered above reflect my best independent judgment of the merits of the identified respondent's proposal.

Committee Member: JAMES E. ANGSTADT (please print) Dept.: ENGINEERING

Signature: James E. Angstadt Date: 9/26/11

RFP # 20110123 Design Water Main Bayshore

Respondent: CREECH

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

Instructions to Evaluator: Complete a separate evaluation form for each proposal reviewed. Each criterion must be assigned a score unless you are instructed otherwise on the form. Make additional notes in the "Comments" section for reference and discussion during meetings of the full evaluation panel.
The point values entered above reflect my best independent judgment of the merits of the identified respondent's proposal.

Committee Member: JAMES E. ANGSTADT (please print) Dept.: ENGINEERING

Signature: James E. Angstadt Date: 9/26/11

RFP # 20110123 Design Water Main Bayshore

Respondent: CULPEPPER & TERPENING, INC.

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

Instructions to Evaluator: Complete a separate evaluation form for each proposal reviewed. Each criterion must be assigned a score unless you are instructed otherwise on the form. Make additional notes in the "Comments" section for reference and discussion during meetings of the full evaluation panel.
The point values entered above reflect my best independent judgment of the merits of the identified respondent's proposal.

Committee Member: JAMES E. ANGSTADT (please print) Dept.: ENGINEERING

Signature: James E. Angstadt Date: 9/26/11

RFP # 20110123 Design Water Main Bayshore

Respondent: KEITH AND SCHNARS, P.A.

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

Instructions to Evaluator: Complete a separate evaluation form for each proposal reviewed. Each criterion must be assigned a score unless you are instructed otherwise on the form. Make additional notes in the "Comments" section for reference and discussion during meetings of the full evaluation panel.
The point values entered above reflect my best independent judgment of the merits of the identified respondent's proposal.

Committee Member: JAMES E. ANGSTADT (please print) Dept.: ENGINEERING

Signature: James E. Angstadt Date: 9/26/11

RFP # 20110123 Design Water Main Bayshore Captec

Respondent:

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

Instructions to Evaluator: Complete a separate evaluation form for each proposal reviewed. Each criterion must be assigned a score unless you are instructed otherwise on the form. Make additional notes in the "Comments" section for reference and discussion during meetings of the full evaluation panel.
The point values entered above reflect my best independent judgment of the merits of the identified respondent's proposal.

Committee Member: Steve Jeanjohan (please print) Dept.: _____

Signature: _____ Date: _____

Creech

RFP # 20110123 Design Water Main Bayshore

Respondent:

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

Instructions to Evaluator: Complete a separate evaluation form for each proposal reviewed. Each criterion must be assigned a score unless you are instructed otherwise on the form. Make additional notes in the "Comments" section for reference and discussion during meetings of the full evaluation panel.
The point values entered above reflect my best independent judgment of the merits of the identified respondent's proposal.

Committee Member: Steve Jensjohen Dept.: _____
(please print)

Signature: _____ Date: _____

C&T

RFP # 20110123 Design Water Main Bayshore

Respondent:

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

Instructions to Evaluator: Complete a separate evaluation form for each proposal reviewed. Each criterion must be assigned a score unless you are instructed otherwise on the form. Make additional notes in the "Comments" section for reference and discussion during meetings of the full evaluation panel.
The point values entered above reflect my best independent judgment of the merits of the identified respondent's proposal.

Committee Member: Steve Tougjehan Dept.: _____
(*please print*)

Signature: _____ Date: _____

KTS

RFP # 20110123 Design Water Main Bayshore

Respondent:

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

Instructions to Evaluator: Complete a separate evaluation form for each proposal reviewed. Each criterion must be assigned a score unless you are instructed otherwise on the form. Make additional notes in the "Comments" section for reference and discussion during meetings of the full evaluation panel.
The point values entered above reflect my best independent judgment of the merits of the identified respondent's proposal.

Committee Member: Steve Tungjohn (please print) Dept.: _____

Signature: _____ Date: _____

RFP # 20110123 Design Water Main Bayshore

Respondent: Cap Tech

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

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Committee Member: Rich Schneuborn (please print) Dept.: CPSL USD

Signature: Richard M. Schneuborn Date: 9/28/2011

RFP # 20110123 Design Water Main Bayshore

Respondent: Creech

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

Instructions to Evaluator: Complete a separate evaluation form for each proposal reviewed. Each criterion must be assigned a score unless you are instructed otherwise on the form. Make additional notes in the "Comments" section for reference and discussion during meetings of the full evaluation panel.
The point values entered above reflect my best independent judgment of the merits of the identified respondent's proposal.

Committee Member: Rich Schaenborn (please print) Dept.: CPSL USD

Signature: [illegible] Date: 9/28/2011

RFP # 20110123 Design Water Main Bayshore

Respondent: Culpepper & Terp.

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

Instructions to Evaluator: Complete a separate evaluation form for each proposal reviewed. Each criterion must be assigned a score unless you are instructed otherwise on the form. Make additional notes in the "Comments" section for reference and discussion during meetings of the full evaluation panel.
The point values entered above reflect my best independent judgment of the merits of the identified respondent's proposal.

Committee Member: Rich Schroeuborn (please print) Dept.: CPSL USD

Signature: [illegible] Date: 9/28/2011

RFP # 20110123 Design Water Main Bayshore

Respondent: Keith & Schnars

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp 4 lane, divided road	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
C.Firm Experience utility coordination	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Challenges schedul	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Challenges design,permitting water mains	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Innovation design alternatives	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
H. Accepts P-card	5	0 1	0 1

Instructions to Evaluator: Complete a separate evaluation form for each proposal reviewed. Each criterion must be assigned a score unless you are instructed otherwise on the form. Make additional notes in the "Comments" section for reference and discussion during meetings of the full evaluation panel.
The point values entered above reflect my best independent judgment of the merits of the identified respondent's proposal.

Committee Member: Rich Schoenborn (please print) Dept.: 450

Signature: Richard M. Schoenborn Date: 9/28/2011

GUIDELINES FOR RFP #20110123 Design Watermain Bayshore

Individual scores are to be turned in to OMB no later than noon September 29,2011 at 12 noon. This is an individual review you cannot meet or discuss with other committee members. OMB will score Letter H.

The principle of fair and open competition in public procurement prohibits the use of any evaluation criteria other than those listed in the solicitation. These criteria must be applied to the responses without change, deletion, or expansion. A protest from a respondent whose proposal was rejected by an evaluation committee using criteria not identified in the published solicitation has a good chance of successfully protesting the award.

Weighting Scores:

Criteria that have more importance (weight) than others are assigned a multiplier or weight factor. Weights are fixed values that indicate the *relative importance* of the criterion, not the quality of the response. The weight factor 2 might represent *important; 4, moderately important;* and 5, *very important.* The established weights must be applied to the responses without change, deletion, or expansion.

Assigning points:

Points are awarded according to the quality of the response with respect to each criterion. On a 0 to 5 point scale, for example, 0 would represent an unacceptable response; 1, a poor response; 2, satisfactory; 3, good; 4, very good; and 5, excellent. (The 0 to 5 point scale is the easiest to apply).

Completing the form:

The form has four columns (lettered A through D). When the evaluator receives the form, Columns A and B is completely filled out: Column A identifies the criterion being scored; Column B shows the weight (1, 3, or 5, for example) assigned to each criterion. Columns C and D are filled out and contain the maximum number of points that can be assigned (on the 0 to 5 point scale shown previously, the maximum is 5).

In the first step in the independent review each committee member chooses the best response to each criterion from the responses received. That response is awarded the maximum point value, and the other responses are assigned fewer points according to how they compare with the best response. (In other words, the best response is determined in relation to the other responses rather than in relation to an ideal.) It is important to note that this in an **independent** review and there is to be no discussion or meeting at this time concerning the selection. You may make notes or mark down questions that may be addressed only during the committee meeting.

In order to work with responses that fail to address certain criteria or that take exception to them, the person may evaluate below the assigned point range and award zero or negative scores. For example, if a respondent states explicitly that a particular requirement will not be met, a negative

score equal to the highest possible number of points (say, -5) is circled. If a respondent simply fails to address a requirement, a point value of zero is selected. The use of negative or zero scores should be discussed at the committee meeting.

As part of the independent review, committee members make brief comments under each criterion explaining the reasoning behind their scores. These notes may be used for reference during the full panel discussions if another committee member questions the points assigned.

Each committee member returns the evaluation form to the Contract Specialist on the date specified by following the routing instructions. The points in column C will be tallied by the Contract Specialist and the scores and rankings will be distributed to each committee member at the start of the public evaluation committee meeting.

When the full committee meets to review the proposals, some evaluators may wish to change their points due to information revealed at the panel meeting. For example, if a respondent included information in an attachment instead of in the main section of the proposal, committee members who overlooked the attachment and awarded lower points because of missing information would need to adjust their points in column D after evaluating the information. Evaluators during the public committee meeting may adjust point values in Column D (Review with Panel). If no adjustment then Column C will be used for the total score.

The points entered in Column C must be independently arrived at and not represent a consensus of the panel. The only exception occurs when points are assigned as a result of a professional review (for example, the Finance or Office of Management and Budget department reports on the financial stability of each respondent and assigns a score to be entered on all panel members' forms)

<u>Examples of applying the criteria:</u>

A. Assigned Staff Experience **Question 2, 3**: This criterion examines individual experience rather than firm experience. Do the qualifications of the project manager, and project staff indicate that they can complete the tasks in a professional and satisfactory manner? Are the staff members profiled in the proposal those who will actually undertake the project? If not, their qualifications, no matter how impressive must be disregarded. Is the experience recent enough to incorporate current changes in service technology? How much experience did the individuals have with Utility water mains?

B. Assigned Staff Experience **Questions 2 & 3:** This criterion examines individual experience rather than firm experience. Do the qualifications of the project manager, and project staff indicate that they can complete the tasks in a professional and satisfactory manner? Are the staff members profiled in the proposal those who will actually undertake the project? If not, their qualifications, no matter how impressive must be disregarded. Is the experience recent enough to incorporate current changes in service technology? How much experience did the individuals have with Utility water mains on 4-lane, divided roadways?

C. Firm Experience **Questions 4, 9:** This criterion examines firm experience rather than staff experience. Does the principal area of specialization match the scope of work of the RFP, or is the work to be subcontracted? How many past projects were design for this type of work? How much coordination was required with how many other agencies? How detailed were the permitting issues? How many times have they been in litigation concerning their design projects?

D. Challenges for project scheduling **Question 5**: Did they answer specific to this project, not just general answers. How much work and research was included in their response?

E. Challenges with design & permitting **Question 6**: Do they provide a list of specific solutions to this project or just general information for the challenges? How does the respondent propose to perform the tasks? Is the methodology proposed for meeting the challenges well defined or vague? How well organized is the respondent's effort?

F. Innovation for design alternatives **Question 7:** Did they provide a list of specific alternative and ideas? Installation means, methods, process for innovation? Any cost saving ideas and projected savings?

G. Emergency Response Time **Question 8**: Where will the staff assigned to this project be located. How does the firm address emergency response?

"A City for All Ages"

CITY OF PORT ST. LUCIE

Sealed Electronic Proposal #20110123
(E-Bid)

Design and Permitting of Water Main and appurtenances along Bayshore Blvd. (between Everly Ave. & Sea Holly Terr.)

Prepared By:
Cheryl Shanaberger
Office of Management & Budget
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984-5099
772-871-7390
cheryls@cityofpsl.com

NOTE: THIS REQUEST FOR AN E-BID IS ONLY FOR THE FOLLOWING CONSULTANTS WHO HOLD MASTER CONTRACT #20100050 WITH THE CITY:
American Consulting, Arcadis US Inc., Calvin, Giordano & Associates Inc., Captec Engineering Inc., Creech Engineers Inc., Culpepper & Terpening Inc., Hazen & Sawyer, Infrastructure Eng, Inc., Keith & Schnars P.A., Kimley-Horn & Associates.

INVITATION TO E-BID

Sealed Electronic Proposal #20110123 for the design and permitting of a 12" water main and appurtenances along Bayshore Blvd. between Everly Ave. and Sea Holly Terrace. Project will be received by the Office of Management and Budget of the City of Port St. Lucie no later 1**:30:00 p.m. on September 21, 2011**. Specifications are attached.

All submittals must be received by the date and time specified above, when they will be opened and the names publicly read aloud. The proposal time must be and shall be scrupulously observed. Under no circumstances shall submittals uploaded to Demandstar.com after the time specified be accepted or considered. It is the sole responsibility of the Proposer to ensure that his or her submittal is uploaded on or before the closing date and time. The City shall in no way be responsible for delays caused by any power outages or internet failures. No exceptions will be made.

Electronic replies will be the **only** method allowed for Bidders to respond to this solicitation. All submittals must be compatible with Microsoft Office 2003. E-Bidding will be done through a secure locked box. Bidders can only view/submit their E-Bid and will not have access to any other Bidder's submittals. The Bidder's E-Bid may be changed at the Bidder's discretion until the due date and time have been reached at which time the Bidder will no longer change or have access to the electronic bid submittal. The City will then open the E-Bids. Bidders who are e-bidding for the first time are strongly encouraged to contact Demandstar at (800) 771-1712 or obtain assistance by e-mailing questions to supplierservices@onvia.com.

The City of Port St. Lucie reserves the right to reject any and all bids, to waive any and all informalities or irregularities, and to accept or reject all or any part of any bid as it may deem to be in the best interest of the citizens of the City.

All Terms and Conditions of the Master Contract #20100050 and amendments thereof shall apply to the contract issued from this proposal.

For the purpose of this bid, the term Bidder, E-Bidder, Proposer and Consultant may be used interchangeably.

Documents required for this E-Bid:
Competed Questionnaire

Submittal of E-Bid - All proposals shall be submitted by completing and returning the Questionnaire. The Questionnaire should be typed or printed and signed. All submittals are required to be electronic. No hard copies will be accepted.

A. Request Bid Specifications, #20110123 from Onvia, via phone 800-711-1712 or via internet www.cityofpsl.com

B. Download the Questionnaire and save to your hard drive, program is in Word 2003 Professional. Enter information requested on the Questionnaire.

C. Electronically sign the Questionnaire where indicated.

D. Upload and submit the Questionnaire for E-Bid #201100123 onto Demandstar by the due date and time. Acknowledge all Addenda on the Questionnaire.

E. Enter Zero on the web page for cost or you will receive and error message and your submittal will be denied.

**** Only electronic replies are required. No hard copies will be accepted. Please limit your entire submittal to no more than 5 mb.**

TENTATIVE SCHEDULE

It is the intent of the City to have this project completed within a limited time frame. Therefore, priority will be given to firms who recognize and display the ability to work within the restrictions of the following tentative schedule:

Review and Selection Process:

Advertisement with Onvia DemandStar	August 29, 2011
Proposal Due	September 21, 2011 @ 1:30:0 P.M. EST
Evaluation Committee*	September 29, 2011 @ 1 P.M
Q & A*	Septermber 30, 2011 @ 9 A.M.
Tentative City Council Short List Approval	October 10, 2011
Tentative Negotiations	October 12, 2011 @ 9 A.M.
Tentative City Council Contract Approval	October 24, 2011

*Committee will meet in the Conference Room (390) in the Office of Management & Budget at 1 pm.
* Committee will meet in the Conference Room (390) in the Office of Management & Budget at 9 am.

EVALUATION AND AWARD

Responses will be scored in the following manner:

MAXIMUM SCORE	CRITERION
a) Assigned Staff Experience with water mains	20 points
b) Assigned Staff Experience with design 4-lane, divided roadway	20 points
c) Firm Experience permitting, coordination with other utilities	10 points
d) Challenges meeting schedule	10 points
e) Challenges with design & permitting of water mains road right of ways	10 points
f) Innovation for design alternatives	20 points
g) Firm Response Time	5 points
h) Accepts P-card	5 points
Total Maximum Points	**100**

The City's Office of Management & Budget (OMB) reserves the right to request any additional information needed for clarification from any proposer for evaluation purposes.

The Scope of Work

The City of Port St. Lucie is seeking the professional engineering services for the design and permitting of +/- 1.0 miles of water main relocation along Bayshore Boulevard (between Eyerly Ave. & Sea Holly Terr.). The professional engineering services associated with the project shall include, but are not limited to, the design and permitting of a new 12" water main; 8" and 6" side street and roadway crossing connections; existing fire hydrant replacement and/or relocation; existing water service replacement and/or reconnection; all associated water main appurtenances; the abatement of the existing water mains and appurtenances; right-of-way restoration, including but not limited to, sidewalk, curb & gutter, roadway asphaltic black base, asphaltic structural courses, asphaltic friction course milling & resurfacing, and pavement markings in accordance with FDOT 2011 Standard Index; maintenance of traffic in accordance FDOT 2011 Standard Index; phasing; coordination of the proposed design with all other public and/or private utilities; and permitting of the proposed utility relocations with all applicable regulatory agencies; project specification; and minimal post design services.

The consultant shall prepare; 60% set of construction drawings within 8-weeks of Notice to Proceed for review by the owner; 90% set of construction drawings within 4-weeks of receipt of 60% review comments from the owner; and 100% construction drawings addressing all regulatory and/or owner 90% review comments, within 2-weeks of receipt of comments. All drawing plan and profile views shall be prepared in the same scale and layout as the original Bayshore Boulevard Roadway Design (AutoCad files to be provided). The consultant shall provide post design services including, but not limited to, the preparation of project specification; estimated quantities and costs with the 90% submittal and final quantities and estimated costs with the 100% submittal; pay items descriptions for all pay items, answer all questions related to the design drawings and/or project specifications during the bidding process, attend the project preconstruction meeting, and resolve design issues indentified during construction.

Deliverables supplied to the owner shall include:

- One (1) hard copy of 60% Construction Drawings
- One (1) PDF copy of 60% Construction Drawings
- One (1) AutoCad copy of 60% Construction Drawings
- One (1) hard copy of 90% Construction Drawings
- One (1) PDF copy of 90% Construction Drawings
- One (1) AutoCad copy of 90% Construction Drawings
- Six (6) sets of signed and sealed 100% "Approved for Construction" Drawings
- One (1) PDF copy of 100% "Approved for Construction" Drawings
- One (1) AutoCad copy of 100% "Approved for Construction" Drawings

All Construction Drawings required for regulatory reviews shall be in addition to the above.

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QUESTIONNAIRE
E-Bid #20110123

Design and Permitting of 12" Water Main and appurtenances along Bayshor Blvd. between Everly Ave. and Sea Holy Terrace.

It is understood and agreed that the following information is to be used by the City of Port St. Lucie to determine the qualifications of personnel and firm as presented in this document. The Proposer waives any claim against the City that might arise with respect to any decision concerning the qualifications of the Proposer or the personnel of the Proposer.

The undersigned attests to the truth and accuracy of all statements made on this questionnaire. Also, the undersigned hereby authorizes any public official, Consultant, Surety, bank material or equipment manufacturer or distributor, or any person, firm or corporation to furnish the City of Port St. Lucie any Pertinent information requested by the City deemed necessary to vary the information on this questionnaire.

Dated this _____ day of _____, 2011

_____
Name of Organization / Proposer

(This is a word document please add space as needed.)

1. Firm's office address, telephone, fax number, e-mail address and contact person for this project

_____
_____
_____
_____
_____

2. Please provide proposed assigned staff experience in designing water mains and appurtenances within the rights-of-way of an existing public 4-lane divided urban typical roadway section, including maintenance of traffic in accordance with FDOT Standard Index requirements.

Staff Name	Title	Years Exp	Company	Project Name & Description

(This is a word document add lines as needed)

3. Identify the staff assigned to the project and the scope of work to be performed.

Staff Name	Years with Company	Scope of Work

(This is a word document add lines as needed)

4. Identify your firm's procedures and experience with the coordination of the design and permitting with other utilities owners, local governmental and regulatory agencies.

(This is a word document add lines as needed)

5. Identify the challenges associated with, and the proposed means of, meeting the milestone time frames of the for the 60%,90% and 100% submittals.

6. Identify the challenges associated with the design and permitting of water mains and appurtenances within the rights-of-way of an existing public 4-lane divided urban typical roadway section, including maintenance of traffic.

7. Provide insight and/or innovative design alternatives for the routing of; and /or installation means and methos for; the proposed water main.

8. Where is your assigned staff's office located for this project and what is your response time to the site for resolution of design issues indentified during construction.

9. List past 5 years of litigation history

10 .List number of design projects awarded to City in past 12 months and the total dollar amount.

11. Does your firm accept payment by Credit Card?_____

ADDENDUM ACKNOWLEDGMENT - Proposer acknowledges that the following addenda have been received and are included in his/her proposal:

Addendum Number	Date Issued

CERTIFICATION:

This E-Bid is submitted by: Name (print)_____ who is an officer of the above firm duly authorized to sign proposals and enter into contracts. I certify that this E-Bid is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a proposal for the same materials, supplies, or equipment, and is in all respects fair and without collusion or fraud. I understand collusive bidding is a violation of State and Federal law and can result in fines, prison sentences, and civil damage awards. I agree to comply with all requirements stated in the specifications for this E-bid, the Terms and Conditions including amendments to Master Contract #20100050.

I agree to abide by all conditions of this E-Bid.:

_____ _____
Signature Title

If a corporation renders this E-Bid, the corporate seal attested by the secretary shall be affixed below. Any agent signing this E-Bid shall attach to this form evidence of legal authority.

Witnesses:

_____

_____

_____

_____

If Individual:

_____
Signature

_____
Print Name

If Partnership:

_____
Print Name of Firm

By: _____
(General Partner)

If Corporation:

_____
Print Name of Corporation

By: _____
(President)

Attest: _____
(Secretary)

SAMPLE
CITY OF PORT SAINT LUCIE
CONTRACT #20110123

This is a Time and Expense CONTRACT, executed this _____ day of _____, 2011 by and between the CITY OF PORT ST. LUCIE, FLORIDA, a municipal corporation, duly organized under the laws of the State of Florida, hereinafter called "City" party of the first part, , a Florida Corporation, Telephone No.() Fax No.) , hereinafter called "Engineer", party of the second part.

RECITALS

In consideration of the below agreements and covenants set forth herein, the parties agree as follows:

SECTION I
NOTICES & DESCRIPTION OF SERVICES TO BE PROVIDED

The scope of work that the Engineer has agreed to perform pursuant to E-bid #20110123 for the design and permitting of a 12" water main and appurtenances along Bayshore Blvd. between Everly Ave. and Sea Holly Terrace. All Terms and Conditions of the Master Contract #20100050 will apply.

Notices

All notices or other communications hereunder shall be in writing and shall be deemed duly given if delivered in person, sent by certified mail with return receipt request, email or fax and addressed as follows unless written notice of a change of address is given pursuant to the provisions of this Contract.

Engineer:

City Contract Administrator: Office of Management & Budget
Att: Cheryl Shanaberger, Deputy Director OMB
City of Port St. Lucie
121 SW Port St. Lucie, Blvd.
Port St. Lucie, FL. 34984
Telephone 772 871 7390 Fax 772 871 7337
Email: cheryls@cityofpsl.com

City Project Manager:

Description of Services

The City of Port St. Lucie is seeking the professional engineering services for the design and permitting of +/- 1.0 miles of water main relocation along Bayshore Boulevard (between Eyerly Ave. & Sea Holly Terr.). The professional engineering services associated with the project shall include, but are not limited to, the design and permitting of a new 12" water main; 8" and 6" side street and roadway crossing connections; existing fire hydrant replacement and/or relocation; existing water service replacement and/or reconnection; all associated water main appurtenances; the abatement of the existing water mains and appurtenances; right-of-way restoration, including but not limited to, sidewalk, curb & gutter, roadway asphaltic black base, asphaltic structural courses, asphaltic friction course milling & resurfacing, and pavement markings in accordance with

FDOT 2011 Standard Index; maintenance of traffic in accordance FDOT 2011 Standard Index; phasing; coordination of the proposed design with all other public and/or private utilities; and permitting of the proposed utility relocations with all applicable regulatory agencies; project specification; and minimal post design services.

The consultant shall prepare; 60% set of construction drawings within 8-weeks of Notice to Proceed for review by the owner; 90% set of construction drawings within 4-weeks of receipt of 60% review comments from the owner; and 100% construction drawings addressing all regulatory and/or owner 90% review comments, within 2-weeks of receipt of comments. All drawing plan and profile views shall be prepared in the same scale and layout as the original Bayshore Boulevard Roadway Design (AutoCad files to be provided). The consultant shall provide post design services including, but not limited to, the preparation of project specification; estimated quantities and costs with the 90% submittal and final quantities and estimated costs with the 100% submittal; pay items descriptions for all pay items, answer all questions related to the design drawings and/or project specifications during the bidding process, attend the project preconstruction meeting, and resolve design issues indentified during construction.

Deliverables supplied to the owner shall include:

- One (1) hard copy of 60% Construction Drawings
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- One (1) PDF copy of 90% Construction Drawings
- One (1) AutoCad copy of 90% Construction Drawings
- Six (6) sets of signed and sealed 100% "Approved for Construction" Drawings
- One (1) PDF copy of 100% "Approved for Construction" Drawings
- One (1) AutoCad copy of 100% "Approved for Construction" Drawings

All Construction Drawings required for regulatory reviews shall be in addition to the above.

SECTION II
TIME OF PERFORMANCE

Contract period shall commence _____, 2011, and terminate , 201, _____, calendar days. In the event all work required in the proposal specifications has not been completed by the specified date, the Engineer agrees to provide work as authorized by the Contract Supervisor until all work specified in the proposal specifications has been rendered.

SECTION III
COMPENSATION

This is a Time and Expense Contract. The total amount to be paid by the City to the Engineer is based on actual time spent on this project with an estimated amount of $. All Lump Sum Amounts are Not to Exceed amounts. The City will not pay for out-of-pocket expenses (Office & Utilities), subconsultant fees or any reimbursable expense.

The Engineering fees for Preliminary Design 1, Task 1.1 Design Survey:

	Est. hours	Rate	Est. Fee
Senior Project Manager			
Project Surveyor			
Survey Mngr			
CADD Technician			
Survey Field Crew			
Principal Eng			
TOTAL			

Total is a Not to Exceed amount that will be paid at actual time and expense

SECTION IV
CONFORMANCE WITH PROPOSAL

It is understood that the materials and/or work required herein are in accordance with the proposal made by the Engineer pursuant to the Request for Proposal and Specifications on file in the Office of Management and Budget of the City. All documents submitted by the Engineer in relation to said proposal, and all documents promulgated by the City for inviting proposals are, by reference, made a part hereof as if set forth herein in full.

SECTION V
INDEMNIFICATION/INSURANCE

To the extent permitted under Florida Statutes, the Engineer shall indemnify, defend, and hold harmless the City, its representatives, employees and elected and appointed officials, from and against all claims, cause, demands, legal fees, cost of action, losses, damages or other expenses occasioned by any negligent act, conduct, error or omission by the Engineer, or its agents, employees or sub-consultants, in the performance of this Contract. As consideration for this indemnity provision the Engineer shall be paid the sum of ten dollars ($10.00), which will be paid at execution of Contract.

The Engineer shall, on a primary basis and at its sole expense, agree to maintain in full force and effect at all times during the life of this Contract, insurance coverage, limits, including endorsements, as described herein.

The Engineer shall agree to maintain Workers' Compensation Insurance & Employers' Liability in accordance with Florida Statutes Chapter 440. Coverage must include Employers' Liability with a minimum limit of $100,000 each.

The Engineer shall agree to maintain Any Auto, Business Automobile Liability at a limit of liability not less than $500,000 each occurrence for all owned, non-owned and hired automobiles. In the event the Engineer does not own any automobiles the Business Auto Liability requirement shall be amended allowing Engineer to agree to maintain only Hired & Non-Owned Auto Liability. This amended requirement may be satisfied by way of endorsement to the Commercial General Liability, or separate Business auto Coverage form.

Commercial General Liability for public liability during the lifetime of this Contract shall have minimum limits of $1,000,000 per occurrence, $2,000,000 per aggregate, for Personal Injury, Bodily Injury, and Property Damage Liability. Coverage shall include Premises and/or Operations, Independent Contractors, Products and/or Complete Operations, Contractual Liability and Broad Form Property Damage Endorsements. Coverage shall not contain an exclusion or limitation endorsement for Contractual Liability or Cross Liability. All insurance policies shall be issued from a company or companies duly licensed by the State of Florida. All policies shall be on a per project occurrence-made basis; the City shall not accept claims-made policies. Specific endorsements will be requested depending upon the type and scope of work to be performed.

The Engineer shall agree to maintain Professional Liability, or equivalent Errors & Omissions Liability at a limit of liability not less than $1,000,000 Per Occurrence. When a self-insured retention (SIR) or deductible exceeds $10,000 the City reserves the right, but not the obligation, to review and request a copy of Engineer's most recent annual report or audited financial statement. For policies written on a "Claims-Made" basis, the Engineer warrants the retroactive date equals or precedes the effective date of this Contract. In the event the policy is canceled, non-renewed, switched to an Occurrence Form, retroactive date advanced, or any other event triggering the right to purchase a Supplemental Extended Reporting Period (SERP) during the life of this Contract, Engineer shall agree to purchase a SERP with a minimum reporting period not less than three (3) years.

Except as to Workers' Compensation and Employers' Liability, said Certificate(s) and Policies shall clearly state that coverage required by the contract has been endorsed to include the City of Port St. Lucie, a political subdivision of the State of Florida, its officers, agents and employees as Additional Insured with a CG 2026-Designated Person or Organization endorsement, or similar endorsement, to its Commercial General Liability and Automobile Liability Policies. The name for the Additional Insured endorsement issued by the insurer shall read "City of Port St. Lucie, political subdivision of the State of Florida, its officers, employees and agents, and Contract #20110123. The Certificate of Insurance and Policy shall unequivocally provide thirty (30) days written notice to the City prior to any adverse changes, cancellation, or non-renewal of coverage thereunder. Said liability insurance must be acceptable by and approved by the City as to form and types of coverage. In the event that the statutory liability of the City is amended during the term of this Contract to exceed the above limits, the Engineer shall be required, upon thirty (30) days written notice by the City, to provide coverage at least equal to the amended statutory limit of liability of the City.

Engineer shall agree by entering into this Contract to a Waiver of Subrogation for each required policy. When required by the insurer, or should a policy condition not permit an Insured to enter into a pre-loss agreement to waive subrogation without an endorsement then Engineer shall agree to notify the insurer and request the policy be endorsed with a Waiver of Transfer of Rights of Recovery Against Others, or its equivalent. This Waiver of Subrogation requirement shall not apply to any policy where a condition to the policy specifically prohibits such an endorsement, or voids coverage should Engineer enter into such an agreement on a pre-loss basis.

It shall be the responsibility of the Engineer to insure that all subconsultants comply with the same insurance requirements referenced above.

All deductible amounts shall be paid for and be the responsibility of the Engineer for any and all claims under this Contract.

The Engineer may satisfy the minimum limits required above for Commercial General Liability, Business Auto Liability, and Employers' Liability coverage under Umbrella or Excess Liability. The Umbrella or Excess Liability shall have an Aggregate limit not less than the highest "Each Occurrence" limit for Commercial General Liability, Business Auto Liability, or Employers' Liability. When required by the insurer, or when

Umbrella or Excess Liability Policy is written on 'Non-Follow Form," the City shall be endorsed as an "Additional Insured.

The City, by and through its Risk Management Department, reserves the right, but not the obligation, to review and reject any insurer providing coverage.

SECTION VI
PROHIBITION AGAINST FILING OR MAINTAINING LIENS AND SUITS

Subject to the laws of the State of Florida and of the United States, neither Engineer nor any subconsultant, supplier of materials, laborer or other person shall file or maintain any lien for labor or materials delivered in the performance of this Contract against the City. The right to maintain such lien for any or all of the above parties is hereby expressly waived.

SECTION VII
WORK CHANGES

The City reserves the right to order work changes in the nature of additions, deletions or modifications without invalidating the Contract, and agrees to make corresponding adjustments in the Contract price and time for completion. All changes will be authorized by a written change order signed by the Director of OMB or his designee as representing the City. Work shall be changed and the contract price and completion time shall be modified only as set out in the written change order. Any adjustment in the contract price resulting in a credit or a charge to the City shall be determined by mutual agreement of the parties.

SECTION VIII
COMPLIANCE WITH LAWS

The Engineer shall give all notices required by and shall otherwise comply with all applicable laws, ordinances and codes and shall, at his own expense, secure and pay the fees and charges for all licensing required for the performance of his work. All materials furnished and work done is to comply with all local, state and federal laws and regulations.

SECTION IX
ADDITIONAL REQUIREMENTS

In the event of any conflict between the terms and conditions, appearing on any purchase order or work authorization issued relative to this Contract, and those contained in this Contract and the RFP herein referenced, the terms of this Contract and RFP herein referenced shall apply.

SECTION X
LICENSING

Engineer warrants that he possesses all licenses and certificates necessary to perform required work and is not in violation of any laws. Engineer warrants that his license and certificates are current and will be maintained throughout the duration of the contract.

SECTION XI
SAFETY PRECAUTIONS

Precaution shall be exercised at all times for the protection of persons, including employees, and property. All plans and construction must be ADA compliant. The safety provisions of all applicable laws and building and construction codes shall be observed. The selected Proposer will submit all proposals in compliance with the 28 C.F.R. § 35.151. Where ADA and Florida Building Codes do not agree the most stringent applies or ADA supersedes.

SECTION XII
ASSIGNMENT

Engineer shall not delegate or subcontract any part of the work under this Contract or assign any monies due him hereunder without first obtaining the written consent of the City.

SECTION XIII
TERMINATION

If the Engineer refuses or fails to prosecute the work with such diligence as will insure its completion within the time specified in this Contract, or as may be modified in accordance with this Contract, the City by written notice to the Engineer, may terminate Engineer's rights to proceed. On such termination, the City may take over the work and prosecute the same to completion, by contract or otherwise, and the Engineer and his sureties shall be liable, jointly and severely to the City for any additional cost incurred by it in its completion of the work.

The City may terminate this Contract with or without cause by giving the Engineer a thirty (30) days notice in writing. Upon delivery of said notice and upon expiration of the thirty (30) day period, the Engineer shall discontinue all services in connection with the performance of this Contract and shall proceed to cancel promptly all related existing third party contracts. Termination of the Contract by the City pursuant to this paragraph shall terminate all of the City's obligations hereunder. In the event of termination, the Engineer will be paid for all services rendered to the date of termination, all expenses subject to reimbursement hereunder.

SECTION XIV
LAW AND VENUE

This Contract is to be construed as though made in and to be performed in the State of Florida and is to be governed by the laws of Florida in all respects without reference to the laws of any other state or nation. The venue of any action taken pursuant to this Contract shall be in St. Lucie County, Florida.

SECTION XV
APPROPRIATION APPROVAL

The Engineer acknowledges that the City of Port Saint Lucie's performance and obligation to pay under this contract is contingent upon an annual appropriation by the City Council. The Engineer agrees that, in the event such appropriation is not forthcoming, this Contract may be terminated by the City and that no charges, penalties or other costs shall be assessed.

SECTION XVI
RENEWAL OPTION

Not Applicable

SECTION XVII
ENTIRE AGREEMENT

The written terms and provisions of this contract shall supersede all prior verbal statements of any official or other representative of the City. Such statements shall not be effective or be construed as entering into, or forming a part of, or altering in any manner whatsoever, this contract or contract documents.

SECTION XVIII
TRUTH-IN-NEGOTIATIONS

In accordance with the provisions of Section 287.055, Florida Statutes, the Engineer agrees to execute a truth-in-negotiations certificate and agrees that the original contract price and any additions may be adjusted to exclude any significant sums by which the contract price was increased due to inaccurate, incomplete or non-current wage rates and other factual unit costs.

SECTION XIV
CONFLICT OF INTEREST

The City hereby acknowledges that the Engineer may be performing professional services for private developers within the Treasure Coast area. Should a conflict of interest arise between providing services to the City and/or other clients, the Engineer shall terminate its relationship with the other client to resolve the conflict of interest. The City Manager shall determine whether a conflict of interest exists. At the time of each Project Proposal the Engineers shall disclose all of their Treasure Coast clients and related Scope of Work.

Balance of page left blank

TRUTH-IN-NEGOTIATION CERTIFICATE AND AFFIDAVIT

STATE OF FLORIDA §
COUNTY OF ST. LUCIE §

Before me, the undersigned authority, personally appeared affiant _____ who being first duly sworn, deposes and says:

1. That the undersigned firm is furnishing this Truth in Negotiation Certificate pursuant to Section 287.055(5)(a) of the Florida Statutes for the undersigned firm to receive an agreement for professional services with the City of Port St. Lucie, St. Lucie County, Florida.

2. That the undersigned firm is a corporation which engages in furnishing professional architect and engineering services and is entering into an agreement with the City of Port St. Lucie, St. Lucie County, Florida to provide professional services for a project known as #20110123, Design and Permitting of Water, Wastewater and Telecommunications facilities and appurtenances for the Midway and Selvitz roadway improvements.

3. That the undersigned firm has furnished the City of Port St. Lucie, St. Lucie County, Florida a detailed analysis of the cost of the professional services required for the project.

4. That the wage rate information and other factual unit cost, which the undersigned firm furnished, were accurate, complete and current at the time the undersigned firm and the City of Port St. Lucie entered into the agreement for professional services on the project.

5. That the agreement which the undersigned firm and the City of Port St. Lucie entered into on this job contained a provision that the original agreement price and any additions thereto shall be adjusted to include any significant sums by which the City of Port St. Lucie determines the agreement price was increased due to inaccurate, incomplete or non-current wage rates or other factual unit cost and that all such agreement adjustments shall be made within one (1) year following the end of the agreement.

FURTHER AFFIANT SAYETH NAUGHT

_____
Name of Firm

_____
By: President

The foregoing instrument was acknowledged before me by _____ who has produced _____ as identification or is personally known to me.

WITNESS my hand and official seal in the State of County last aforesaid this _____ day of _____, 20__.

(SEAL)

_____
Signature

_____
Notary Name (typed or printed)

_____
Title or Rank

IN WITNESS WHEREOF, the parties have executed this contract at Port St. Lucie, Florida, the day and year first above written.

CITY OF PORT ST. LUCIE FLORIDA

By: _____
City Manager

ATTEST:
By: _____
City Clerk

By:_____
Authorized Representative of .)

State of:_____

County of:_____

Before me personally appeared: _____)
(please print)

Please check one:

Personally known _____

Produced Identification: _____
(type of identification)

Identification No. _____

and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that _____ executed said instrument for the purposes therein expressed.
(s/he)

WITNESS my hand and official seal, this _____ day of _____, 201.

_____
Notary Signature

Notary Public-State of _____ at Large.

My Commission Expires _____.
(*seal*

BID ADDENDUM # 1

BID # 20110123
Addendum Date: 9/28/11

Design Water Main Bayshore

Notification

The Committee Evaluation Meeting has been changed to October 4th at 9 A.M in Room 390, Office of Management and Budget, 121 SW Port St. Lucie, Blvd., Port St. Lucie, FL 34984.

BID ADDENDUM # 2
BID # 20110123
Addendum Date: 9/29/11

Design Water Main Bayshore

Notification

The Short Listed Question & Answer Meeting has been changed to October 7th at 9 A.M in Room 390, Office of Management and Budget, 121 SW Port St. Lucie, Blvd., Port St. Lucie, FL 34984.

BID ADDENDUM # 3
BID # 20110123
Addendum Date: 104/11

Design Water Main Bayshore

Notification

This is notification that the evaluation committee met on October 4, 2011 at 9:00 A.M. in the Office of Management and Budget, Room 390, 121 SW Port St. Lucie Blvd., Building A, Port St. Lucie, Florida and selected the three firms below for a question and answer interview at the designated times;

Firm	Interview time
Captec Engineering, Inc.	9:30 AM
Culpepper & Terpening Inc.	10:00 AM
Creech Engineering	9:00 AM

The question and answer session will be held on October 7, 2011 starting at 9 A.M. in the Office of Management and Budget, 121 SW Port St. Lucie Blvd., Bldg. A, Room 390, Port St. Lucie, Florida. The presentations are to be specific concerning approach for design of this project. The presentation is not to include information concerning qualifications.

The format of the meeting will be

A. 5 minutes for introduction by the firm
B. 25 minutes for questions from committee members

A projector and laptop will be available if needed. Also, please provide an electronic copy for the file of any handouts or power point presentations (you may email this to me).

Anticipated Short List approval for City Council is October 17, 2011.

Please contact me if you have any questions, at cherylS@cityofpsl.com or 772 871 7390.

Please note the meeting starting time is October 7, 2011 at 9 A.M.

Thank you

User: Shanaberger, CPPO, Cheryl Organization: City of Port St. Lucie - Office of Management and Budget Logout | Help

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Tabulation Sheet

Agency Name	City of Port St. Lucie - Office of Management and Budget
Bid Number	EBID-20110123-0-2011/CS
Bid Name	Design & Permitting for Water Main on Bayshore Blvd.
Bid Due Date	9/21/2011 1:30:00 PM Eastern time
Bid Opening	**Closed**

4 total responses found. ✓ online, offline, • not submitting, not received

	Company	Responded	Address	Bid Amt	Alt Bid Amt	Documents	Sent	Notes	Actions
Complete									
1.	CAPTEC Engineering, Inc.	9/21/2011 12:09:29 PM	301 N.W. Flagler Avenue Stuart, FL 34994	$0.00		Questionnaire	✓		Details, Documents, History
2.	Creech Engineers, Inc.	9/21/2011 10:20:57 AM	7881 SW Ellipse Way Stuart, FL 34997	$0.00		Questionnaire	✓		Details, Documents, History
3.	Culpepper & Terpening Inc	9/21/2011 1:29:47 PM	2980 South 25th Street Ft. Pierce, FL 34981	$0.00		Questionnaire	✓		Details, Documents, History
4.	Keith and Schnars, P.A.	9/20/2011 10:43:31 AM	6500 North Andrews Avenue Fort Lauderdale, FL 33309-2132	$0.00		Questionnaire	✓		Details, Documents, History

<< Return

Manage Bid Tabulation

Planholder Responses

When adding a manual response, you can select a vendor off the Planholders List or add a new vendor.

(Select a Planholder) Add a Planholder Edit Planholders...

Publish Tabulation Sheet

Once you have reviewed the tabulation sheet details, you may create a downloadable PDF version.

Include Non-Compliant Supplier details

Publish as PDF Bid Documents...

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Bid Details

Bid Information

EDIT

Agency	City of Port St. Lucie - Office of Management and Budget
Bid Type	Sealed Electronic Bid
Bid Number	EBID-20110123-0-2011/CS
Fiscal Year	2011
Bid Writer	Cheryl Shanaberger, CPPO
Bid Name	Design & Permitting for Water Main on Bayshore Blvd.
Bid Status	Active
Bid Status Text	None
Due Date/Time	9/21/2011 1:30 PM Eastern
Broadcast Date	8/29/2011
Bid Bond	
Project Estimated Budget	
Plan (blueprint) Distribution Options	None
Distribution Method	Download and Mail
Distributed By	Onvia DemandStar
Distribution Notes	None
Scope of Work	The City of Port St. Lucie is seeking the professional engineering services for the design and permitting of +/- 1.0 miles of water main relocation along Bayshore Boulevard (between Eyerly Ave. & Sea Holly Terr.). The professional engineering services associated with the project shall include, but are not limited to, the design and permitting of a new 12" water main; 8" and 6" side street and roadway crossing connections; existing fire hydrant replacement and/or relocation; existing water service replacement and/or reconnection; all associated water main appurtenances; the abatement of the existing water mains and appurtenances; right-of-way restoration, including but not limited to, sidewalk, curb & gutter, roadway asphaltic black base, asphaltic structural courses, asphaltic friction course milling & resurfacing, and pavement markings in accordance with FDOT 2011 Standard Index; maintenance of traffic in accordance FDOT 2011 Standard Index; phasing; coordination of the proposed design with all other public and/or private utilities; and permitting of the proposed utility relocations with all applicable regulatory agencies; project specification; and minimal post design services. The consultant shall prepare; 60% set of construction drawings within 8-weeks of Notice to Proceed for review by the owner; 90% set of construction drawings within 4-weeks of receipt of 60% review comments from the owner; and 100% construction drawings addressing all regulatory and/or owner 90% review comments, within 2-weeks of receipt of comments. All drawing plan and profile views shall be prepared in the same scale and layout as the original Bayshore Boulevard Roadway Design (AutoCad files to be provided). The consultant shall provide post design services including, but not limited to, the preparation of project specification; estimated quantities and costs with the 90% submittal and final quantities and estimated costs with the 100% submittal; pay items descriptions for all pay items, answer all questions related to the design drawings and/or project specifications during the bidding process, attend the project preconstruction meeting, and resolve design issues indentified during construction.
E-Bidding	Yes

E-Bidding

EDIT

View Supplier Info on Tabulation Sheet prior to bid opening	Yes

Required Documents 1. Questionnaire

Legal Ad

VIEW

Please select either the View or Edit button to manage legal ad.

Pre-Bid Conference

none

Publications

No Publications Data Found

Documents

EDIT

Bid Package **20110123 Questionaire** (Complete)

Commodity Codes

ARC-907-35 - Designing Services

Statistics

Planholders **There are 17 planholders for this bid**

Broadcast List **14 suppliers have been notified**

Supplemental Suppliers **0 Supplemental Suppliers**

Filtered **Yes**

Post-Bid Viewers **0 viewer(s)**

<< Return

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"A City for All Ages"

OWNER//CLIENT:
CITY OF PORT ST. LUCIE

Sealed Electronic Proposal #20110123 (E-Bid)

Design & Permitting of Water Main & Appurtenances along Bayshore Blvd. (between Everly Ave. & Sea Holly Terrace)

Prepared By:
Cheryl Shanaberger
Office of Management & Budget
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984-5099
772-871-7390
cheryls@cityofpsl.com

Civil Engineering Professionals

CONSULTANT//RESPONDENT:

CAPTEC Engineering, Inc.

QUESTIONNAIRE
E-Bid #20110123

Design & Permitting of 12" Water Main & Appurtenances along Bayshore Blvd. between Everly Ave. & Sea Holly Terrace

It is understood and agreed that the following information is to be used by the City of Port St. Lucie to determine the qualifications of personnel and firm as presented in this document. The Proposer waives any claim against the City that might arise with respect to any decision concerning the qualifications of the Proposer or the personnel of the Proposer.

The undersigned attests to the truth and accuracy of all statements made on this questionnaire. Also, the undersigned hereby authorizes any public official, Consultant, Surety, bank material or equipment manufacturer or distributor, or any person, firm or corporation to furnish the City of Port St. Lucie any Pertinent information requested by the City deemed necessary to vary the information on this questionnaire.

Dated this 21st day of September, 2011

CAPTEC Engineering, Inc.

Name of Organization / Proposer

1. Firm's office address, telephone, fax number, e-mail address and contact person for this project

   CAPTEC Engineering, Inc.
   301 NW Flagler Avenue, Stuart, Florida 34994
   Telephone: 772.692.4344
   Fax: 772.692.4341
   jcapra@gocaptec.com
   Joseph W. Capra, PE

2. Please provide proposed assigned staff experience in designing water mains and appurtenances within the rights-of-way of an existing public 4-lane divided urban typical roadway section, including maintenance of traffic in accordance with FDOT Standard Index requirements.

Staff Name / Title: **Joseph W. Capra, P.E., President**
Years Experience: **33**
Company **CAPTEC Engineering, Inc.**
Project Name & Description:

Lennard Road Widening, Port St. Lucie, FL
Project features include:

- **1.9 miles**
- **2 lane rural road widening to urban 4 lane divided road**
- **2 signalized intersections**
- **Storm water design**
- **Utility Coordination**
- **Provided City of Port St. Lucie Utility Adjustment/Expansion Design of Water Main and Force Main services**
- **Permitting – FDEP, SFWMD**

Staff Name / Title: **Joseph W. Capra, P.E., President (continued)**
Years Experience: **33**
Company **CAPTEC Engineering, Inc.**
Project Name & Description:

US 1: FDOT / Martin County JPA from Salerno Road to Seabranch Boulevard
Project features include:

- **2.5 miles of various 12 inch water main / 8 inch force main for widening of U.S. 1**
- **4-lane highway widening to 6-lane highway**
- **Water and Sewer adjustments and relocation**

Tradition Subdivision, Port St. Lucie, Florida
Project features include:

- **+13 miles of new roadways**
- **City of Port St. Lucie adding Water, Force Main and IQ Extensions**
- **Roundabout design**
- **Storm water design**
- **Utility Coordination**
- **Conduit and pull boxes for PSL IT Fiber Optic Cable**
- **Permitting – FDEP, SFWMD**

EWIP, Port St. Lucie, FL:
Project features include:

- **Designed and Bid as 7 separate storm water retrofit areas with control structures**
- **Utility Coordination**
  - **City of Port St. Lucie Utility Adjustment Design – 16" water main on Tiffany and various 8", 6", 12" water main / force main crossings**
- **Assisted the City in obtaining $1.5 million in construction grants**
- **Permitting**

City of Stuart IQ Main:
Project features include:

- **6.6 miles of new 16" IQ Main throughout the City of Stuart/Martin County urban distribution area**
- **Complete hydraulic analysis**
- **Designed around all existing utilities and storm water facilities**
- **Permitting**

Staff Name / Title: **Etienne B. Bourgeois, P.E., Project Manager**
Years Experience: **12**
Company **CAPTEC Engineering, Inc.**
Project Name & Description:

Becker Road Widening, Port St. Lucie, FL
Project features include:

- **3.6 miles**
- **2 lane rural road widening to urban 4 lane divided road**
- **5 signalized intersection**
- **Fiber Optic Interconnect throughout corridor**
- **Storm water design**
- **Utility Coordination**
- **City of Port St. Lucie Water, Force Main, and Low Pressure Main New Adjustment Design**
- **Permitting**

Martin County Communitywide Broadband Network
Project features include:

- **76 miles of Conduit/ Fiber Optic Routes**
- **74 service locations**
- **Design/build**
- **Over 90 permits obtained in 60 days from FDOT/MC/COS/etc**
- **Completed within 6 months of NTP**
- **Utility Coordination**
- **Design/ Permitting crucial to avoid liquidated damages**

Bayshore Boulevard Widening, Port St. Lucie, FL
Project features include:

- **3.2 miles**
- **2 lane rural road widening to urban 4 lane divided road**
- **1 signalized intersection**
- **Storm water design**
- **Utility Coordination**
- **Provided City of Port St. Lucie Utility Adjustment/Expansion Design of Water Main and Force Main services**
- **Permitting**

Tradition Subdivision, Port St. Lucie, Florida
Project features include:

- **+13 miles of new roadways**
- **Water and Force Main Extensions**
- **Roundabout design**
- **Storm water design**
- **Utility Coordination**
- **Conduit and pull boxes for PSL IT Fiber Optic Cable**
- **Permitting**

Staff Name / Title: **Harold Tourjee, Project Designer**
Years Experience: **28**
Company **CAPTEC Engineering, Inc.**
Project Name & Description:

Bayshore Boulevard Widening, Port St. Lucie, FL
Project features include:

- **3.2 miles**
- **2 lane rural road widening to urban 4 lane divided road**
- **1 signalized intersection**
- **Storm water design**
- **Utility Coordination**
- **Provided City of Port St. Lucie Utility Adjustment/Expansion Design of Water Main and Force Main services**
- **Permitting**

Lennard Road Widening, Port St. Lucie, FL
Project features include:

- **1.9 miles**
- **2 lane rural road widening to urban 4 lane divided road**
- **2 signalized intersections**
- **Storm water design**
- **Utility Coordination**
- **Provided City of Port St. Lucie Utility Adjustment/Expansion Design of Water Main and Force Main services**
- **Permitting**

Golden Gate CRA Improvements:
Project features include:

- **Improvements to 3 streets within the City of Stuart CRA**
- **Included sidewalks, on-street parking, lighting, and resurfacing**
- **Also included gravity sewer extensions and services**
- **Relocation of 6" and 8" water main and force main services**
- **Permitting**

Carter Park Utility Improvements:
Project features include:

- **CRA Project**
- **Subdivision design includes 40 residential lots and a Boys & Girls Club facility**
- **Storm water design**
- **Water and Wastewater main extensions & services to 40 lots in a new subdivision surrounded by urbanized area**
- **Utility Coordination / Adjustment / Relocation of major lift station**
- **Permitting**

Staff Name / Title: **Ricky Hui, Civil Design Technician**
Years Experience: **24**
Company **CAPTEC Engineering, Inc.**
Project Name & Description:

Becker Road Widening, Port St. Lucie, FL
Project features include:

- **3.6 miles**
- **2 lane rural road widening to urban 4 lane divided road**
- **5 signalized intersection**
- **Fiber Optic Interconnect throughout corridor**
- **Storm water design**
- **Utility Coordination**
- **City of Port St. Lucie Water, Force Main, and Low Pressure Main Adjustment Design**
- **Permitting**

Tradition Subdivision, Port St. Lucie, FL
Project features include:

- **+13 miles of new roadways**
- **Water and Force Main Extensions**
- **Roundabout design**
- **Storm water design**
- **Utility Coordination**
- **Conduit and pull boxes for PSL IT Fiber Optic Cable**
- **Permitting**

Woodlawn CRA Improvements
Project features include:

- **Improvements to 2 streets (1400 lf) within the City of Stuart CRA**
- **Included sidewalks, on-street parking, lighting, paver crosswalks, and resurfacing**
- **Included gravity sewer extensions and services**
- **Water main adjustments**
- **IQ Main extensions**
- **Permitting**

Eldorado Heights
Project features include:

- **City of Stuart Neighborhood**
- **Retrofit storm water improvements**
- **Replacement of 2" Water main with 3,600 lf of 6" water main**
- **Water main adjustments for storm water**
- **Permitting**

3. Identify the staff assigned to the project and the scope of work to be performed.

Staff Name	**Joseph W, Capra, PE**
Years with Company	**15**
Scope of Work	**Principal in Charge**

Services to be provided by Mr. Capra under this Contract will include:

- **Contract Negotiation and Execution**
- **Quality Control**
- **Public Meeting Participation**

Staff Name	**Etienne B. Bourgeois, PE**
Years with Company	**7**
Scope of Work	**Project Manager**

Services to be provided by Mr. Bourgeois under this Contract will include:

- **Engineer of Record**
- **Client Liaison**
- **Attend all project meetings**
- **Utility Coordination**
- **Control day-to-day operations of Consultant staff and assignment of workload**
- **Provide Design Guidance**
- **Control project production to maintain schedule milestones**
- **Coordinate with City, County, and Permitting Agencies**
- **Quality Control**

Staff Name	**Harold Tourjee**
Years with Company	**9**
Scope of Work	**Designer**

Services to be provided by Mr. Tourjee under this Contract will include:

- **Prepare Construction Plans**
- **Prepare Design Calculations**
- **Quantify Construction Materials**
- **Prepare Construction Cost Estimates**

Staff Name:	**Ricky Hui**
Years with Company:	**5**
Scope of Work:	**Civil Design Technician**

Services to be provided by Mr. Hui under this Contract will include:

- **Prepare Construction Plans**
- **Quantify Construction Materials**

Staff Name:	**Gina Colonna**
Years with Company:	**7**
Scope of Work:	**Project Coordinator**

Services to be provided by Ms. Colonna under this Contract will include:

- **Administrative Support**
- **Reproduction**
- **Permit Coordination**
- **Assist in Utility Coordination**
- **Prepare Permit Applications**

4. Identify your firm's procedures and experience with the coordination of the design and permitting with other utilities owners, local governmental and regulatory agencies.

Research

Utility Coordination

All CAPTEC projects require some level of Utility Coordination. Even when it is believed that there are no utilities present, we always begin each project with a Sunshine State One Call design ticket to identify any possible utility owners within the project limits. From there, the scope of the utility coordination can increase exponentially.

CAPTEC will modify its standard Utility Coordination procedure for this project since we are currently in possession of as-built information for the corridor. Modified procedures include the following steps:

1. **CAPTEC will meet with the Project Manager from Port St. Lucie Utility Systems Department assigned to this project to discuss the proposed location of the new Water Main and the design of their facilities and any comments / concerns they may have.**
2. **CAPTEC will place a Sunshine State One Call (SSOC) design ticket. SSOC will identify all possible utility owners in the project area and provide CAPTEC with a list of the utility owners and their contacts. SSOC also alerts the utility that a design ticket has been placed.**
3. **CAPTEC will send preliminary design plans to all utility owners that have been identified by SSOC asking the utility to mark or verify the location, size, and depth/height of their utility on the plans and return to our office within two-three weeks. We will send utility companies our as-built plans from the Bayshore Boulevard widening project in order to fast track the process.**
4. **CAPTEC will host a utility coordination meeting to discuss the project scope and anticipated "problem" areas. This meeting will occur before the plan mark-ups are due.**
5. **CAPTEC will revise the utilities to the design plans, when needed, as mark-ups & record drawings are received, noting any conflicts with proposed improvements on the plans.**
6. **CAPTEC will send the revised design plans, which now include the revised utility locations, back to any utility representatives whom provided changes to the original locations. We will ask the utility owners to verify the location of their facilities shown on the plan and inform us of any inconsistencies. Any required changes will be made immediately.**
7. **CAPTEC will identify any conflicts that could not be eliminated by adjusting the utility design and any conflicts that are lacking information, and will seek additional detailed location information. Often times, this requires test holes to be excavated. Test holes are often referred to as "pot holes" or "soft digs" and consist of using shovels, vacuum trucks, and air lances to safely expose existing underground utilities. Test Holes allow existing utilities to be surveyed and accurately located on the plans. This step is extremely important when designing detailed utility conflict resolutions/ deflections.**CAPTEC has utilized 2 different companies excavate test holes to determine the exact location of utility facilities. We have found that InfraMap Corp. provides the level of service and accuracy that we expect for test holes and we will utilize them on this contract.****
8. **CAPTEC will design any utility conflict resolutions for CPSLUSD. Typically, private utility owners are responsible for the design of their relocations. Preliminary conflict resolutions will be included in the 60% plans and detailed resolutions will be included in the 90% plans, although the goal of this project will be to design around the existing infrastructure to minimize or eliminate conflicts and deflections. CAPTEC will send the 90% design plans to all utility owners again to verify the location of their utilities and to begin the design of their conflict resolutions.**
9. **CAPTEC will host a second utility coordination meeting. This meeting is important, as we will discuss each utility's problematic areas individually, and most importantly, the remaining design timeline and construction timeline. Our goal is always to have as many utilities out of the way BEFORE construction commences.**

10. CAPTEC incorporates all comments into the 100% design plans and sends completed plans to all utility owners again, notifying them of the proposed Construction Bid Date. By this time, most utility owners have their design completed and are ready to begin their relocations. Since there are usually some changes on the 100% plans that will affect their design, this submittal is one final check that their design is correct and they can begin work.
11. All utilities are invited to the Pre-Construction meeting.
12. CAPTEC keeps Utility Coordination Binders for all projects. The binders are used to keep all the utility coordination correspondence organized. We keep copies of all incoming and outgoing correspondence, including plans, in the binders as well as a log that details the dates items were sent and received from each utility owner. This tool is an easy way to verify that all utility owners have responded to our requests. Once under construction ongoing utility construction markups require close coordination with utility companies regarding any utility conflict issues. All CAPTEC plans currently require a 10-day advance pot hole by contractors of all conflicts to help anticipate any changes well in advance of construction.

Survey Coordination

CAPTEC is familiar with the need to properly record survey data at test holes to avoid conflicts during construction. **CAPTEC will utilize the services of Betsy Lindsay, Inc. to provide the pot hole survey information.** Although we have as-built information on file, this work was completed by an out of business survey firm and the completion of the Bayshore widening project had some contractor completion issues. In addition, the Crosstown Parkway tie-in was added to the project during construction. CAPTEC is comfortable with the construction as-builts; however, we recognize that it may be prudent to obtain verification of survey information to improve upon design accuracy. Service locates will need to be updated. It is imperative that we use accurate information for this project.

Utility Design & Permitting

On most utility design projects we complete, CAPTEC is responsible for designing the installation, relocation, and/or adjustment of public utilities. Having completed several projects for Port St. Lucie involving utility work (including the Bayshore Boulevard widening) CAPTEC is extremely familiar with the City of Port St. Lucie Utility Systems Department Standards and realizes that in many cases, they are the same or more stringent than FDEP Standards and rules. We also understand that CPSLUSD has gained the authority to self permit utility lines 12 inches in diameter and smaller. Our typical procedure for completing the design and permitting of this type of project includes the following steps:

Project Kick off Meeting

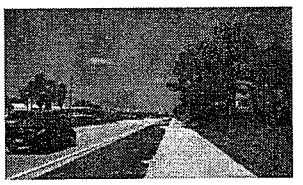
CAPTEC always holds an internal kick-off meeting with our staff assigned to the project to review the scope, client contacts, sub-consultants, utility owners, permitting agencies & permits required, project schedule, and deliverables. This meeting familiarizes our staff with what is expected from them and what will be coming to them in the near future. We expect to also hold a kick-off meeting with the PSLUSD Project Manager. Since we already have an abundance of information on the project area, we need to make sure we are on the same page with the City as to the expected design and proposed Water Main location before we move forward with the preliminary layout and start indentifying conflict areas. This project will also require us to hold a kick-off meeting with our sub-consultants to guarantee their services will be available when we need them in order to meet our schedule.

Research

1. Begin Utility Coordination/Survey Data Confirmation/Site Visit – CAPTEC will begin the utility coordination work as previously described.
2. CAPTEC will visit the site to identify any items that have changed since the as-built survey were prepared for the Bayshore Boulevard widening project. The site visit will also familiarize the design staff with the project.

3. Prepare preliminary plans – CAPTEC will prepare preliminary plans at a 30% level within 3 weeks of the Notice to Proceed (NTP). These plans will be used to discuss the proposed Water Main alignments with the PSLUSD PM.CAPTEC will hold a second meeting with the PM to go over the preliminary plans and discuss any concerns.
4. Identify conflicts – CAPTEC will identify any potential conflicts between the proposed Water Main and existing infrastructure. CAPTEC will adjust the design to eliminate as many conflicts as possible and identify the proposed tie-in points to existing Water Mains, Laterals, Fire Hydrants, and Services.
5. Test Holes – CAPTEC will excavate test holes wherever additional information is needed to identify the locations of existing utility and drainage facilities based on the proposed tie-in locations and identified utility conflicts.
6. 60% Plans – CAPTEC will incorporate all existing utility information and data received from utility owners and the test hole results into the design plans. We will identify any required conflict resolutions with preliminary resolution designs in plan and profile and we will prepare preliminary Maintenance of Traffic plans and construction phasing. The 60% plans will be submitted to PSLUSD for review and comment within 8 weeks of the NTP.
7. Permitting – CAPTEC will begin preparation of the permit applications. Depending on the project, the 60% milestone is often the time when permit applications are submitted in order to procure the permits in time for bidding. We will prepare the applications while the 60% plans are being reviewed so the permit packages can be submitted with this project's 90% plans. We anticipate permitting this project through PSLUSD. Should dewatering become necessary, a SFWMD Water Use – Dewatering permit may also be needed.
8. 90% Plans – CAPTEC will address all comments received from PSLUSD within 4 weeks of receiving the 60% comments and incorporate all required changes into the 90% plans. As with other projects, our 90% plans will include all items we believe are needed for final construction plans including detailed conflict resolution designs, all detailed water main design information, complete maintenance of traffic designs, construction quantities, and a cost estimate. The 90% plans will be submitted to PSLUSD for review and comment.
9. 100% Plans – CAPTEC will address all comments received from PSLUSD within 2 weeks of receiving the 90% review comments and incorporate all required changes into the 100% plans. CAPTEC's Project Manager will visit the site to verify that no obvious conflicts were omitted and that the items shown on the plans are correct and complete. The 100% plans along with an updated tabulation of quantities and cost estimate will be submitted to PSLUSD for review and approval and for permit issuance.

A sampling of specific relevant projects where the above procedures were followed includes:



Bayshore Boulevard Widening: Provided design, permitting & CEI services for this existing 3.2 mile 2-lane roadway to a 4-lane divided curb & gutter section. The original roadway design considered future 6-lanes; therefore, the placement of this new water main should also consider these future lanes. All roadway design, utility coordination, utility adjustment design, and permitting was performed in-house by CAPTEC. Coordinated public meetings. Permits were obtained through the City of Port St. Lucie, Florida Dept. of Environmental Protection, the Florida Dept. of Transportation & the South Florida Water Management District. This project included the limits of the subject RFP project and included several deflections of the Water Main being relocated due to the installation of the roadway stormwater drainage system.

Becker Road Widening: Provided design improvements for widening a 2-lane undivided rural highway section to a 4-lane divided urban section. Design plans & contract documents for ±4 miles in a 100 foot right-of-way extending from the western end of the Becker Road/Turnpike Interchange to the eastern end of the Becker Road/I-95 Interchange. CAPTEC provided all design services in-house including all utility coordination, utility adjustment design, and permitting.

Lennard Road Widening: Provided design improvements for widening of 1.9 miles of an existing 2-lane roadway to a 4-lane divided curb & gutter section within the existing right of way. All roadway design, utility coordination, utility adjustment design, and permitting was performed in-house by CAPTEC. Permitting submittals included City of Port St. Lucie, FDEP & SFWMD.

Martin County Community Broadband Network: This design/ build project required the contractor to construct/ install +76 miles of Fiber Optic Cable. The project also consisted of connecting 74 locations to the Fiber Optic trunkline to facilitate the County's Information Technology and Traffic Engineering needs. CAPTEC provided utility coordination, conduit/ pull box route design, and obtained over 100 permits within 90 days of the NTP. Permitting submittals included FDOT, FEC, City of Stuart, Martin County, Town of Sewalls Point, and Martin County School District.

City of Stuart IQ Main: CAPTEC prepared a hydraulic analysis and report of the proposed pipeline to size the 16" IQ main to deliver minimum service pressures at expected demands to benefit Martin County, Martin County Golf Course and Jupiter Island. The analysis reviewed various service routes to gain the most customers.

- The 16" IQ Mains proposed to provide a build-out flow rate of 2 million gallons per day of IQ water
- The City built a 32,000 LF project from the City of Stuart's Wastewater Treatment Plant to a remotely controlled and metered interconnect with Martin County Utilities at the intersection of Indian Street and Willoughby Boulevard. This project traversed through a highly developed urbanized area in Martin County and the City of Stuart.
- The project involved frequent coordination with underground utilities and multiple local and state government entities. Phase 1 of the Project was funded with ARRA State Revolving Funds (SRF) and requires significant record keeping of all construction, activities, including Buy American provisions.

Emergency Roadway/Dune/Utility Restoration, Mac Arthur Blvd.: Prepared design documents & emergency permitting for 6,300 l.f. of roadway, water, sewer, drainage & dune restoration following 2004 Hurricanes. This project included providing underground conduit and vaults for the future relocation of aerial utilities. This project provided temporary services to hurricane impacted residents.

Multiple Tradition Roadways: Provided design, permitting and CEI services for various arterial, collector, and subdivision roadway projects including Crosstown Parkway, Village Parkway, Community Boulevard, Tradition Boulevard, Tradition Parkway, Fern Lake Road, and Westcliffe Lane within the Tradition Subdivision, Port St. Lucie, FL. Design services varied but generally included roadway, storm water, utility main extensions, and conduit for Fiber Optic Cable. Permitting services were processed through the City of Port St. Lucie's Engineering/Growth Management and Utility Departments as well as FDEP. Projects totaled +13 miles and a construction value of $44 million.

Martin County Airport Utility & Roadway Improvements: civil design, permitting and construction oversight of infrastructure improvements including replacing an aging wastewater system, extending existing water service to improve drinking water pressure and Airport Road improvements.

Carter Park Utility Improvements: site planning, final engineering, permitting and construction administration services for these site improvements. Prepared a Final Site Plan for an approximately 40-lot Habitat for Humanity subdivision to illustrate single family lots, a building site for the Boys & Girls Club facility and the necessary roadway, utility and drainage facilities to support the subdivision.

EWIP: design, permitting and assisting the City of Port St. Lucie in bidding 7 separate storm water retrofit areas with control structures, utility adjustments and replacements (water main, force main, IT lines), various stabilization techniques, pump stations, creating wetlands and community parks. The projects have been financed with municipal bonds. CAPTEC has assisted the City in obtaining $1.5 million in construction grants for this work through the Florida Department of Environmental Protection and the South Florida Water Management District.

<u>Golden Gate CRA Improvements</u>: conceptual and final design/permitting of gravity sewer extensions from the existing Martin County Utilities system within the Dixie Highway right-of-way into the Golden Gate neighborhood. Additional conceptual design incidental to this work included the addition of six-foot wide sidewalks, and drainage and roadway CRA improvements to be located in existing public rights of way in the area of this sanitary sewer line extension.

<u>Woodlawn CRA Improvements</u>: provided design, permitting and construction administration services to improve the Woodlawn Park neighborhood with sidewalks, ADA compliant crosswalks, on-street parking, handicap parking on-street, curbing/paving improvements, storm water management and water and sanitary sewer line extensions. Prepared permit applications for Florida Department of Environmental Protection Water, Sewer, Florida Department of Environmental Protection NPDES NOI Permits, and a South Florida Water Management District No-Notice General Permit for the Surface Water Management System. CDBG funded project.

<u>El Dorado Heights</u>: Design project included the design of a roadway storm water system for the Eldorado Heights neighborhood in the City of Stuart. The storm water design required us to design adjustments to the potable water facilities. In one section of the neighborhood, CAPTEC was responsible for the design and permitting of abandoning the existing 2" water main in rear-lot easements and construction of a new 6" water main within the roadway right-of-way along with new services. Permitting was acquired through FDEP and SFWMD.

5. Identify the challenges associated with, and the proposed means of, meeting the milestone time frames of the for the 60%,90% and 100% submittals.

Adequate time seems to be provided to complete the design in the milestone schedule provided. Since a large amount of the information and data needed to complete the design is readily available, we are not bound by waiting for other designers or subconsultants to feed us information during the initial design stages. <u>CAPTEC is in possession of electronic and paper copies of the as-built surveys we certified following completion of the Bayshore Boulevard Widening Project</u>. CAPTEC also plans on working very closely with the PSLUSD Project Manager on the project to make sure that we are designing the proposed facilities as they envision. Our experience, however, tells us that we will need to aggressively pursue comments and feedback from private utilities.

The Bayshore Boulevard Corridor is home to numerous utility facilities. We will make every cost-feasible attempt to avoid other utilities in order to prevent additional relocations by other utility owners.

Identifying potential conflicts, tie-in locations, and areas requiring additional data, needs to be completed early in the process to release our sub-consultants to collect the needed data. Although this is not necessarily an issue or challenge, it is critical to staying on target with the project's milestone schedule. We expect that it may take up to two weeks to excavate all the test holes needed for the project. This being the case, we will have our surveyor record the locate information during two site visits, one at the end of each week. This will allow us to receive half of the needed information in advance of all the work being completed giving us a head start or resolving conflicts. Our goal will be to release this work within 3 weeks of the NTP so we have all the information needed for the job 2 weeks before the 60% plan submittal is due.

6. Identify the challenges associated with the design and permitting of water mains and appurtenances within the rights-of-way of an existing public 4-lane divided urban typical roadway section, including maintenance of traffic.

Developing a Construction Sequence and Maintenance of Traffic Plan that allows the contractor to complete the project quickly and minimize service interruptions to customers is the most difficult aspect of the project. Although we have thought this through, we know that during the design, we may need to use line stops to allow placement of valves to make the cut-over process efficient and minimize water service disruption to customers.

Bayshore Boulevard is currently comprised of four (4) 12 foot lanes, 5 foot sidewalks on either side of the roadway, and a 27 foot wide median. The roadway was designed to accommodate the future widening of Bayshore Boulevard to 6 lanes by widening into the median for an additional southbound lane and widening to the outside for an additional northbound lane. Underground items within the Bayshore Boulevard right-of-way include stormwater drainage, Port St. Lucie water, wastewater, and reclaim water, AT&T telephone, FPL power, COMCAST cable, and TECO gas.

We are faced with installing new infrastructure within a right-of-way that is nearly completely impervious area. Any type of trench work will require removal of existing curb, sidewalk, or asphalt resulting in extremely expensive and time consuming restoration efforts. We propose to design this project using directional bores to install the new pipe and grout to abandon the existing main to minimize impacts to the Bayshore Boulevard roadway and sidewalks as well as adjacent properties.

Bayshore Boulevard and Crosstown Parkway are extremely busy major arterial roadways, however, the sidestreets are all laid out in a grid pattern providing multiple points of access to the areas west of Bayshore Boulevard. When tying in side street laterals to the 12" water main, each side street intersection could be closed for the short period of time it would take to shoot the new bores, install the fittings and valves and restore the pavement. A maximum of one intersection would be closed at a time and traffic would be detoured. The proposed water main will be able to tie into Crosstown Parkway's 16" water main behind the curb without disruption to the road.

The 12" water main will need to provide proper clearances to all existing utilities. We are tasked with thoroughly evaluating the existing conditions to correctly instruct the contractor on the proposed location of the water main.

All work under this scope involves potable water mains 12" in diameter or less. Since PSLUSD is authorized to self-permit water mains of this size we anticipate acquiring permits from PSLUSD for this construction. We will be working closely with PSLUSD during design so we also anticipate that the turnaround time on issuing the permit will be quick. We understand that there is one 16" connection, and we will clarify with FDEP whether or not they will require a separate permit for that item of work. If dewatering becomes necessary, then a SFWMD Water Use – Dewatering Permit may need to be submitted. Our experienced staff can obtain this permit in a short time frame.

This design needs to ensure that potable water customers maintain water service. Short term (less than 4 hours) service interruptions are acceptable, however, we are tasked with designing a system that allows the contractor to build the system and transfer customers given this time restraint. Minimizing service interruptions and avoidance of boil water notification will be provided for in the design.

7. Provide insight and/or innovative design alternatives for the routing of; and /or installation means and methods for the proposed water main.

This project offers very few feasible alternatives for the proposed water main. In review of the Bayshore Boulevard widening as-builts, the existing 12" water main is typically located within the southbound outside travel lane; at the northern limit of the project, the main is located closer to the middle of the southbound lanes; and at the southern limit, the main is located behind the curb line of the northbound outside travel lane.

CAPTEC understands that the existing 12" water main has broken several times under the road which has resulted in costly repairs. This project will route the proposed water main close to the western right-of-way line and under the existing sidewalk as much as possible. Using the directional bore method and HDPE water main pipe will allow the contractor to install the majority of the proposed water main without replacing the entire sidewalk and driveways. HDPE pipe is fused together prior to installation offering a seamless install. We envision using directional bore to install the 12" water main and 8" and 6"

side street lateral mains. The directional bores could begin in the middle of a block on Bayshore Boulevard and daylight in the intersection, close to the curb line. Side street laterals would begin on the side of the road, near the existing laterals and daylight at the same location as the mains. This would allow for only small sections of pavement and sidewalk to be removed during construction, and restoration efforts could be completed immediately. As the water main construction is completed at each intersection, the pipe could be filled, isolated, and pressurized to prevent damage at the crossings due to traffic.

Site Specific

The existing water main is located on the west side of Bayshore Boulevard under the southbound travel lanes from approximately 300 ft. south of Sea Holly Terrace and in the northbound lanes at Everly Avenue. We propose to place the water main under the sidewalk on the west side of the roadway. This same area has existing storm pipes and buried telephone lines which will need to be avoided.

In the area south of Sea Holly Terrace where the water main crosses Bayshore and is located on the east side under the sidewalk, if the pipe needs to be relocated, the best location is under the sidewalk on the west side of the roadway. The existing light poles on the east side of the road have line located underneath the same sidewalk.

CAPTEC believes that it would be most cost effective to install new service laterals from the proposed main to the existing meter assemblies on the east side by directional bore. Alternatively, if we attempted to extend the existing service laterals, the roadway pavement would need to be open cut at every tie-in to the existing main, resulting in costly roadway repairs. Service laterals on the west side can be intercepted between the existing main and meter assembly.

Maintenance of traffic can be limited to short term lane closures on Bayshore Boulevard during off peak hours when needed. While workers are using the directional bore equipment on the sidewalk and while services are being connected, the outside lane of Bayshore Boulevard should be closed in accordance with the FDOT Standard Index 600 series to ensure the safety of all workers, motorists, and pedestrians. We expect to close intersections, on the side streets only, to properly connect the proposed main with the proposed side street laterals. No more than one intersection closure would occur at a time and minor detours would be easy to accommodate the closures, given the existing grid network of streets west of Bayshore Boulevard.

Maintaining pedestrian traffic is the biggest challenge. The contractor will be required to limit sidewalk impacts to no more than one block at a time to minimize pedestrian impacts. In order to properly address pedestrian crossings for sidewalk detours, we recommend utilizing temporary signing and striping to add crosswalks across Bayshore Boulevard at intersections. Note that the northern limit of the project is home to Jaycee's Park and at the southern limit is Bayshore Elementary School which are both attractors for young pedestrians. It is imperative that we create a Maintenance of Traffic Plan that considers vehicle, bicycle, and pedestrian safety.

Fire Hydrants on the west side of Bayshore Boulevard are services directly from the existing 12" water main. With the exception of the fire hydrant on the north east corner of Bayshore Boulevard and Crosstown Parkway, we believe all Fire Hydrants can remain in their current location. The service laterals for these hydrants can be intercepted and tied into the new main with a tee fitting. The Hydrant at the Crosstown Parkway intersection should be shifted about 30 feet north allowing it to easily tie into the proposed main. The abandoned service stubs will be capped and grouted with the main upon construction completion.

We believe that the entire new main, side street laterals, and new service laterals can be installed, cleared, and pressurized prior to cutting into the existing system. This will allow for the cut-overs to only cause short term service disruption to customers on Bayshore Boulevard and no service disruption to customers adjoining streets.

Following all cut-overs, the existing water main will be abandoned and grouted in place to ensure no future failures. We suggest that the existing pipe is left in place (grouted) eliminating the need to reconstruct the overlying roadway that would be required if the pipe were removed.

Right of Way Restoration

CAPTEC was the original design and CEI Engineer for the current Bayshore improvements. Therefore, we are aware of the location of all existing utility, street light, irrigation, landscaping and drainage facilities. We are extremely familiar with FDOT and City of Port St. Lucie Engineering / Utilities standard criteria for restoration of existing roadways and have completed numerous right of way restoration projects including the tie-in of pavement; making sure stabilization, asphalt base and final asphalt layers procedures are performed properly. The restoration and placement of the water main across the Elkam Waterway will need to consider the proper separatin of the water main, storm pipe, headwall and railing. Having this experience, we will design the improvements to minimize restoration and ensure specifications are written to avoid over runs in the limits of restoration.

Site Specific

This project has approximately 11 side street intersections whereby each tie-in will need special consideration. It should be noted that approximately 5 are Tee intersections with a water main Tee. At these roads side street tie in and grouting can be done within the western southbound lane. This may not require a lot of asphalt repair and grouting for tie in. Replacement of the side street water main will be dependent on its condition

In 2 cross intersections (typically very busy), the cross street water main replacements may need to be directionally drilled to avoid excessive asphalt repair of the intersection for both the tie-in and grouting of the main lines.

There are approximately 3 water main offset cross intersections with 2 water main Tees where either open cut and tie, or directionally drilling the side street may be beneficial. An analysis for cost of repair options should be considered. Both the tie-in and grouting options should be included in this analysis.

The Crosstown Parkway water main crossing seems to be set up to avoid work in the busy intersection. It is our understanding that there have been several water line breaks in this area and confirmation of these repairs will need to be conducted prior to completion of tie-in design.

As is typical with water main parallel replacements, existing valves on unused lines need to be removed to avoid confusion during future maintenance of the water facilities.

Typical for this type of project, CAPTEC will review all tie-ins for cross streets individually and consider minimal service disruption and overall long term maintenance of the lines, whereby avoiding costly road repairs as much as possible.

8. Where is your assigned staff's office located for this project and what is your response time to the site for resolution of design issues identified during construction.

CAPTEC's only office is located in Stuart, Florida, just north of the Old Roosevelt Bridge. Our office is only 8.5 miles driving distance to the City of Port St. Lucie's Engineering Department and 10.5 miles from the project site. Our design staff will respond to issues immediately via telephone and can be on-site within 30 minutes and at the City of Port St. Lucie Engineering Department within 20 minutes. Outside of normal business hours, the Project Manager for this project, Etienne B. Bourgeois, lives approximately 7 miles from the project site and can respond within 30 minutes.

9. List past 5 years of litigation history

Unfortunately, increased litigation during times of economic recession is an unavoidable fact of life. CAPTEC has had 2 claims in its 15 year history, both within the past 3 years.

1) **Claim, 432008SC001925SCXXXX, filed in Martin County on 8/27/08 by a Stuart, FL resident resulted from damage to plantings in an 8 ft. strip of their property, occurring during clearing activities of an adjacent property. The developer of the adjacent property was CAPTEC'S client. The developer's contractor settled with the resident & replanted the damaged area. The resident then claimed that CAPTEC's plans erroneously included the area cleared by the contractor and sought further compensation; the judge found in CAPTECs favor during mediation. Although Small Claims mediation (10/21/08 before Judge Kathleen H. Roberts) stated that the resident would sign a Release accepting CAPTEC's payment of $330 court costs, they never complied. Counsel has returned our payment; the matter is considered resolved.**

2) **Anna McNeil v. LTR Exquisite Shoppes, Condo Association, Inc., FPL Co., City of Port St. Lucie, CAPTEC Engineering, Inc. & Melvin Bush Construction, Inc. In 2/08, the Plaintiff, a 92 year old woman, tripped & fell in the parking lot of a strip center that had undergone parking improvements at the same as the Bayshore Blvd. widening project (CAPTEC was the City's Engineer of Record & performed CEI services for the Bayshore Blvd. project). Ms. McNeil claimed that the parking lot was poorly lit, the speed bump that she tripped on was not properly maintained, was poorly designed and was not visible – even though she had walked through the parking lot visiting the same shop dozens of times since the improvements were constructed without incident. CAPTEC was added to the lawsuit in May 2010. The City of Port St. Lucie, Mel Bush and CAPTEC agreed to a joint settlement totaling $40,000.**

These claims have no impact or bearing on CAPTEC'S ability to perform subject services, and it should be noted that they are the <u>only</u> claims that have been filed against our firm in the past 5 years.

10 .List number of design projects awarded to your firm by the City in past 12 months and the total dollar amount.

CONTRACT	NAME	AMOUNT	APPROVED
#2009008	Back up Debris Monitoring	$0.00	9/10
# 20100072, Amendment 1	Watershed A/B	$491,150.00*	11/10
#20100050	Lyngate Sidewalks	$11,500.00*	3/11
#20100050	St. James Pedestrian Signal	$6,500.00*	5/11
#20110060	E8 Waterway Design	$67,000.00*	5/11
#20100050	Veteran's Memorial Sidewalk	$24,000.00	6/11
#20100025	EWIP CO	$33,500.00*	7/11
#20100050	Westmoreland Fiber Optic Loop Design	$12,500.00	8/11
Total		$646,150.00	

** Denotes completed projects*

11. Does your firm accept payment by Credit Card? **Yes**

ADDENDUM ACKNOWLEDGMENT - Proposer acknowledges that the following addenda have been received and are included in his/her proposal:

Addendum Number	Date Issued

CERTIFICATION:

This E-Bid is submitted by: **Joseph W. Capra, PE** who is an officer of the above firm duly authorized to sign proposals and enter into contracts. I certify that this E-Bid is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a proposal for the same materials, supplies, or equipment, and is in all respects fair and without collusion or fraud. I understand collusive bidding is a violation of State and Federal law and can result in fines, prison sentences, and civil damage awards. I agree to comply with all requirements stated in the specifications for this E-bid, the Terms and Conditions including amendments to Master Contract #20100050.

I agree to abide by all conditions of this E-Bid:

Signature _____ President
Title

If a corporation renders this E-Bid, the corporate seal attested by the secretary shall be affixed below. Any agent signing this E-Bid shall attach to this form evidence of legal authority.

Witnesses:

_____

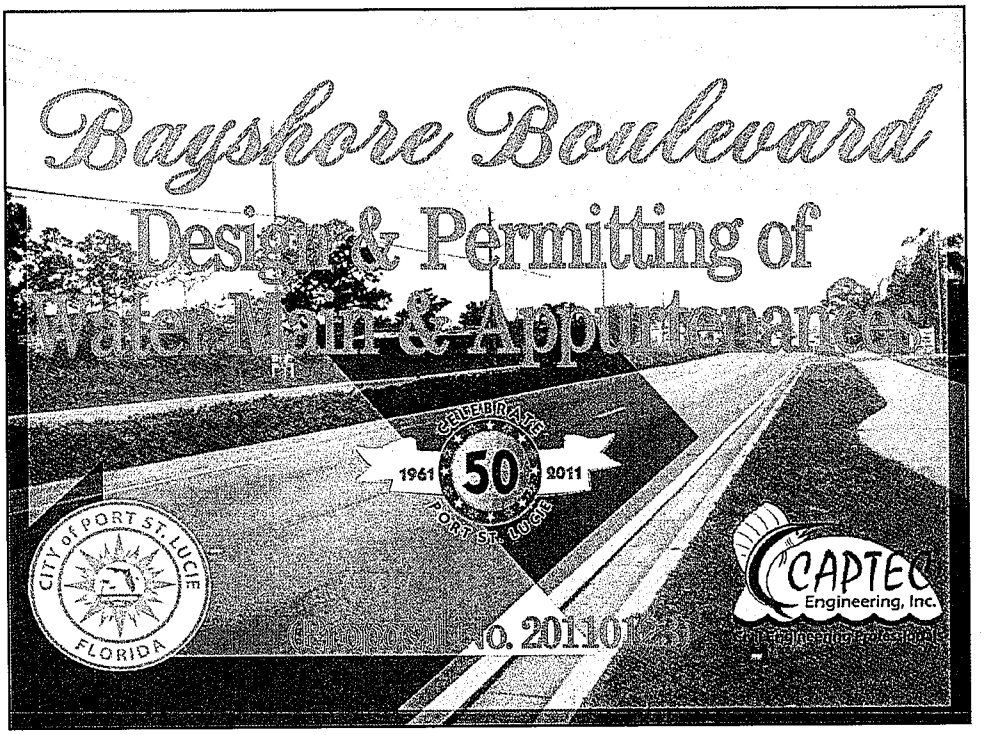
_____

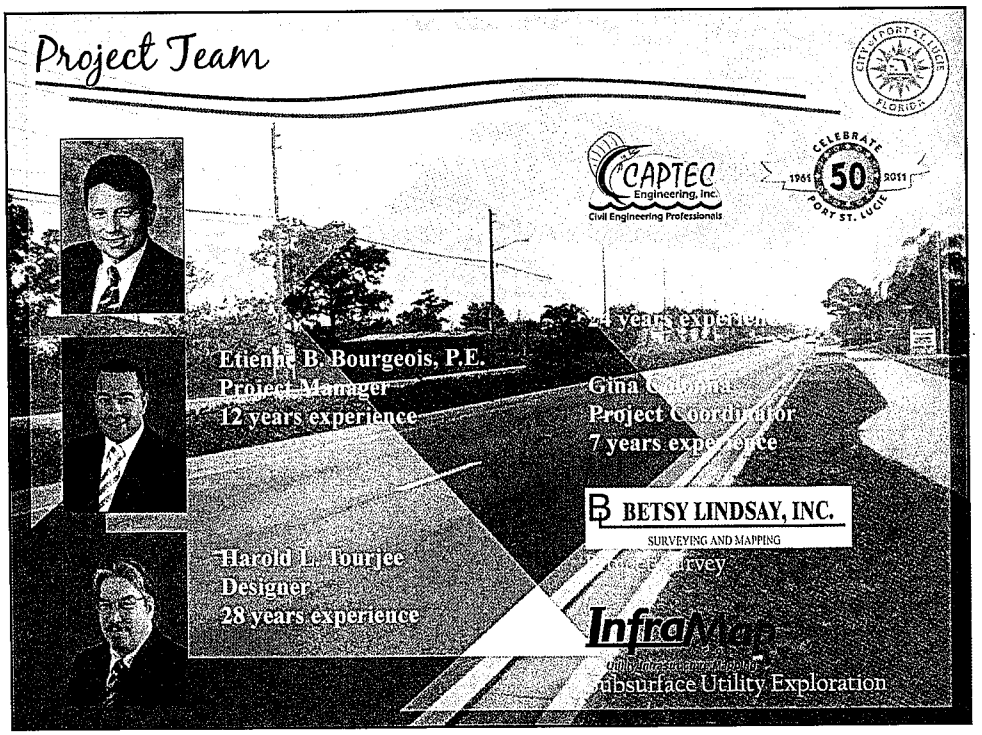
Corporation:

CAPTEC Engineering, Inc.
Print Name of Corporation

By: _____
(President)

Attest: _____
(Secretary)


Bayshore Boulevard
Design & Permitting of
Water Main & Appurtenances
CELEBRATE
1961
50
2011
PORT ST. LUCIE
CITY of PORT ST. LUCIE
FLORIDA
CAPTEC
Engineering, Inc.


Project Team
CITY of PORT ST. LUCIE
FLORIDA
CAPTEC
Engineering, Inc.
Civil Engineering Professionals
CELEBRATE
1961
50
2011
PORT ST. LUCIE
Etienne B. Bourgeois, P.E.
Project Manager
12 years experience
Project Coordinator
7 years experience
BETSY LINDSAY, INC.
SURVEYING AND MAPPING
Harold L. Tourjee
Designer
28 years experience
InfraMap
Subsurface Utility Exploration

Approach

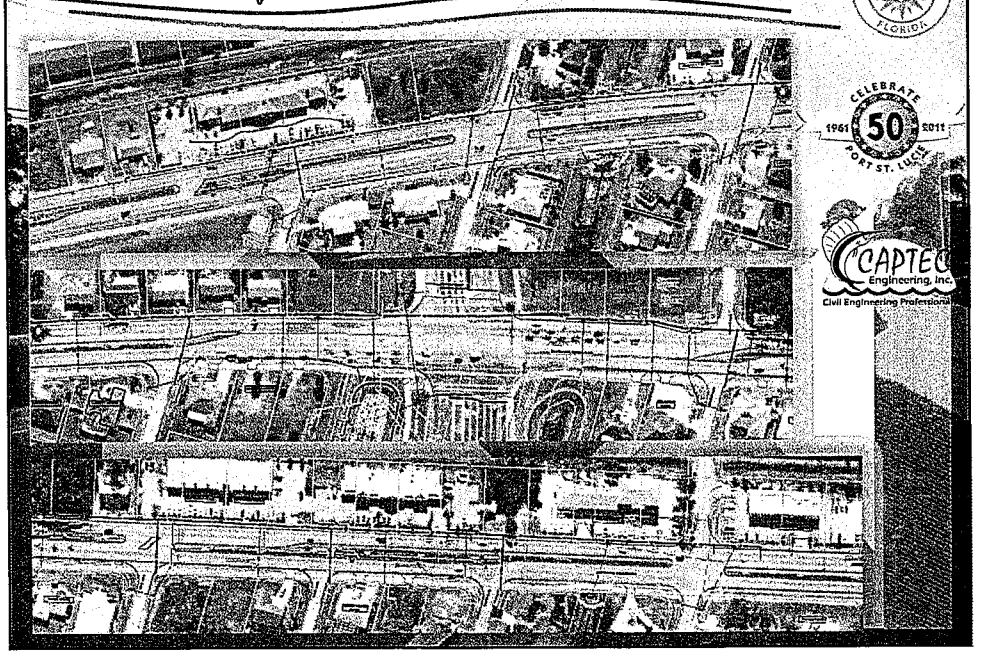
RESEARCH

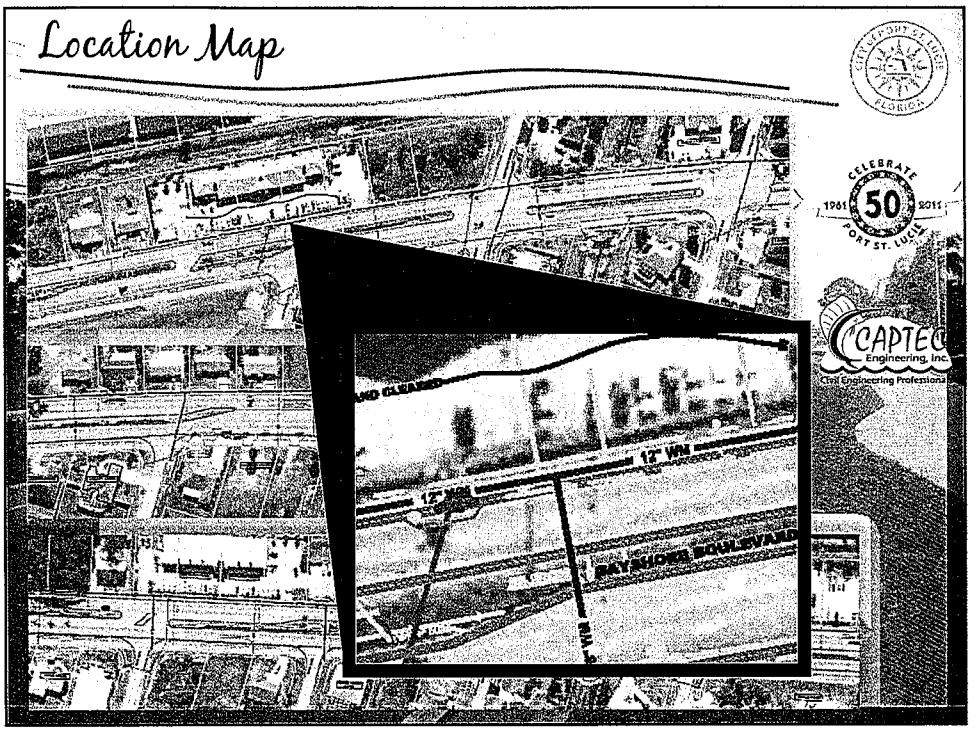
- Determine true Limits of Construction – Bayshore Elementary to North of Eyerly Way
- Types of Existing Pipe
  1. Most of existing Water Main is thin wall PVC
  2. Deflections were built with Ductile Iron Pipe
  3. Repaired lines completed with current standard PVC Pipe
  4. Side street mains/ laterals are mixed thin/heavy wall
  5. New & Old Poly Water Services
- Determine Depth of Telephone Lines
- Cost Comparison
  1. Directional Bore Water Main ≈ $406k
  2. Direct Bury Water Main/ Remove/Restore Sidewalk ≈ $526k
- Evaluate Advantages & Disadvantages

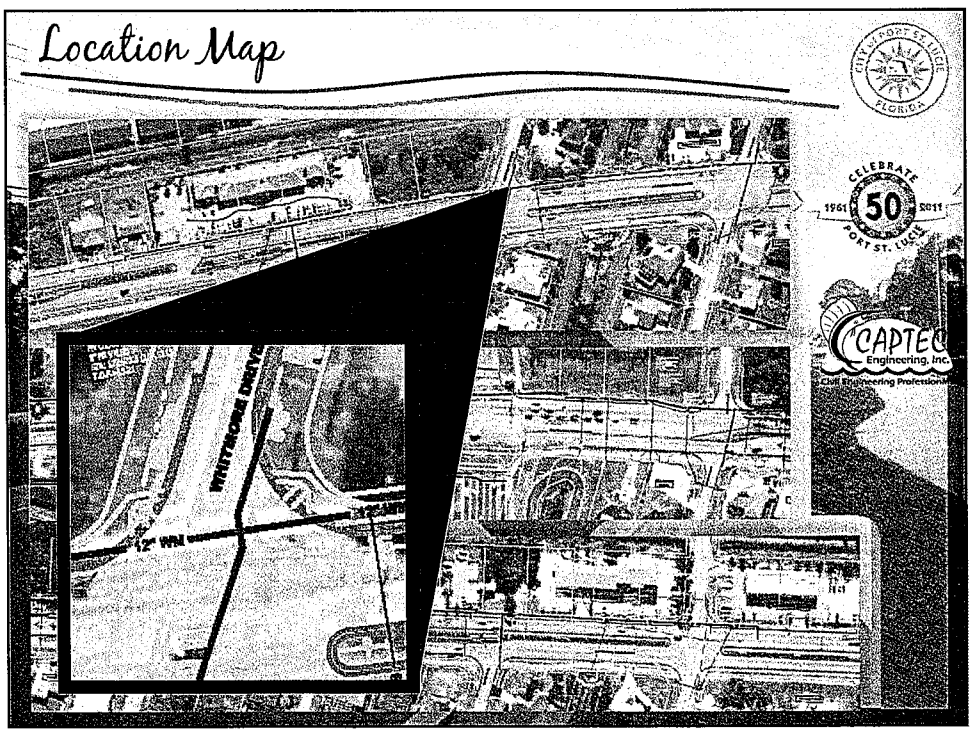
	Advantages	Disadvantages
Directional Bore	Minimal repair/restoration Fast Water Main Installation Simple MOT – short duration closures Easily avoid existing storm drainage Short Construction Duration No disruption to Commercial Driveways	Higher Cost Deeper service/ hydrant tie-ins Sidewalk closures Digging "blind"
Direct Bury	Lower Cost Shallow service/ hydrant tie-ins Able to uncover all possible conflicts	Remove/restore ±1 Mile Sidewalk Slow Water Main Installation Major lane & sidewalk closures Need to bore under existing storm drainage Long Construction Duration Disruption to Commercial Driveways

- Excavate Test Holes only at Critical Locations

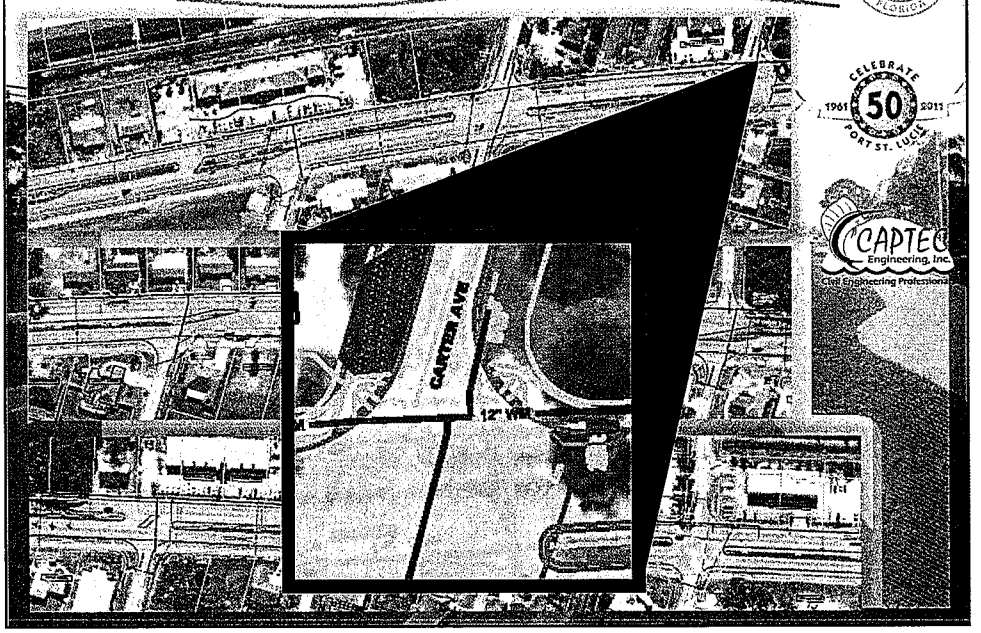
Location Map




Location Map
CITY OF PORT ST. LUCIE FLORIDA
CELEBRATE 1961 50 2011 PORT ST. LUCIE
CAPTEC Engineering, Inc.
Civil Engineering Professionals
12" WM
RAYMONDA BOULEVARD


Location Map
CITY OF PORT ST. LUCIE FLORIDA
CELEBRATE 1961 50 2011 PORT ST. LUCIE
CAPTEC Engineering, Inc.
Civil Engineering Professionals
WHITMORE DRIVE
12" WM

Location Map



Approach

DESIGN

- Determine "Best Alternative" through discussions with CPSLUSD staff
- Continue with design - meeting milestone deadlines set for 60%, 90%, and 100% plans
- No need for public involvement meetings or notification during design

Schedule

- NTP – November
- 60% Design – 8 weeks – Complete Mid December
- 60% Review – During Holidays – Complete Mid January
- 90% Design – 4 weeks – Complete Mid February
- 90% Review – 4 weeks – Complete Mid March
- 100% Design – 2 weeks – Complete April 1, 2012
- Advertise for Construction – Mid April
- Bids Due – Mid May
- Construction NTP – June, 2012
- Construction Duration ≈ 90 Days if Directional Bore is used
  ≈ 180 Days if Direct Burial is used

Approach

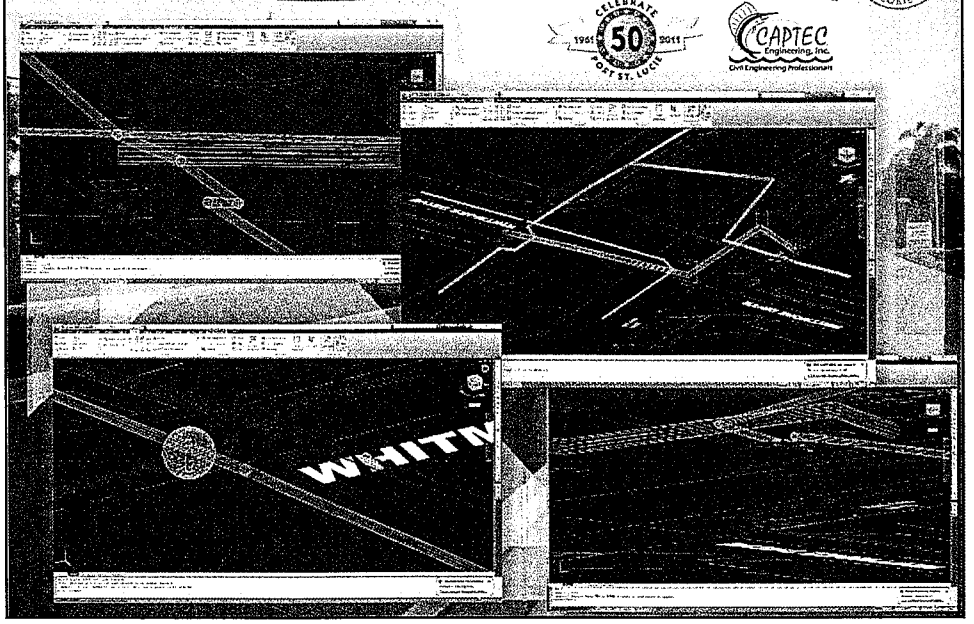
QUALITY CONTROL

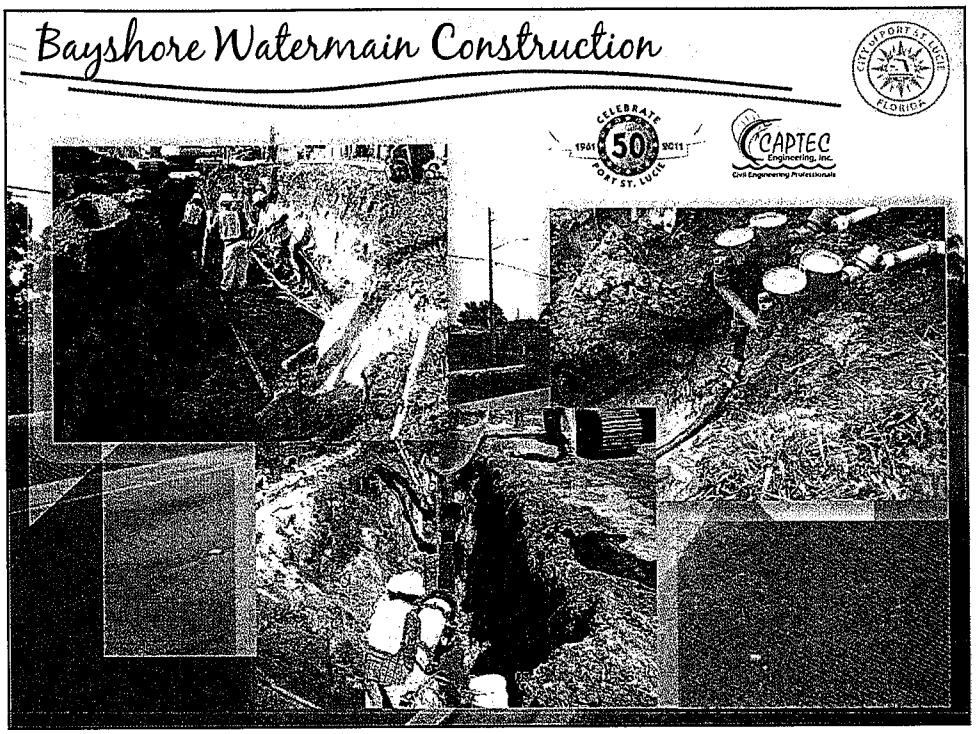
- Designers use Civil 3D tools to model existing and proposed utilities. Built-in analysis tools identify potential conflicts
- Design Project Manager performs Quality Control reviews throughout design.
- Prior to each submittal, both Gary Jones, P.E. and Joe Capra, P.E. will perform Q/C reviews
- Prior to submittal of the 100% Plans, Rhett Keene, P.E. will perform the final Q/C review as an independent professional not associated with this project.

POST DESIGN SERVICES

- The Project Manager will continue to act as the client liason for the design as the project enters the bidding and construction processes
- CAPTEC stands by our work and will continue to help the City of Port St. Lucie following the completed design of this project.

AutoCAD Civil3d Modeling




Bayshore Watermain Construction
CITY OF PORT ST. LUCIE
FLORIDA
CELEBRATE
1961
50
2011
PORT ST. LUCIE
CAPTEC
Engineering, Inc.
Civil Engineering Professionals

CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS

Project 11-247
Contract 20110123
Sender's Email: bterpening@ct-eng.com

September 21, 2011

VIA: E Bid

Ms. Cheryl Shanaberger, Deputy Director
City of Port Saint Lucie
121 SW Port Saint Lucie Blvd.
Port Saint Lucie, Florida 34984

RE: Bayshore Boulevard
City of Port Saint Lucie Contract # 20110123
Master Contract # 20100050
Professional Services

Dear Ms. Shanaberger,

On behalf of the firm of Culpepper & Terpening, Inc., we are pleased to present our sealed electronic submittal of the completed Questionnaire for Design and Permitting of Water Main and Appurtenances along Bayshore Blvd. to the City of Port St. Lucie's. *Culpepper & Terpening, Inc.* has developed a proven Project approach which has resulted in over **481,000 feet (92 miles)** of potable water, sanitary force mains, and raw water mains and re-use water mains usefully completed on time and within budget.

As members of the community, we fully understand the challenges on this project, including: resident satisfaction, quality assurance, environmental preservation, flooding concerns, safety, aesthetics, and schedule & budget concerns. As presented in our submittal, Culpepper & Terpening is best qualified to deliver this project successfully for the following reasons:

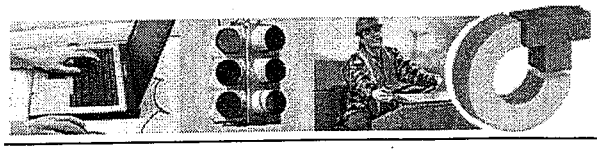
- **Understanding of the Project Scope, Schedule and Budget;**
- **A innovative design alternative;**
- Significant past firm and staff experience on this exact type of work;
- Familiarity with the City Staff & Project Stakeholders procedures;
- A thorough understanding of the Project based on historical review and site inspections, and
- A genuine desire to make a difference in our community.

Thank you for the opportunity to submit on this project we look forward to the opportunity to partner with the City on this important project. As always, should you have any questions, please feel free to contact me at (772) 464-3537.

Sincerely,

CULPEPPER & TERPENING, INC.

James P. "Butch" Terpening, Jr., P.E.
President



"A City for All Ages"

CITY OF PORT ST. LUCIE

Sealed Electronic Proposal #20110123
(E-Bid)

Design and Permitting of Water Main and appurtenances along Bayshore Blvd. (between Everly Ave. & Sea Holly Terr.)

Prepared By:
Cheryl Shanaberger
Office of Management & Budget
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984-5099
772-871-7390
cheryls@cityofpsl.com

QUESTIONNAIRE
E-Bid #20110123

Design and Permitting of 12" Water Main and appurtenances along Bayshore Blvd. between Everly Ave. and Sea Holly Terrace.

It is understood and agreed that the following information is to be used by the City of Port St. Lucie to determine the qualifications of personnel and firm as presented in this document. The Proposer waives any claim against the City that might arise with respect to any decision concerning the qualifications of the Proposer or the personnel of the Proposer.

The undersigned attests to the truth and accuracy of all statements made on this questionnaire. Also, the undersigned hereby authorizes any public official, Consultant, Surety, bank material or equipment manufacturer or distributor, or any person, firm or corporation to furnish the City of Port St. Lucie any Pertinent information requested by the City deemed necessary to vary the information on this questionnaire.

Dated this 21 day of September, 2011

Culpepper & Terpening, Inc.
Name of Organization / Proposer

1. Firm's office address, telephone, fax number, e-mail address and contact person for this project

2980 S. 25th Street
Ft. Pierce, FL 34981
Phone: (772) 464-3537; Fax: (772) 464-9497
Email: bterpening@ct-eng.com
Contact: James P. "Butch" Terpening, P.E.

2. Please provide proposed assigned staff experience in designing water mains and appurtenances within the rights-of-way of an existing public 4-lane divided urban typical roadway section, including maintenance of traffic in accordance with FDOT Standard Index requirements.

In the past ten years the Team of ***Culpepper & Terpening*** has provided Engineering and Surveying Services for Utility related Roadway Improvement Projects for over **481,000 feet (92 miles)** of potable water, sanitary force mains, raw water mains, re-use water mains and telecommunication lines. The Projects included the design surveys, engineering design, permitting and construction administration services for the Projects.

Staff Name	Title	Years Exp	Company	
Butch Terpening, P.E.	President	37	C&T	Principal
Stefan Matthes, P.E.	Vice President	30	C&T	Project Manager
Steven Doyle, P.E.	Utility Division Manager	24	C&T	Senior Project Engineer
Nate Willbur, P.E.	Project Engineer	5	C&T	Project Engineer
Mike Kolodziejczyk, PSL	Survey Division Manager	41	C&T	Project Surveyor
Marcelo Dimitriou, P.E.	CEI Division Manager	21	C&T	Project CEI Manager

Staff Name	Title	Years Exp	Company	Project Name	Project Description
Butch Terpening, P.E.	President	37 years	C&T	Indian River Drive (Avenue A)	Served as the Project Principal for the reconstruction of 3,200 linear feet of two 4 lane main collector roadways in downtown Ft. Pierce. The project included the design surveys, design, and CEI services for the relocation, replacement, adjustments and abandonment of existing 8" and 12" potable water main systems and 8" gravity sewer system, while insuring that the service to the commercial and residential customers was not interrupted.
				Avenue D	Served as the Project Principal for the reconstruction of 7,100 linear feet of 2 and 4 lane collector roadway in the north central section of the City of Ft. Pierce. The survey, design, and CEI services included the relocation, replacement, adjustments and abandonment of existing water mains ranging in size from 6" and 12" and an 8" gravity sewer system, while insuring that the service to the commercial and residential customers was not interrupted.
				Prima Vista Boulevard: Airoso Boulevard to the North Fork of the St. Lucie River	Served as the Project Principal for 5,500 linear feet of St. Lucie County's Prima Vista Boulevard utility line and transportation improvement project. The Project included the design surveys, design, permitting and construction administration of approximately 7,500 feet of potable water and sanitary sewer mains. The Project scope included the relocation, replacement, adjustments and abandonment of existing water mains of approximately 5,500 feet of 20" water main; 2,000 feet of an 8" force main; and relocation of telecommunication conduit, and appurtenance adjustments (valves, hydrants, service cleanouts, pull boxes and connections).
				Prima Vista Boulevard: North Fork of the St. Lucie River to US Hwy No. 1	Served as the Project Principal for 2,500 linear feet of St. Lucie County's Prima Vista Boulevard utility line and transportation improvement project. The Project included the survey, design, permitting and construction administration of approximately 2,600 feet of potable water mains. More specifically the utility relocation and design efforts included 2,600 feet of 20" water main; and relocation of telecommunication conduit, and appurtenance adjustments (valves, hydrants, service cleanouts, pull boxes and connections).

				Airoso Boulevard	Served as the Project Principal for 5,700 feet of St. Lucie County's Airoso Boulevard utility line and transportation improvement project. The Project included the construction administration of approximately 11,400 feet of conflicts with existing potable water and sanitary sewer lines.
				Westmoreland Boulevard	Served as the Project Principal for 2,500 linear feet of the City of Port St. Lucie's Westmoreland Boulevard utility line and transportation improvement project. The Project included the design surveys, design, permitting and construction administration of approximately 3,500 feet of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 2,274 feet of 8" water main; 1,000 feet of 2"-112" LPM; 190 feet of 16" force main and over 53 separate appurtenance adjustments (valves, hydrants, service cleanouts and connections).
				Becker Road & Florida's Turnpike	Served as the Project Principal for 4,500 linear feet of the City of Port St. Lucie's Becker Road & Florida's Turnpike utility line and transportation improvement project. The Project included the survey, design, permitting and construction administration of approximately 2,050 feet of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 770 feet of 30" directional bore with 20" HDPE water main; 760 feet of 16" water main; 520 feet of 16" force main; 4,050 feet of telecommunication conduit and over 20 separate appurtenance adjustments (valves, hydrants, service cleanouts and connections).
				Becker Road & I-95 Interchange	Served as the Project Principal for the City of Port St. Lucie's Becker Road & 1-95 Interchange utility line and transportation improvement project. The Project included the survey, design, permitting and construction administration of approximately 10,800 feet of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 720 feet of 16" directional bore HDPE water main in a 30" HDPE casing; 6,022 feet of 12" water main; 1,235 feet of 8" water main; 768 feet of 16" force main; 748 feet of 12" reuse main; 1,260 feet of variable size LPM; 13,484 feet of telecommunication conduit and over 63 separate appurtenance adjustments (valves, hydrants, service cleanouts and connections).

				Gatlin Boulevard	Served as the Project Principal for 3.2 miles of the City of Port St. Lucie's Gatlin Boulevard utility line and transportation improvement project. The Project included the survey, design, permitting and construction administration of approximately 1,050 feet of potable water and sanitary sewer lines. It should be noted that the seemingly minimal amount of underground utility relocations can be directly attributed to the original design and planning efforts undertaken by the City and C&T as part of the City's Utility Expansion program. More specifically the utility relocation and design efforts included 420 feet of 8" water main; 360 feet of 6" water main; 260 feet of 2" LPM and over 159 separate appurtenance adjustments (valves, hydrants, service cleanouts and connections).
				Veranda Utility Mains (along Becker Road from the Turnpike to Gilson Road)	Served as the Project Principal for the Veranda Utility Main extension project along the City of Port St. Lucie's Becker Road. The Project included the survey, design, permitting and construction administration of approximately 41,250 feet of water mains, re-use mains and telecommunication lines. More specifically the utility and design efforts included 3,400 feet of 12" water main; 4,250 feet of 16" water main 21,800 feet of 16" re-use main; 10,800 feet of telecommunication conduit, and over 50 separate appurtenance adjustments (valves, hydrants, service cleanouts, pull boxes and connections).
				Walton Road (US Hwy No. 1 to Village Green Drive)	Served as the Project Principal for the Construction Engineering Inspection (CEI) Services and Quality Control of 3,000 linear feet of St. Lucie County's Walton Road utility line and transportation improvement project. The Project included CEI administration of replacement and adjustments of approximately 1,600 feet of potable water and sanitary sewer lines. The project included multiple offsets to avoid conflicts with existing utilities and drainage. This work required multiple shut downs and extensive coordination with customers.

Staff Name	Title	Years Exp	Company	Project Name	Project Description
Stefan Matthes, P.E.	Vice President	30 years	C&T	Indian River Drive (Avenue A)	Served as the Project Manager and Project Engineer for the reconstruction of 3,200 linear feet of two 4 lane main collector roadways in downtown Ft. Pierce. The Project included the design, permitting and Engineering assistance during construction for the relocation, replacement, adjustments and abandonment of existing 8" and 12" potable water main systems and 8" gravity sewer system, while insuring that the service to the commercial and residential customers was not interrupted.
				Avenue D	Served as the Project Manager for the reconstruction of 7,100 linear feet of 2 and 4 lane collector roadway in the north central section of the City of Ft. Pierce. The Project included the design, permitting and Engineering assistance during construction for the relocation, replacement, adjustments and abandonment of existing water mains ranging in size from 6" and 12" and an 8" gravity sewer system, while insuring that the service to the commercial and residential customers was not interrupted.
				10th Street Improvements	Served as the Project Manager and Project Engineer for 2,500 linear feet of the City of Fort Pierce's 10th Street utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 2,500 feet of design coordination of the FPUA's potable water main relocation plans. More specifically the utility relocation and design efforts included 2,500 feet of 8" water main and over 31 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections).
				Airoso Boulevard	Served as the Project Manager for 5,700 linear feet of St. Lucie County's Airoso Boulevard utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 11,400 feet of conflicts with existing potable water and sanitary sewer lines.
				USA Expansion Program #2, 4, 5, 6, 7 & 9	Served as the Project Manager and Project Engineer for the City of Port St. Lucie's utility service area expansion project. The Project included the design, permitting and Engineering assistance during

					construction of approximately 320 miles of potable water, 428 miles low pressure force mains, and 143 lift stations.
				Westmoreland Boulevard	Served as the Project Manager for 2,500 linear feet of the City of Port St. Lucie's Westmoreland Boulevard utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 3,500 feet of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 2,274 feet of 8" water main; 1,000 feet of 2-1/2" LPM; 190 feet of 16" force main and over 53 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections).
				Rosser Boulevard	Served as the Project Manager for 4,000 linear feet of the City of Port St. Lucie's Rosser Boulevard utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 2,800 feet of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 200 feet of 8" water main; 250 feet of 2-1/2" LPM; 2,320 feet of 2" LPM and over 58 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections). 2,320 feet of 2" LPM and over 58 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections).
				Becker Road & Florida's Turnpike	Served as the Project Manager for 4,500 linear feet of the City of Port St. Lucie's Becker Road & Florida's Turnpike utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 2,050 feet of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 770 feet of 30" directional bore with 20" HDPE water main; 760 feet of 16" water main; 520 feet of 16" force main; 4,050 feet of telecommunication conduit and over 20 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections).
				Becker Road & I-95 Interchange	Served as the Project Manager and Project Engineer for the City of Port St. Lucie's Becker Road & I-95 Interchange utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 10,800 linear feet of

					potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 720 feet of 16" directional bore HDPE water main in a 30" HDPE casing; 6,022 feet of 12" water main; 1,235 feet of 8" water main; 768 feet of 16" force main; 748 feet of 12" reuse main; 1,260 feet of variable size LPM; 13,484 feet of telecommunication conduit and over 63 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections).
				Gatlin Boulevard	Served as the Project Manager and Project Engineer for 3.2 miles of the City of Port St. Lucie's Gatlin Boulevard utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 1,050 linear feet of potable water and sanitary sewer lines. It should be noted that the seemingly minimal amount of underground utility relocations can be directly attributed to the original design and planning efforts undertaken by the City and C&T as part of the City's Utility Expansion program. More specifically the utility relocation and design efforts included 420 feet of 8" water main; 360 feet of 6" water main; 260 feet of 2" LPM and over 159 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections).
				South Lennard Road	Served as the Project Manager and Project Engineer for 4,400 linear feet of the City of Port St. Lucie's South Lennard Road utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 6,700 feet of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 2,300 feet of 16" water main, 1,500 feet of 8" water main, 2,400 feet of 8" gravity main, 500 feet of 6" force main and a new pump station to support the growing commercial area.
				North Lennard Road	Served as the Project Manager and Project Engineer for 7,100 linear feet of St. Lucie County's North Lennard Road utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 12,160 feet of potable water and sanitary sewer lines. More specifically the utility design efforts included 8,290 feet of 12" water main, 240 feet of 6" water main, 3,630 feet of 6" force

					main and over 62 separate appurtenance installations (valves, hydrants, services cleanouts and connections).
				Discovery Way East and West	Served as the Project Manager and Project Engineer for 2,300 linear feet of the City of Port St. Lucie's Discovery Way utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 4,600 feet of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 2,300 feet of 16" water main; 2,300 feet of 16" force main and over 32 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections).

Staff Name	Title	Years Exp	Company	Project Name	Project Description
Steven Doyle, P.E.	Utility Division Manager	24 years	C&T	Veranda Utility Mains (along Becker Road from the Turnpike to Gilson Road)	Served as the Project Manager and Project Engineer for the Veranda Utility Main extension project along the City of Port St. Lucie's Becker Road. The Project included the survey, design, permitting and construction administration of approximately 41,250 linear feet of water mains, re-use mains and telecommunication lines. More specifically the utility and design efforts included 3,400 feet of 12" water main; 4,250 feet of 16" water main 21,800 feet of 16" re-use main; 10,800 feet of telecommunication conduit, and over 50 separate appurtenance adjustments (valves, hydrants, services cleanouts, pull boxes and connections).
				Glades Cut-Off Utility Mains	Served as the Project Manager and Project Engineer for the City of Port St. Lucie's City Glades Cut-Off Utility Main project. The Project included the survey, design, permitting and construction administration of approximately 216,000 linear feet of water mains, sanitary force mains, re-use mains and telecommunication conduit. More specifically the utility relocation and design efforts included 10,000 feet of 12" water main; 54,000 feet of feet of 16" water main; 3,000 feet of feet of 24" water main; 39,000 feet of feet of 36" water main; 17,000 feet of 24" sanitary force main; 20,000 feet of 30" re-use main; 83,000 feet of telecommunication conduit.
				St. Lucie River Directional Bore	Served as the Project Manager and Project Engineer for 4,280 linear feet of the City of Port St. Lucie's St. Lucie River Directional Bore project. The Project included the survey, design, permitting and construction administration of approximately 17,100 feet of re-use, force mains and telecommunication lines. More specifically the utility and design included 4,280 feet of 36" force main; 4,280 feet of 24" re-use main; and 8,360 feet of telecommunication conduit.
				City Center	Served as the Project Manager and Project Engineer for the City of Port St. Lucie's City Center utility line, transportation improvement and redevelopment project. The Project included the survey, design, permitting and construction administration of approximately 23,600 linear feet of potable water, sanitary sewer and telecommunication lines. More specifically the utility relocation and design efforts included 1,100 feet of 16" water main; 10,300 feet of 12" water main; 8,200 feet of sanitary mains and 4,000 feet of telecommunication conduit.

Staff Name	Title	Years Exp	Company	Project Name	Project Description
Nate Willbur, P.E.	Project Engineer	5 years	C&T	Westmoreland Boulevard	Served as the Project Engineer for 2,500 linear feet of the City of Port St. Lucie's Westmoreland Boulevard utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 3,500 feet of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 2,274 feet of 8" water main; 1,000 feet of 2-1/2" LPM; 190 feet of 16" force main and over 53 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections).
				Becker Road & Florida's Turnpike	Served as the Project Engineer for 4,500 linear feet of the City of Port St. Lucie's Becker Road & Florida's Turnpike utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 2,050 feet of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 770 feet of 30" directional bore with 20" HDPE water main; 760 feet of 16" water main; 520 feet of 16" force main; 4,050 feet of telecommunication conduit and over 20 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections).
				10th Street Improvements	Served as the Project Engineer for 2,500 linear feet of the City of Fort Pierce's 10th Street utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 2,500 feet of design coordination of the FPUA's potable water main relocation plans. More specifically the utility relocation and design efforts included 2,500 feet of 8" water main and over 31 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections).
				Pinecrest Estates	Served as the Project Engineer for the drainage improvements along the Georgia Avenue Canal, which included adjustments to 30" Ductile Iron Pipe water main and 4" Force Main. The Project included the design, permitting and Engineering assistance during construction of twin 54" drainage culverts under 33rd St. The 33rd St corridor had 6" to 30" water mains and 4" Force main relocations.

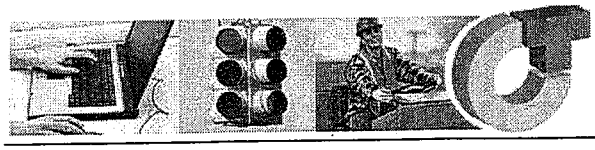
				Rosser Boulevard	Served as the Project Engineer for 4,000 linear feet of the City of Port St. Lucie's Rosser Boulevard utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 2,800 feet of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 200 feet of 8" water main; 250 feet of 2-1/2" LPM; 2,320 feet of 2" LPM and over 58 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections). 2,320 feet of 2" LPM and over 58 separate appurtenance adjustments (valves, hydrants, services cleanouts and connections).
				Crosstown Parkway Segments II, IV & V	Served as the Project Engineer for 6.2 miles of the City of Port St. Lucie's Crosstown Parkway utility line and transportation improvement project. The Project included the design, permitting and Engineering assistance during construction of approximately 53,000 lf of potable water and sanitary sewer lines. More specifically the utility relocation and design efforts included 18,870 lf of 16" water main; 1,250 lf of 20" HDPE directional bore water main in 30" HDPE casing; 155 lf of 12" water main; 320 lf of 8" water main; 2,540 lf of 6" water main; 75 lf of 4" LPM; 610 lf of 3" LPM; 1,905 lf of 2-1/2" LPM; 790 lf of 2" LPM; 7,000 lf of telecommunication conduit, and over 300 separate appurtenance adjustments (valves, hydrants, services cleanouts, pull boxes and connections).

Staff Name	Title	Years Exp	Company	Project Name	Project Description
Mike Kolodziejczyk, PSL	Survey Manager	41 years	C&T	North Lennard Road	Served as the Project Surveyor for 7,100 linear feet of St. Lucie County's North Lennard Road utility line and transportation improvement project. The Project included the design survey, and construction layout of approximately 12,160 feet of potable water and sanitary sewer lines. More specifically the utility design efforts included 8,290 feet of 12" water main; 240 feet of 6" water main, 3,630 feet of 6" force main; and over 62 separate appurtenance installations (valves, hydrants, services cleanouts and connections).
				Village Parkway	Served as the Project Surveyor for 4 miles of the City of Port St. Lucie's Village Parkway utility line and transportation improvement project. The Project included the design survey, construction layout and As-Built Surveys of approximately 42,700 linear feet of potable water and sanitary sewer lines. More specifically the utility design efforts included 21,350 feet of 24" water main, and 21,350 feet of 16" force main.
				Community Boulevard	Served as the Project Surveyor for 4,600 linear feet of the City of Port St. Lucie's Community Boulevard utility line and transportation improvement project. The Project included the design survey, construction layout and As-Built Surveys of approximately 6,000 feet of potable water and sanitary sewer lines. More specifically the utility design efforts included 4,700 feet of 16" water main, and 1,500 feet of 16" force main.
				Innovation Way	Served as the Project Surveyor for 1,200 linear feet of the City of Port St. Lucie's Innovation Way utility line and transportation improvement project. The Project included the design survey, construction layout and As-Built Surveys of approximately 2,400 feet of potable water and sanitary sewer lines. More specifically the utility design efforts included 1,200 feet of 12" water main; and 1,200 feet of 8" force main.
				Glades Cut-Off Utility Mains	Served as the Project Surveyor for the City of Port St. Lucie's City Glades Cut-Off Utility Main project. The Project included the survey, design, permitting and construction administration of approximately 216,000 linear feet of water mains, sanitary force mains, re-use mains and telecommunication conduit. More specifically the utility relocation and design

					efforts included 10,000 feet of 12" water main; 54,000 feet of feet of 16" water main; 3,000 feet of feet of 24" water main; 39,000 feet of feet of 36" water main; 17,000 feet of 24" sanitary force main; 20,000 feet of 30" re-use main; 83,000 feet of telecommunication conduit.
				Becker Road West Phase 2	Served as the Project Surveyor for 1 mile of the City of Port St. Lucie's Becker Road Phase 2 utility line and transportation improvement project. The Project included the construction layout and As-Built Surveys of approximately 4,000 linear feet of potable water and sanitary sewer lines. More specifically the utility design efforts included 2,000 feet of 24" water main and 2,000 feet of 16" force main.
				Becker Road West Phase 3	Served as the Project Surveyor for 6,300 linear feet of the City of Port St. Lucie's Becker Road West Phase 3 utility line and transportation improvement project. The Project included the construction layout and As-Built Surveys of approximately 3,000 feet of potable water and sanitary sewer lines. More specifically the utility design efforts included 1,900 feet of 12" & 16" water main and 1,100 feet of 12" & 16" force main.
				Discovery Way East and West	Served as the Project Surveyor for 2,300 linear feet of the City of Port St. Lucie's Discovery Way utility line and transportation improvement project. The Project included the design survey, construction layout and As-Built Surveys of approximately 4,600 feet of potable water and sanitary sewer lines. More specifically the utility design efforts included 2,300 feet of 16" water main and 2,300 feet of 16" force main.

Staff Name	Title	Years Exp	Company	Project Name	Project Description
Marcelo Dimitriou, P.E.	QC Manager	21 years	C&T	A-1-A Improvement Project	Served as the Director of Construction Engineering Inspection (CEI) Services and Quality Control of 8,600 linear feet of the City of Fort Pierce's A-1-A Street utility line and transportation improvement project. The Project includes the CEI administration/coordination of approximately 7,500 feet of potable water line installation. The project also includes relocation of approximately 75 sewer laterals and water services. The work is in a narrow corridor and includes underground installation of 1.6 miles of electric, cable and fiber optic facilities.
				13th Street Improvement Project	Served as the Director of Construction Engineering Inspection (CEI) Services and Quality Control of 1,400 linear feet of the City of Fort Pierce's 13th Street utility line and transportation improvement project. This project required extensive coordination efforts with FPUA and the contractor. Numerous offsets were needed to due to a narrow right of way with extensive utilities including water, sewer, drainage, electric, cable and fiber optics.
				Walton Road (US 1 to Village Green Drive)	Served as the Director of Construction Engineering Inspection (CEI) Services and Quality Control of 3,000 linear feet of St. Lucie County's Walton Road utility line and transportation improvement project. The Project included the CEI administration of approximately 1,600 feet of potable water and sanitary sewer lines. The project included multiple offsets to avoid conflicts with existing utilities and drainage. This work required multiple shut downs and extensive coordination with customers.
				Veranda Utility Mains (along Becker Road from the Turnpike to Gilson Road)	Served as the Director of Construction Engineering Inspection (CEI) Services and Quality Control of for the Veranda Utility Main extension project along the City of Port St. Lucie's Becker Road. The Project included the CEI administration of approximately 41,250 feet of water mains, re-use mains and telecommunication lines. More specifically the utility and design efforts included 3,400 feet of 12" water main; 4,250 feet of 16" water main 21,800 feet of 16" re-use main; 10,800 feet of telecommunication conduit, and over 50 separate appurtenance adjustments (valves, hydrants, service cleanouts, pull boxes and connections).

				Green River Parkway	Served as the Director of Construction Engineering Inspection (CEI) Services and Quality Control of 2 miles of Martin County's Green River Parkway utility line and transportation improvement project. The Project included the CEI administration of approximately 4,000 linear feet of potable water lines. More specifically the utility relocation and design efforts included 3,723 feet of 16" water main; 352 feet of HDPE directional bore, and multiple line stops, wet taps and offsets.
				Community Boulevard	Served as the Director of CEI Services and Quality Control of 4 miles of the City of Port St. Lucie's Community Boulevard utility line and transportation improvement project. The Project included the CEI administration of approximately 4,400 linear feet of potable water and sanitary sewer lines. More specifically the utility construction included 4,400 feet of 16" & 12" water main, and approximately 1,400 feet of 16" force main and associated valves, air release valves, hydrants, etc.
				North Lennard Road	Served as the Director of Construction Engineering Inspection (CEI) Services and Quality Control of 7,100 linear feet of St. Lucie County's North Lennard Road utility line and transportation improvement project. The Project included the CEI administration of approximately 12,160 feet of potable water and sanitary sewer lines. More specifically the utility construction included 8,290 feet of 12" water main, 240 feet of 6" water main, 3,630 feet of 6" force main and over 62 separate appurtenance installations (valves, hydrants, services cleanouts and connections).
				Village Parkway	Served as the Director of CEI Services and Quality Control of 4 miles of the City of Port St. Lucie's Village Parkway utility line and transportation improvement project. The Project included the CEI administration of approximately 42,700 linear feet of potable water and sanitary sewer lines. More specifically the utility construction included 21,350 feet of 24" water main, and 21,350 feet of 16" force main.



3 Identify the staff assigned to the project and the scope of work to be performed.

Staff Name	Years with Company	Scope of Work
Butch Terpening, P.E.	**26**	Project Principal – Is responsible for the Overall Project Management of Scope, Schedule and Budget of the Project and Client satisfaction.
Stefan K. Matthes, P.E.	**19**	Project Manager – Is responsible for the Day to day project management of the Scope, Schedule and Budget & Client coordination responsibilities.
Steven Doyle, P.E.	**6**	Senior Project Engineer – Is responsible for the concepts and review of the Engineering Design, Plan preparation and review for quality assurance for milestone submittals.
Nate Willbur, P.E.	**5**	Project Engineer – Is responsible for the Engineering Design and Plan preparation.
Mike Kolodziejczyk, PLS	**4**	Project Surveyor – Is responsible for the Survey data collection as necessary for utility conflict resolution and quality assurance responsibilities.
Marcelo Dimitriou, P.E.	**4**	Project CEI Manager – Is responsible for the Design Constructability review and Construction Quality Control of Field resolution during the Construction period.

4. Identify your firm's procedures and experience with the coordination of the design and permitting with other utilities owners, and local governmental and regulatory agencies.

Culpepper & Terpening, Inc. has developed a proven Project approach which has resulted in over **481,000 feet (92 miles)** of potable water, sanitary force mains, and raw and re-use water mains completed on schedule.

Culpepper & Terpening, Inc. is the only Engineering firm on the City's of Port St. Lucie's continuing service contract who is also a continuing service to many of the Utilities who we will be coordinating with.
These relationships will benefit the City during coordination, design and permitting of the Project. ***Culpepper & Terpening, Inc.*** is a continuing service provider for the following organizations:

- Florida Power & Light in the Transmission Division;
- Florida Power & Light in the Engineering Division;
- Florida Power & Light in the Distribution Division;
- AT & T;
- City Gas;
- Hometown Cable;
- St. Lucie County School Board and,
- St. Lucie County Fire District.

The City's Bayshore Blvd. Water Main Improvement Project schedule has a fast tracked design and permitting schedule of fourteen (14) weeks (includes professional services plus the agency review period). Our Project approach is driven by the schedule so that the City's goals are achieved and the Project is not delayed. We have prepared a proposed project schedule to accomplish the work schedule as shown in Section 5, pg. 20 of this document. The Project Manager will manage our day to day personnel assignment to insure the Client's Scope, Schedule and Budget of the Project is achieved. ***Culpepper & Terpening, Inc.*** internally utilizes the Vision Deltek software to allocate personnel resources necessary to meet the Project's milestones.

Our proposed The Project approach for the City's Bayshore Water Main Improvement Project for project coordination is as follows:

- Conduct the Project Kick-off meeting with all stakeholders including but not limited to:
  - City of Port St. Lucie Utility's Project Manager
  - City of Port St. Lucie Engineering Department: To Be Determined;
  - City of Port St. Lucie Public Works Department: To Be Determined;
  - St. Lucie School Board Assistant Superintendent: Mr. Marty Sanders, P.E
  - Bayshore Elementary Principal: Ms. Lori Reid;
  - Ardaman and Associates (our Geotechnical consultant): Mr. Dan Zrallack, P.E.;
  - St. Lucie County Fire District Deputy Chief: Mr. Buddy Emerson;
  - Florida Power & Light Project Engineer: Ms. Vicky Holly;
  - City Gas Engineer; Mr. Bock Krienhagen;
  - AT&T Project Engineer: Mr. Hank Kohl;
  - Comcast Project Engineer: Mr. Tim Korndoefer and;
  - Captec Engineering the City's consultant for the Project Roadway Design and CEI services for the Bayshore Roadway Project: Mr. Joe Capra, P.E..

- Establish a web based "Basecamp" and give secured access to the project basecamp to all stakeholders for initial locations and design input.

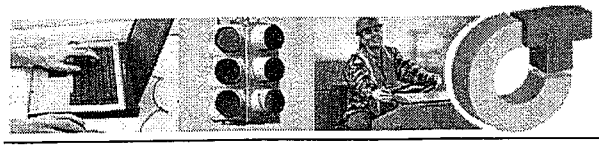
- Maintain the web based "Basecamp" with project updates, which allows all stakeholders to review the weekly project updates, plan development, and provide input during the design process.

- Upload the 30%, 60% and 90% Plans to the "Basecamp" which allows all stakeholders to review "Red Marked" plans and provide inter agency communications on design issues.

- QC meetings with all stakeholders prior to the 30%, 60% and 90% submittals.

- Upload the 100% Plans into the "Basecamp" which allows all stakeholders access during the Construction Period.

- The "Basecamp" will be maintained during the Construction Period to allow Utility coordination of field changes and avoid costly relocations.



5. Identify the challenges associated with, and the proposed means of, meeting the milestone time frames of the for the 60%,90% and 100% submittals.

Culpepper & Terpening, Inc. has developed a proven Project approach which has resulted in over **481,000 feet (92 miles)** of potable water, sanitary force mains, raw water mains and re-use water mains completed on schedule.

Culpepper & Terpening, Inc., in an effort to identify the challenges and issues associated with the Project, has reviewed the following related information:

- Conducted a field walk through of the Project limits;
- Conducted interviews with business owners within the Project area to identify concerns;
- Conducted interviews with homeowners within the Project area to identify concerns;
- Conducted interviews with two prospective contractors, Felix Equalities and Bush Construction to identify constructability issues and pricing;
- Obtained and reviewed the City's USA No. 2 Plans and Specifications for Utilities Extensions (North of Crosstown Parkway);
- Obtained and reviewed the City's USA No. 3 Plans and Specifications for Utilities Extensions (South of Crosstown Parkway);
- Obtained and reviewed Port St. Lucie Section 13 Plat, as recorded in the Public records, to determine existing utility easements granted by plat;
- Obtained and reviewed Port St. Lucie Section 28 Plat, as recorded in the Public records, to determine existing utility easements granted by plat;
- Obtained and reviewed the City Port St. Lucie Base GIS maps for use in 30% plans;
- Obtained and reviewed the St. Lucie County School Board Bus Transportation Routes for Bayshore Elementary;
- Obtained and reviewed the Captec Engineering Plans and Specifications for the Bayshore Roadway Project;
- Obtained and reviewed the Ranger Construction Contract for the Bayshore Roadway Project;
- Obtained and reviewed the "As-Built" drawings for the Bayshore Roadway Project;
- Obtained and reviewed the SFWMD ERP Permit for the Bayshore Project;

Culpepper & Terpening, Inc. has identified the challenges of "fast tracking" the Project schedule and our proposed means to address them. Listed below are key elements associated with the City's Bayshore Boulevard Improvement Project.

Project Schedule Challenges:

- **Obtaining Design Surveys governing the plan preparation.** ***Culpepper & Terpening, Inc.*** has four (4) licensed Surveyors and crews available to obtain the necessary field information. There is NO coordination of sub consultants needed to meet the City's schedule.

- **Utilizing the City's GIS base maps to import record information into the Design Plans.** ***Culpepper & Terpening, Inc.*** utilizes in house GIS systems, thus allowing efficient integration of base data into the Design. There is NO coordination of sub consultants needed to meet the City's schedule.

- **Coordination of project stakeholders.** ***Culpepper & Terpening, Inc.*** is the only Engineering firm on the City's of Port St. Lucie's selected continuing service contract who is also a continuing service provider to many of the project' stakeholders. These relationships will benefit the Project's fast tracked schedule. We are a continuing service provider to the following organizations:

  - Florida Power & Light in the Transmission Division;
  - Florida Power & Light in the Engineering Division;
  - Florida Power & Light in the Distribution Division;
  - AT & T;
  - City Gas;
  - Hometown Cable;
  - St. Lucie County School Board and,
  - St. Lucie County Fire District.

- **Utility coordination is critical in order to fast track the Project.** We propose to prepare a 30% set of plans which depict the horizontal location of the improvements to allow early coordination of the conceptual plans and identify potential Utility conflicts that would adversely impact the Design.

- **Conduct the Project Kick-off meeting utilizing the 30% plans with all stakeholders including but not limited to:**

  - City of Port St. Lucie Utility's Project Manager
  - City of Port St. Lucie Engineering Department:
  - City of Port St. Lucie Public Works Department:
  - St. Lucie School Board Assistant Superintendent: Mr. Marty Sanders, P.E
  - Bayshore Elementary Principal: Ms. Lori Reid;
  - Ardaman and Associates (our Geotechnical consultant): Mr. Dan Zrallack, P.E.;
  - St. Lucie County Fire District Deputy Chief: Mr. Buddy Emerson;
  - Florida Power & Light Project Engineer: Ms. Vicky Holly;
  - City Gas Engineer; Mr. Bock Krienhagen;
  - AT&T Project Engineer: Mr. Hank Kohl;
  - Comcast Project Engineer: Mr. Tim Korndoefer and,
  - Captec Engineering the City's consultant for the Project Roadway Design and CEI services for the Bayshore Roadway Project: Mr. Joe Capra, P.E.;

- **Communication of information is essential in a fast tracked project.** We propose to establish a web based "Basecamp" which will allow all appropriate stakeholders to share design information.

- **Utility coordination during the 30%, 60% and 90% construction plan preparation.** We propose weekly coordination and uploading of the construction plans into the project's "base camp" to allow specific information in detailing Utility conflicts with the stakeholders as identified.

- **Field inspection of platted easements for design. Again *Culpepper & Terpening, Inc.*** has four (4) licensed Surveyors and crews available to stake the existing Utility easements and right of ways for the City's and landowner inspection.

- **State permitting agencies issues.** We propose a pre-application meeting with the South Florida Water Management District (the "SFWMD") to identify potential wetlands impacts and mitigation as a result of this project if required.

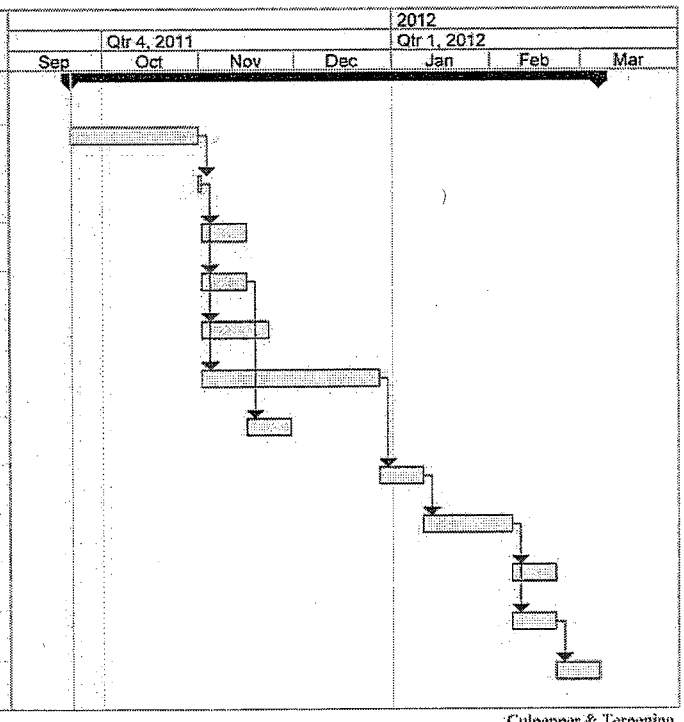
- **Fire District approval of the fire hydrant spacing.** The Bayshore corridor is a divided multi lane roadway section and is required to meet the Fire District's Life Safety Code. The District and the City require a 600 foot spacing of the fire hydrants, thus requiring additional fire hydrants on the west side due existing fire hydrant spacing. We propose to establish fire hydrant locations acceptable to the District and the City early in the design process. The fire hydrant locations will require accessibility for fire apparatus connections and maintainability for the City.

- **Construction coordination.** We propose that the "Basecamp" be maintained during the Construction Period to allow Utility coordination during field changes and avoid costly relocations.

- **Our proposed schedule is as follows:**

Bayshore Watermain Improvement Project
Proposed Schedule

ID	Task Name	Duration	Start	Finish
1	Est. Project Timeline	120 days	9/21/11	3/7/12
2	Consultant Selection	41 edays	9/21/11	11/1/11
3	Notice to Proceed	1 eday	11/1/11	11/2/11
4	Conceptual 30% Plans	14 edays	11/2/11	11/16/11
5	Utility Coordination	14 edays	11/2/11	11/16/11
6	Field Surveying	21 edays	11/2/11	11/23/11
7	Prepare 60% Plans	56 edays	11/2/11	12/28/11
8	Utility Coordination	14 edays	11/16/11	11/30/11
9	City/Agency Review No. 1	14 edays	12/28/11	1/11/12
10	Prepare 90% Plans	28 edays	1/11/12	2/8/12
11	Permitting	14 edays	2/8/12	2/22/12
12	City/Agency Review No. 2	14 edays	2/8/12	2/22/12
13	Prepare 100% Plans	14 edays	2/22/12	3/7/12



September 19, 2011

Culpepper & Terpening
Job No. 11-247

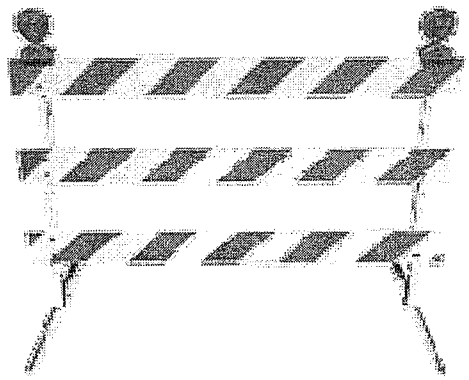
6. Identify the challenges associated with the design and permitting of water mains and appurtenances within the rights-of-way of an existing public 4-lane divided urban typical roadway section, including maintenance of traffic

Culpepper & Terpening, Inc. has conducted a conceptual review the of Project based on the historical information we have obtained, as listed in our response to question 5, in an effort to identity challenges for this project.

Project Design and Permitting Challenges:

Safety and Liability during the Design phase

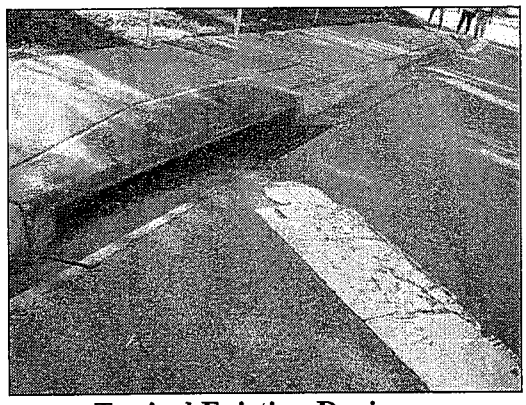
Ground truthing and field surveying expose personnel to potential harm when working in areas of high traffic volumes. All of ***Culpepper & Terpening, Inc.*** field personnel hold a MOT work zone traffic control certification.



Maintenance of Traffic

Identification of existing storm drainage conflicts

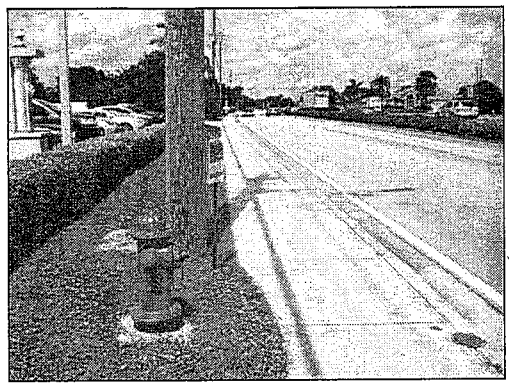
Bayshore Boulevard has approximately 3,100 feet of underground drainage pipe ranging in size from 18 inches to 60 inches which is generally located on the east side of the roadway. The location of these facilities will require field verification of both horizontal and vertical components. We propose "soft digging" of all identified conflicts and field surveying with ***Culpepper & Terpening, Inc.*** in house survey crews to establish criteria for the design resolution.



Typical Existing Drainage

Identification of existing utilities and conflict resolution

The exact location of the existing utilities i.e.: FP&L, City Gas and AT&T, is critical in identifying conflicts. We propose "soft digging" all identified conflicts and field surveying with ***Culpepper & Terpening, Inc.'s*** in house survey crews to establish criteria the design resolution.



Typical Utility Conflicts

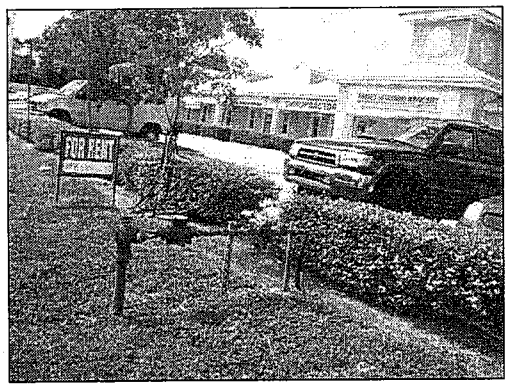
Project work flow plan

Developing of the Project's work flow plan assists the contractor in the installation of the mains and minimizes impacts to the public. We propose to develop a plan with the Port St. Lucie Utilities Department that will accomplish an effective work program.

Typical Business Interruption

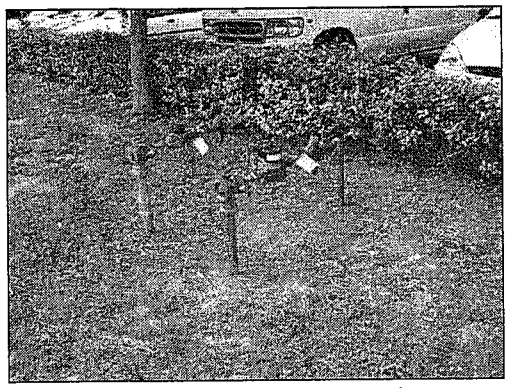
Business and Residential Site Access Interruption

There are 10 existing commercial business and 25 developed residential properties along the project route. Most area businesses and residents are struggling through these difficult economic times. Losing or restricting access would be detrimental to even the most financially secure businesses. The many aspects of the design should and must include provisions to address the least impact to the residents, businesses and patrons.



Typical Development Access

Maintenance of existing utility customers
The construction of the water main will require the contractor to maintain service to approximately 25 existing water services. We propose a design location that will allow for the construction sequencing to occur without service interruption.



Existing Utility Connections

Sea Holly Terrace Road Closure during Construction
The physical connection of the water main will require lane closures on both Bayshore Blvd and Sea Holly Terrace during two construction activities. The first road closure will occur while installing the main, tapping the existing mains and avoiding conflicts with the low pressure force main. The second road closure will be after the main has been cleared; the physical connection will be activated.

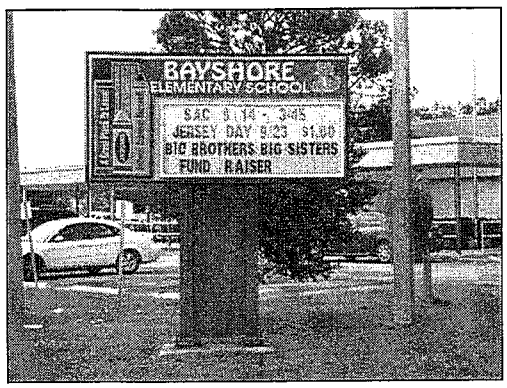
Side Street Closures

Safe Routes to School and ADA Accessibility (Sidewalks and Ramps):
A portion of the existing water main is located under the curb and abuts the sidewalk. A significant quantity of the existing curb and sidewalk will need to be replaced during the construction. This will require sidewalk closures during construction, since having pedestrians cross the street to pass a work zone is not viable. Our solution is to provide a temporary sidewalk access at the appropriate locations around those impacted work zones.

We have discussed the Project with Mr. Philip Vitale of the St. Lucie County School Board Transportation Department and have determined that there are 84 Buses that travel with the work zone daily. In addition there are numerous Buss stops with in potential roadway detour routes that may be affected. We Propose to identify the Bus Stops and design a detour routing plan that does not impact the student pick up or drop off times.

School Zones

Parent Drop Off Connection at Sea Holly Terrace
The physical connection as stated above will require lane closures. Sea Holly is the Parent Drop off access for Bayshore Elementary. Our design will allow installation of the main in the off peak traffic hours (8:45am and 3:15pm).



Parent Drop Off

Crossing of Crosstown Parkway
Avoidance of lane closure on Crosstown Parkway will be accomplished by utilizing horizontal directional drilling construction methods. Our design will allow a lay down and staging area for the directional bore.

Connection to the Existing mains at Everly Avenue

- The physical connection will require connection to multiple mains. Our concern is the ability to shut down the existing 12" butterfly valve to allow the contractor a connection point. We propose the contractor install a new valve adjacent to the existing valve to conduct the pressure test against.
- We propose to connect the new 12" main to the existing side street 8" mains along Everly Avenue to provide looping of the Utility system and water during construction.
- The physical connection will require the lane closures on both Bayshore Blvd and Everly Ave for the construction activities. To minimize the lane closures we propose a directional bore east-west and utilize 8" line stops to isolate the existing mains.

Fire Protection
There are 5 existing fire hydrants being serviced off of the existing main. The final design will require the design of additional hydrants to meet Life Safety Code. The location will require both accessibility for fire apparatus connections and maintainability for the City.

Typical Fire Protection

Existing 12" Water Main - Asbestos Cement (AC/Transite)
The existing 12" water main is located on the East side from Sea Holly Terrace for about 500 feet, then crosses Bayshore Blvd. and then runs on the West side north to Everly Street. In general, the design of Bayshore Roadway Project improvements were located on the opposite side of the street thus requiring the new installation of the water main parallel the existing main. Project Construction activity near the existing transite main often causes catastrophic main failures. We propose to establish both horizontal and vertical locations for the new main to minimize the construction risk associated with Asbestos pipe. Specifications will include requirements for the soil compaction methods associated with the pipe installation such as a limitation on dynamic compaction methods.

Typical Water Main Location

Abandoning the Existing Asbestos Cement (AC/Transite) Pipeline:
The existing main contains of asbestos material that should be properly abandoned in place, in lieu of being removed from the ground. Asbestos Cement was historically the dominant material used for utility mains. This material is no longer accepted by the State, is considered a hazardous material and requires special handling if removed. Abandoning the AC main in place is a viable option.

Asbestos Pipe

Safety and Liability during the Construction phase
The Project's design will directly affect the contractor's installation time and methods. We propose to establish a horizontal location to minimize conflict with other utilities and detail conflicts so that delays are not encountered in the field.

Maintenance of Traffic (MOT)
Proper Maintenance of traffic (MOT) is a key issue regarding both public safety and community satisfaction during a project. The MOT plans must take into consideration the proper use of lane closures and detours which are dependant upon the location, operation, duration of the construction work zone. Particular attend must be paid to insuring that the impact to local residents and businesses are minimized. The design of proper signage, and adherence to approved MOT standards by certified professionals with training (Advanced Work Zone Traffic Control) is imperative to minimize liability for the owner.

To emphasize again we have discussed the Project with Mr. Philip Vitale of the St. Lucie County School Board Transportation Department and have determined that there are 84 Buses that travel with the work zone daily and are numerous Buss stops with in potential roadway detour routes that may be affected. We propose to identify the Bus Stops and design a detour routing plan that does not impact the student pick up or drop off times.

7. Provide insight and/or innovative design alternatives for the routing of, and /or installation means and methods for, the proposed water main.

Potential Design Considerations/Evaluations along the Existing Bayshore Blvd. Corridor:

There are several design options that should be considered along the Bayshore Blvd. right-of-way corridor. The design alternatives offer advantages and disadvantages which should be evaluated prior to the commencement of the project design.

Construction Methods

- **Cured In Place Pipe (CIPP):**
  Cured-in-place pipe is a method where a fiberglass or plastic polymer liner is inserted in the pipe and expanded. CIPP involves both structural and non-structural liner systems. Of the many processes used in CIPP, the disadvantage is the lost time in rescaling the pipe interior, loss of water service during installation and time to cure. Services must be replaced or cuttings must be flushed out. Valves are traversed and then excavated to allow for the modification of the liner. Butterfly valves are not suitable for CIPP installation and must be removed. In addition, the interior diameter of the pipeline is reduced based on the wall thickness of the liner material.

  While CIPP is viable and the loss of service to businesses and residents could be mitigated, it would be cost prohibitive, as well as disruptive to motorists and business patrons.

- **Pipe Bursting:**
  Pipe bursting is the insertion of a hydraulic reamer into the pipe which is then expanded. This causes the pipe to break, forcing the pipe fragments into the surrounding soil formation. The expanded opening left upon fragmenting of the pipeline allows sufficient space for the pulling of a replacement pipeline. The disadvantage is the extended period of time required to remove the existing pipe from service, insert the new pipe and obtain required clearance through FDEP. This process is also disruptive to motorists and business patrons.

- **Directional Bore:**
  It is viable to horizontally directional bore the entire Bayshore Corridor, then excavate at designated locations for tie-in of services and end connections. This will be disruptive to motorists and business patrons.

- **Conventional Open Cutting:**
  Conventional open cutting and replacing of the pipe is viable. The installation of the pipeline and maintaining of services is also viable. However, the drawback to this method is the costly restoration of sidewalks, driveways, travels lanes, landscaping, curbs, and other amenities. The cost of MOT is significantly higher, since travel lanes and business driveways will be required to be closed for extended periods of time.

- **Water Distribution System (12-inch PVC & 12-inch HDPE water main):**
  Common engineering practice is to upsize the directional bore pipelines to compensate for available inside pipe flow area. Consideration should be given to keep the pipeline at 12-inch diameter for both PVC and HDPE pipe. The pressure loss difference for a non-looped main is less than 1 psi. Looping the mains will reduce the headloss to less than a ½ psi which is insignificant.

Innovation Solution by Culpepper & Terpening, Inc.

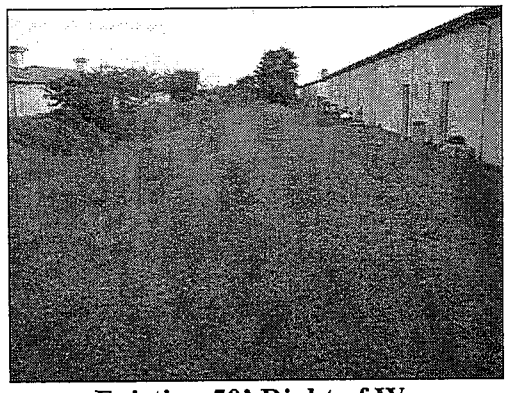
The Problem

The existing 12-inch water main along Bayshore Blvd is predominantly located in the travel lanes of one the City's major north-south roadway corridor. Currently, Bayshore Blvd north of Crosstown Parkway has 23,000 average vehicle trips per day (ADT), south of Crosstown Parkway 21,000 ADT. Every effort should be given to the design that will create the least impact to drivers, area businesses, schools and to the general public as a whole. While City staff ultimately decides the final design parameters, consideration should be given to the following design concept.

The Solution

Culpepper & Terpening, Inc. has obtained and conducted an alternative route conceptual design based on historical information and field inspection, as listed in our response to question 5, in an effort to identity an alternate solution.

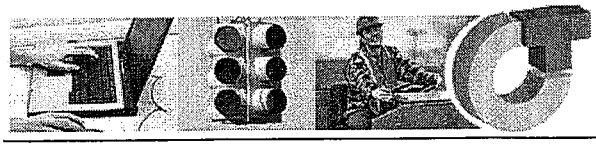
We propose that the construction of the new 12-inch water main be installed in the City's drainage right of way one lot west and paralleling Bayshore Boulevard. The City's drainage right of way is directly behind and abuts the existing commercial businesses.



Existing 50' Right of Way

The Benefits

Project Cost
We conducted introduction interviews with Felix Equities and Bush Construction, both potential bidders. We have obtained cost estimates for installation on the main within the Bayshore right-of-way and for utilizing the drainage right-of-way. It is estimated that the savings from the installation of the pipe alone, excluding all fitting and appurtenances, would be approximately $500,000 Dollars.



Business and Residential Site Access Interruption

Rear lot service would not require the contractor to close driveway connections to Bayshore Blvd and thus nearly eliminate all business and resident driveway closures.

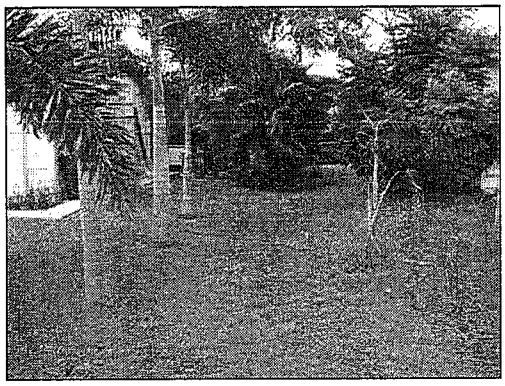
The businesses and residential units along Bayshore have limited access to the roadway system through their driveways fronting Bayshore (i.e.: Mail Carrier delivers, such as USPS, UPS and Federal Express would be hampered from making such deliveries if construction were to be performed along Bayshore). The proposed work plan would create the least impact to all driveways

Business Interruption

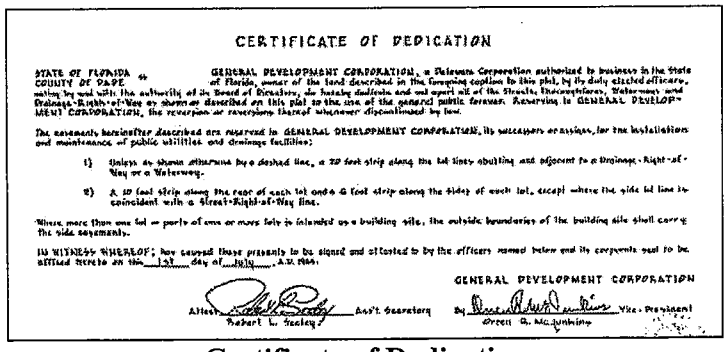
Service Connections

A review of the existing Port St. Lucie Plats Section 13 & 28 indicate that side lot easements may be available for most of the units being served. The directional bored water mains running east and west can be steered through the side lot easements of the businesses and residential lots.

We have confirmed with the City Attorney that Utilization of the easements can be used for this purpose and public benefit. ***Culpepper & Terpening, Inc. utilized this approach*** utilized in the design of the City's USA 9 and 7A Utility expansion Project for the existing commercial developments alone Port St. Lucie Boulevard.



Existing Side Lot Easements



CERTIFICATE OF DEDICATION

STATE OF FLORIDA
COUNTY OF DADE

GENERAL DEVELOPMENT CORPORATION, a Delaware Corporation authorized to business in the State of Florida, owner of the land described in the foregoing caption to this plat, by its duly elected officers, acting by and with the authority of its Board of Directors, do hereby dedicate and set apart all of the Streets, Thoroughfares, Waterways and Drainage-Right-of-Way as shown or described on this plat to the use of the general public forever. Reserving to GENERAL DEVELOPMENT CORPORATION, the reversion or reversions thereof whenever discontinued by law.

The easements hereinafter described are reserved to GENERAL DEVELOPMENT CORPORATION, its successors or assigns, for the installation and maintenance of public utilities and drainage facilities:

1) Unless as shown otherwise by a dashed line, a 20 foot strip along the lot lines abutting and adjacent to a Drainage-Right-of-Way or a Waterway.

2) A 10 foot strip along the rear of each lot and a 6 foot strip along the sides of each lot, except where the side lot line is coincident with a Street-Right-of-Way line.

Where, more than one lot or parts of one or more lots is intended as a building site, the outside boundaries of the building site shall carry the side easements.

IN WITNESS WHEREOF; have caused these presents to be signed and attested to by the officers named below and its corporate seal to be affixed hereto on this 1st day of July, A.D. 1964.

GENERAL DEVELOPMENT CORPORATION

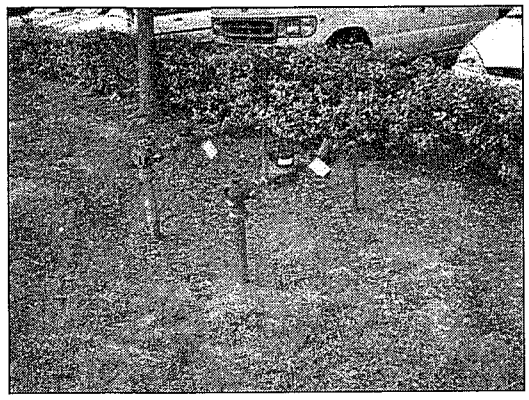
Attest: Robert L. Seeley, Ass't. Secretary

By: Vice-President, Orren R. McCumbins

Certificate of Dedication

Business and Residential Utility Service Interruption

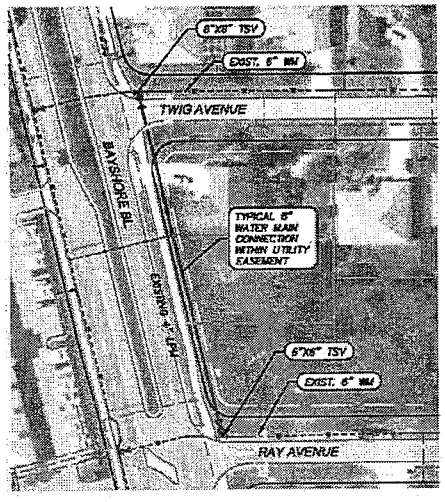
The proposed work plan allows for only a temporary loss of services for existing businesses and residents which will occur at the time of actual meter connection. The replacement main could be furnished and installed, cleared for service and then the individual water services transferred after final acceptance by the City.



Utility Services

Side Street Looping

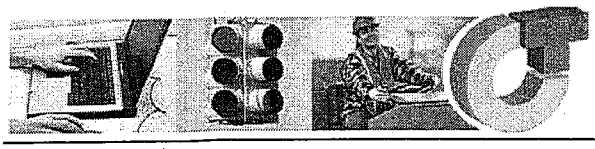
The existing 6" water mains at the intersecting side street i.e.: S.W. Ray Avenue. and S.W. Twig Avenue needs to be looped. We propose to utilize the existing utility as per Port St. Lucie Section 13 & 28 plats to connect the existing mains.



Water Main Looping

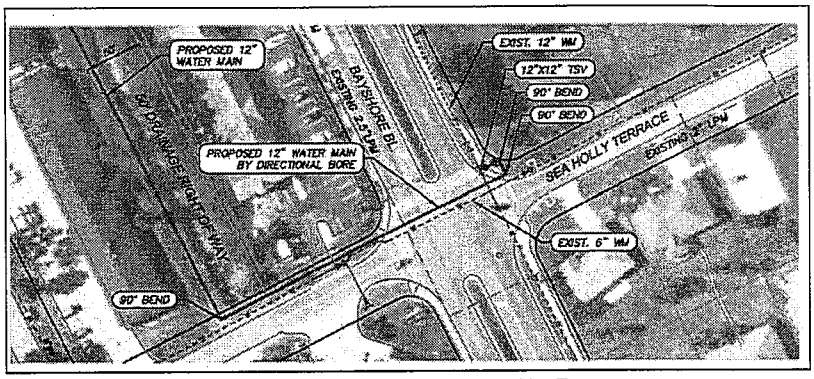
Utility Conflicts

There are numerous existing underground utilities and a low pressure force main paralleling the water main within the Bayshore Blvd right of way. Attempting to replace the main along Bayshore increases the potential conflicts associated with crossing other utilities, wastewater mains and services. The alternate route minimizes these conflicts.



Maintenance of Traffic (MOT)

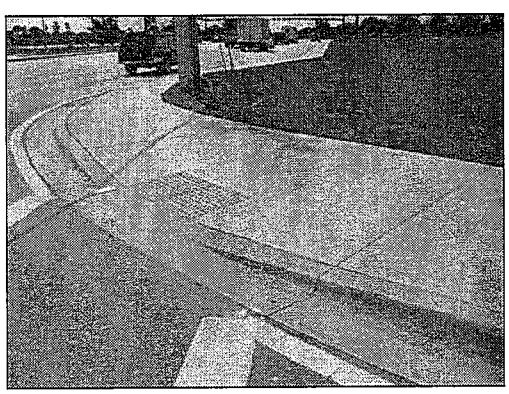
The proposed design concept would reduce the work activities within the Bayshore Boulevard corridor and therefore the required MOT would be reduced proportionally. Additionally the side street connection would utilize the directional bore construction methods to further reduce roadway closures. This in turn would limit potential liabilities by reducing the number of work force personnel in the corridor thus reducing the potential exposure liability and increasing the safety aspects of the project.



Typical Water Main Tie In

Safe Routes to School and ADA Accessibility (Sidewalks and Ramps):

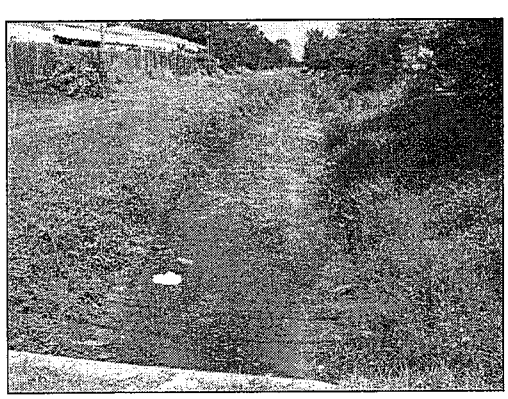
A portion of the existing water main is located under the curb and abuts the sidewalk. Sidewalk closures will be required if the mains along Bayshore were replaced in there original position. Closing a sidewalk and having pedestrians cross the street to pass a work zone is not viable. Should the primary construction proceed along Bayshore, then a temporary sidewalk access would be required around those impacted work zones. The alternate route minimizes these conflicts.



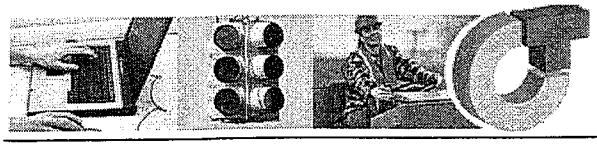
ADA Accessibility

Joint Utility and Drainage Benefit

In discussions with the City's Public Works Department we they indicated that the drainage system was in need of maintenance work, however it was unfunded. There is a joint benefit in that the Utility Project could assist the Public Works Department in improving the drainage system as part of the scope of work. The funding of the Water Mains should be utilized as matching funds for an application for a water quality **Grant**.



Utility and Drainage Benefit



8. Where is your assigned staff's office located for this project and what is your response time to the site for resolution of design issues indentified during construction.

The project will managed from our Fort Pierce office located at the intersection of S. 25th Street and Edwards Road, only 9.6 miles or 19 minutes from the Project. We have assigned personnel to the Project who can be accessible 24 hours per day in minutes:

Mr. Terpening, our Project Principal, lives only 6.3 miles or 14 minutes from the Project.
Mr. Matthes, our Project Manager, lives only 7.7 miles or 16 minutes from the Project.
Mr. Doyle, our Project Engineer, lives only 8.4 miles or 19 minutes from the Project.
Mr. Willbur, our Project Engineer, lives only 9.0 miles or 19 minutes from the Project.
Mr. Kolodziejczyk, our Project Surveyor, lives only 3.3 miles or 8 minutes from the Project.
Mr. Dimitriou, our CEI Manager, lives only 13.6 miles or 28 minutes from the Project.

9. List past 5 years of litigation history.

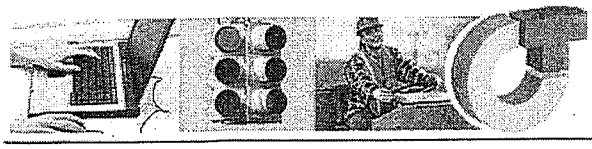
Culpepper & Terpening **like most other companies over the past several years have been named in law suits. We have been named in the following lawsuits:**
Culpepper & Terpening, Inc. **was brought in as a third party to a law suit between Midway Properties and Midway Partners. The claim was dismissed in 2010.**

10. List number of design projects awarded to City in past 12 months and the total dollar amount.

1) Marion Sidewalk Design $67,460.50

11. Does your firm accept payment by Credit Card?

YES



ADDENDUM ACKNOWLEDGMENT - Proposer acknowledges that the following addenda have been received and are included in his/her proposal:

Addendum Number	Date Issued

CERTIFICATION:

This E-Bid is submitted by: Name (print) **J.P. Terpening, Jr.** who is an officer of the above firm duly authorized to sign proposals and enter into contracts. I certify that this E-Bid is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a proposal for the same materials, supplies, or equipment, and is in all respects fair and without collusion or fraud. I understand collusive bidding is a violation of State and Federal law and can result in fines, prison sentences, and civil damage awards. I agree to comply with all requirements stated in the specifications for this E-bid, the Terms and Conditions including amendments to Master Contract #20100050.

I agree to abide by all conditions of this E-Bid.:

Signature — President (Title)

If a corporation renders this E-Bid, the corporate seal attested by the secretary shall be affixed below. Any agent signing this E-Bid shall attach to this form evidence of legal authority.

Witnesses:

Kathryn J. Burzynski

If Individual:

Signature

Print Name

If Partnership:

Print Name of Firm

By: (General Partner)

If Corporation:

Culpepper & Terpening, Inc.
Print Name of Corporation

By: (President)

Attest: (Secretary)

QUESTIONNAIRE
E-Bid #20110123

Design and Permitting of 12" Water Main and appurtenances along Bayshore Blvd. between Everly Ave. and Sea Holy Terrace.

It is understood and agreed that the following information is to be used by the City of Port St. Lucie to determine the qualifications of personnel and firm as presented in this document. The Proposer waives any claim against the City that might arise with respect to any decision concerning the qualifications of the Proposer or the personnel of the Proposer.

The undersigned attests to the truth and accuracy of all statements made on this questionnaire. Also, the undersigned hereby authorizes any public official, Consultant, Surety, bank material or equipment manufacturer or distributor, or any person, firm or corporation to furnish the City of Port St. Lucie any Pertinent information requested by the City deemed necessary to vary the information on this questionnaire.

Dated this **21st** day of **September, 2011**

Creech Engineers, Inc.

Name of Organization / Proposer

1. Firm's office address, telephone, fax number, e-mail address and contact person for this project

Creech Engineers, Inc.
501 SE Port St. Lucie Boulevard
Port St. Lucie, FL 34984
772-249-0733
772-220-7881 Fax
Jerry Compton
jcompton@creechinc.com

2. Please provide proposed assigned staff experience in designing water mains and appurtenances within the rights-of-way of an existing public 4-lane divided urban typical roadway section, including maintenance of traffic in accordance with FDOT Standard Index requirements.

- **The current staff of Creech Engineers has over 35 years of experience in the design and permitting of water and wastewater relocations within the rights-of-ways of existing urban roadways.**
- **These projects were located within roadways ranging from 2 to 8 lanes.**
- **The majority of this work was performed for the City of Port St. Lucie.**
- **Current staff was involved in the original writing of the Port St. Lucie Water and Wastewater Master Plan and performed the design and permitting of most of the existing water and wastewater systems in the City.**
- **All of the following projects included detailed maintenance of traffic plans in accordance with FDOT Standards.**

The following is a list of staff experience in the design and permitting of water and wastewater facilities within existing urban roadway rights-of-ways:

Staff Name	Title	Years Exp	Company
Richard T. Creech, PE, PSM	**President**	**35 years**	**Creech Engineers, Inc.**
Jeffrey O. Norris, PE	**Chief Engineer/ QAQC**	**32 years**	**Creech Engineers, Inc.**
Eric Zeiss, PE	**Project Manager**	**23 years**	**Creech Engineers, Inc.**
Jerry Compton	**Vice President**	**25 years**	**Creech Engineers, Inc.**

Project Name & Description
Representative projects:

- **City of Port St. Lucie Water and Sewer Expansion Project – City of Port St. Lucie**

  The design and permitting of water mains, force mains, and low pressure mains ranging in size from 2-inches to 24-inches throughout the City of Port St. Lucie. These mains were installed in the rights-of-ways of existing 4 to 8 lane roadways including Port St. Lucie Boulevard, US1, Gatlin Boulevard, Midway Road, Bayshore Boulevard, Southbend Boulevard and Glades Cut-off Road. Approximately 500 miles of pipeline was installed under this project.

- **City of Port St. Lucie Industrial Waste Disposal Main – City of Port St. Lucie**

  The design and permitting of approximately 10,000 linear feet of 16-inch industrial waste disposal main and 5,000 linear feet of 16-inch water main from the Northport Wastewater Treatment Plant to the underground injection well located at the James Anderson Water Treatment Plant. The project included directional bores of Florida's Turnpike and Glades Cut-off Road along with a crossing of Florida's Turnpike through an existing cattle crossing.

- **Oleander Avenue Triplex Lift Station and Force Main – City of Port St. Lucie**

  The design and permitting of a triplex lift station located on Oleander Avenue including approximately 7,000 linear feet of 12-inch force main from the lift station to the Northport Wastewater Treatment Plant along Oleander Avenue and St. James Drive. The project included a directional bore of US1.

- **South Lennard Road Lift Station and Force Main – City of Port St. Lucie**

  The design and permitting of a lift station located South Lennard Road including approximately 3,000 linear feet of 8-inch force main and 8-inch water main. The project included a directional bore of the North Fork of the St. Lucie River.

- **City of Port St. Lucie RO Concentrate Disposal Main – City of Port St. Lucie**

  The design and permitting of approximately 6,000 linear feet of 12-inch RO concentrate disposal main from the Prineville Water Treatment Plant to the Northport Wastewater Treatment Plant. The project included a directional bore of Prima Vista Boulevard.

- **Martin's Crossing Off-site Utility Improvements – Martin County Utilities**

  The design and permitting of approximately 5,000 linear feet of 16-inch water main 16-inch force main and 12-inch reuse main to serve the Martin's Crossing development. The water main and force main were located along Kanner Highway (SR 76) which is a 6-lane urban roadway section. The reuse main was located along Cove Road and Willoughby Boulevard which are 4-lane roadway sections. The project included directional bores of Salerno Road and Willoughby Boulevard

- **San Filippo Drive /Community College Parkway Relocation– City of Palm Bay**

  This project involved approximately 185 acres located on Malabar Road and San Filippo Drive, in the City of Palm Bay, Brevard County. The project included five components: a Lowe's Home Improvement Center, the realignment of Community College Parkway with utilities relocations and modifications to Lake Titan, S.R. 514 (Malabar Road) stormwater system rerouting, widening of San Filippo Drive from 2 to 4 lanes with utilities and stormwater improvements and relocations, and improvements to the Jupiter Boulevard Intersection with a roadway extension to the Brevard County Community College campus including additional parking drives and a bridge.

- **Colorado Avenue – City of Stuart**

  US Highway 1 to the Florida East Coast Railroad - The project is a 0.4-mile five (5) lane urban roadway rehabilitation project to include storm drainage system replacement, asphalt pavement milling and resurfacing, water and sewer line replacements, landscaping, decorative street lighting, sidewalk replacement, sidewalk coloring, and re-striping. Specialized services included public information awareness meetings, coordination with business owners, working with City of Stuart and providing construction services for night work.

- **US Highway 1 expansion from Port St. Lucie Blvd. to Jensen Beach Blvd. - West Jensen PUD**

  The highway was expanded from 6 to 8 lanes from Jensen Beach Boulevard in Martin County north to Port St. Lucie Boulevard in St. Lucie County and included stormwater management systems, municipal water and sewer system extensions, multiple new entrances (including 3 major intersections) into commercial and residential developments, utility relocations, and a new reclaimed water main extension. Coordinating approvals were required from Martin County, St. Lucie County, and the Florida Department of Transportation (FDOT). Survey services included boundary surveys, topographic surveys, wetland delineation surveys, construction layout, right-of-way verification, and as-built/record survey certification.

3. Identify the staff assigned to the project and the scope of work to be performed.

Staff Name	Years with Company	Scope of Work
Eric Zeiss, PE	**1 year with Company (23 years total experience)**	**Project Manager/ Project Engineer**
Chris Miller	**1 year with Company (10 years total experience)**	**CAD Technician**
Jeffrey O. Norris, PE	**10 years with Company (32 years total experience)**	**Chief Engineer/ Quality Control**
Jerry Compton	**18 years with Company (25 years total experience)**	**Sr. Project Manager**
Richard T. Creech, PE, PSM	**33 years with Company (35 years total experience)**	**Principal**
Patrick Meeds, PSM	**5 years with Company (34 years total experience)**	**Survey Director**

4. Identify your firm's procedures and experience with the coordination of the design and permitting with other utilities owners, local governmental and regulatory agencies.

Our firm has extensive experience in coordination with local utilities and government in the area of this project. Our project team has worked in this specific area for over 20 years and has been involved in the design of a majority of the water and wastewater utilities that are located in the vicinity of this project.

- **Coordination with the Port St. Lucie Utility Systems Department, Florida Power and Light Company, AT&T, City Gas and Comcast Cable will be integral to this project. Our staff has worked extensively with these utility companies for over 20 years and has a great rapport with their staff. Permitting will be through the City Engineering Department and City Utilities.**
- **Permitting through the Florida Department of Environmental Protection will not be required since the proposed water main will be 12-inch diameter. The permit process should not pose an unreasonable delay based on in house permitting by the City Utilities and a sound initial design.**
- **To accelerate the project, we plan to meet with City staff to prepare the preliminary design to incorporate their input.**
- **Utilities coordination, with Florida Power and Light Company, AT&T, City Gas and Comcast Cable will be started at the commencement of the design so as not to cause project delays.**
- **Proper planning and project coordination from the start of the design process will prevent any unnecessary delays.**

5. Identify the challenges associated with, and the proposed means of, meeting the milestone time frames of the for the 60%, 90% and 100% submittals.

- **Time frame delays with a project such as this almost always can be alleviated with proper coordination between all of the governmental agencies and public and private utility companies involved with the project.**
- **Project review meetings at the beginning of the project and at the 60% and 90%submittals with all parties involved are integral to accelerate the design and review process.**
- **Unforeseen conditions discovered during design process such as soil conditions or unknown underground obstructions that can cause last minute revisions to the design of the project. We believe it is best to discover these conditions (if possible) during the design and survey phases of the project to avoid major delays or change orders by the contractor during construction.**

6. Identify the challenges associated with the design and permitting of water mains and appurtenances within the rights-of-way of an existing public 4-lane divided urban typical roadway section, including maintenance of traffic.

- **Identification of the location of the existing facilities. Based upon our staff experience and knowledge of this area, the location of the existing utilities are well documented as that members of our staff were involved in the design and construction of these original facilities.**
- **Coordination between all permitting agencies and utility owners involved in this project. Our firm proposes to have meetings with all involved to work out any potential problems involved with this project.**

- **Minimize the disruption to existing residences and businesses (including Bayshore Elementary School).**

- **Maintaining the flow of traffic through the work zone during construction. The use of FDOT maintenance of traffic plans for 4-lane urban roadway sections will be incorporated into the design of the project.**

- **Existing mains to be relocated should be grout filled and left in place to avoid the unnecessary expense of removal, unless there are direct conflicts with proposed facilities.**

7. Provide insight and/or innovative design alternatives for the routing of; and /or installation means and methods for; the proposed water main.

- **The new water main should be located adjacent to the existing water main that is being replaced. It should be located at a sufficient distance to avoid disturbance of the existing main during construction of the new main. This will allow the existing main to remain in service while making it easier to reconnect all of the existing water mains and services to the new main once construction is complete.**

- **The crossings of the Elkham Waterway and the Crosstown Parkway should be constructed by directional bore to avoid disturbance to existing infrastructure and unnecessary dewatering costs.**

- **Directional boring of all roads and driveways should be considered to eliminate disturbances to residents and businesses (including Bayshore Elementary School) and to minimize restoration costs. If this approach is used the entire new water main could be constructed of HDPE pipe.**

8. Where is your assigned staff's office located for this project and what is your response time to the site for resolution of design issues indentified during construction.

- **Eric Zeiss, P.E. will serve as the Project Manager/Project Engineer and is assigned to our Port St. Lucie, FL office located on Port St. Lucie Boulevard approximately ¼ mile east of the City Government Center. CAD Designer/Technicians and administrative staff will also be assigned to the Port St. Lucie Office for the duration of this project. Additional support, if needed, will come from the staff at our Stuart office located conveniently at the intersection of I-95 and Kanner Highway (SR 76) in Stuart. Response time for any project issues will be 15 minutes or less and our staff members are available by phone, email or text on a 24hour/7days per week /365 days per year basis.**

9. List past 5 years of litigation history. **N/A**

10 .List number of design projects awarded to City in past 12 months and the total dollar amount.

Creech Engineers, Inc. has not been awarded any Engineering projects from the City in the past 12 months.

11. Does your firm accept payment by Credit Card? **Yes**

ADDENDUM ACKNOWLEDGMENT - Proposer acknowledges that the following addenda have been received and are included in his/her proposal:

Addendum Number	Date Issued

CERTIFICATION:

This E-Bid is submitted by: Name (print) **Jerry Compton** who is an officer of the above firm duly authorized to sign proposals and enter into contracts. I certify that this E-Bid is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a proposal for the same materials, supplies, or equipment, and is in all respects fair and without collusion or fraud. I understand collusive bidding is a violation of State and Federal law and can result in fines, prison sentences, and civil damage awards. I agree to comply with all requirements stated in the specifications for this E-bid, the Terms and Conditions including amendments to Master Contract #20100050.

I agree to abide by all conditions of this E-Bid.:

_____ Signature

Vice President
Title

If a corporation renders this E-Bid, the corporate seal attested by the secretary shall be affixed below. Any agent signing this E-Bid shall attach to this form evidence of legal authority.

Witnesses:

Dana DeFilippo

Debra A. Langbehn

If Individual:

_____
Signature

_____
Print Name

If Partnership:

_____
Print Name of Firm

By: _____
(General Partner)

If Corporation:

Creech Engineers, Inc.
Print Name of Corporation

By: _____
(President)

Attest: _____
(Secretary)

Bayshore Boulevard 12" Water Main Design & Permitting

BID # 20110123

Friday, October 7, 2011 9:00 AM

Prepared by:

CREECH
ENGINEERS INC.
CIVILIZATION ENGINEERED

501 SE Port St. Lucie Boulevard

Port St. Lucie, Florida 34984

Ph: 772-249-0733 Fax: 772-220-7881

Support Consultants:

ATKINS

MacKenzie
Engineering & Planning, Inc.

CITY OF PORT ST. LUCIE

Bayshore Boulevard 12" Water Main Design & Permitting

Richard T. Creech, P.E., P.S.M.
President / Principal In Charge
35 Years Experience

Jeffrey O. Norris, P.E.
Chief Engineer / QAQC
32 Years Experience

Eric Zeiss, P.E.
Project Manager / Project Engineer
23 Years Experience

Patrick B. Meeds, P.S.M.
Vice President / Survey Director
34 Years Experience

Jerry Compton
Vice President / Client Liaison
25 Years Experience

Howard Ehrsam, E.I.
Port St. Lucie Branch Manager
16 Years Experience

Christopher Miller
Designer / CAD Technician
10 Years Experience

CREECH ENGINEERS SUPPORTING STAFF

Octavio " Oats" Reis, P.E.	22 Years Experience
Lisa Leonard, P.E.	12 Years Experience
Adam Schildmeier, P.E.	6 Years Experience
William Pfeffer, P.E.	4 Years Experience
Gregory Ripple, E.I.	4 Years Experience

SUPPORT CONSULTANTS IF NEEDED

Atkins North America, Inc. (fka: PBS&J)

MacKenzie Engineering & Planning, Inc.

CREECH
ENGINEERS INC.
CIVILIZATION ENGINEERED

501 SE Port St. Lucie Boulevard
Port St. Lucie, Florida 34984

City of Port St. Lucie

Bayshore Boulevard 12" Water Main
Design & Permitting

Partial Representative Project List

- **Water and Sewer Expansion – Port St. Lucie** – over 500 miles of 2" to 24" water mains, high and low pressure force mains
- **Industrial Waste Disposal Main – Port St. Lucie** – 15,000 lf of 16" waste disposal and water mains
- **Oleander Avenue Lift Station and Force Main – Port St. Lucie** – lift station and 7,000 lf of 12" force main
- **Lennard Road Lift Station and Force Main – Port St. Lucie** – lift station and 3,000 lf each of 8" force main and 8" water main
- **RO Concentrate Disposal Main – P ort St. Lucie** – 6,000 lf of 12" disposal main
- **Becker Road Utility Improvements - Port St. Lucie** - 4 miles each of 16" water main and 16" force main
- **Southbend Boulevard Utility Improvements – Port St. Lucie** – 5 miles each of 16" water main and 16" force main
- **Martin's Crossing Offsite Utility Improvements – Martin County** – 5,000 lf each of 16" water main, 16" force main and 12" reuse main
- **Seacoast Utility Authority Reclaimed Water Transmission Main – Palm Beach County** – 5 miles of 8", 12", 18" and 24" reclaimed water mains
- **Retail Center – Goulds** – site design including 1,950 lf of 12" water main (780 lf relocated in urban roadway section), 1100 lf of 4" force main and a lift station
- **Rangeline Water Main and Booster Pump Station – Port St. Lucie** – Survey and Mapping, and Engineering support for 4.5 miles of water main extension
- **San Filippo Drive – Palm Bay** – 1,000 road widening from 2 to 4 lanes with turn lanes, utilities and stormwater relocation

CREECH
ENGINEERS INC.
CIVILIZATION ENGINEERED

City of Port St. Lucie

Bayshore Boulevard 12" Water Main
Design & Permitting

- **Community College Parkway Relocation – Palm Bay** – 1,250 lf of 2 lane road re-location with utilities and stormwater adjustments

- **Commercial Home Center – Palm Bay** – Site design including 3,400 lf of 6" to 12" water main and 700 lf of sewer main

- **Colorado Avenue – Stuart** – 2,000 lf of urban road corridor rehabilitation including stormwater, water and sewer main replacement

- **US Highway 1 Expansion – Martin County** – 2 miles of road widening from 4 to 8 lanes (Jensen Beach Boulevard to Port St. Lucie Boulevard) with utility and drainage relocations and improvements.

- **NE Goldenrod Road – Martin County** – roadway design including 7,500 lf of 8"water main and 6,700 lf of 4" and 10" forcemain

- **Seminole Tribe of Florida Force Main Replacement - Tribal Lands Broward County** – replace 12" force main crossing at Florida Turnpike

- **Kruegar Creek Sub-Aqueous Force Main – Stuart** – replacement of 16" force main under Kruegar Creek for City of Stuart

- **Supermarket Center – Orange County** – site design including 1,500 lf of water mains and 9,000 lf of sewer main

- **Commercial Home Center – Palm Beach County** – site design including 3,800 lf of water main, 1,000 lf of sewer, 1,400 lf of force main and a lift station

- **Estates at Entrada – Lee County** – site design including 4,500 lf of water mains, 2,600 lf of sewer main, 3100 lf of force main and a lift station

- **The Pine School – Martin County** – school site design including 2,400 lf of water main, 1,200 lf of sewer main, 5,000 lf of force main and a lift station

- **Paradise Park Subdivision – St. Lucie County** – stormwater design in existing residential subdivision including 4,600 lf of 15" to 36" storm piping

- **Quantum Lakes Center – Boynton Beach** – mixed-use site design including 3,900 lf of water main and 2,000 lf of force main

- **The Ritz Carlton Golf Club – Jupiter** – site design including 13,200 lf of water main, 12,000 lf of sewer main, 1,800 lf of reuse main, 7,600 lf of force main and three lift stations

- **The Bear's Club – Jupiter** – site design including 23,400 lf of water main, 13,200 lf of sewer main, 4,800 lf of reuse main, 10,300 lf of force main and five lift stations

CREECH
ENGINEERS INC.
CIVILIZATION ENGINEERED

"A City for All Ages"

CITY OF PORT ST. LUCIE

Sealed Electronic Proposal #20110123
(E-Bid)

Design and Permitting of Water Main and appurtenances along Bayshore Blvd. (between Everly Ave. & Sea Holly Terr.)

Prepared By:
Cheryl Shanaberger
Office of Management & Budget
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984-5099
772-871-7390
cheryls@cityofpsl.com

QUESTIONNAIRE
E-Bid #20110123

Design and Permitting of 12" Water Main and appurtenances along Bayshor Blvd. between Everly Ave. and Sea Holy Terrace.

It is understood and agreed that the following information is to be used by the City of Port St. Lucie to determine the qualifications of personnel and firm as presented in this document. The Proposer waives any claim against the City that might arise with respect to any decision concerning the qualifications of the Proposer or the personnel of the Proposer.

The undersigned attests to the truth and accuracy of all statements made on this questionnaire. Also, the undersigned hereby authorizes any public official, Consultant, Surety, bank material or equipment manufacturer or distributor, or any person, firm or corporation to furnish the City of Port St. Lucie any Pertinent information requested by the City deemed necessary to vary the information on this questionnaire.

Dated this 19th day of September, 2011

Keith and Schnars, P.A.
Name of Organization / Proposer

(This is a word document please add space as needed.)

1. FIRM'S OFFICE ADDRESS, TELEPHONE, FAX NUMBER, E-MAIL ADDRESS AND CONTACT PERSON FOR THIS PROJECT

Keith and Schnars, P.A.
6500 North Andrews Avenue
Fort Lauderdale, Florida 33309
Phone: 954-776-1616
FAX: 954-771-7690
Contact Person: Mark E. Tomczyk, P.E.
Email: mtomczyk@keithandschnars.com

2. PLEASE PROVIDE PROPOSED ASSIGNED STAFF EXPERIENCE IN DESIGNING WATER MAINS AND APPURTENANCES WITHIN THE RIGHTS-OF-WAY OF AN EXISTING PUBLIC 4-LANE DIVIDED URBAN TYPICAL ROADWAY SECTION, INCLUDING MAINTENANCE OF TRAFFIC IN ACCORDANCE WITH FDOT STANDARD INDEX REQUIREMENTS.

Staff Name	Title	Years Exp	Company	Project Name & Description
Bryan Wilson	Southeast Director of Highway Engineering	26	Keith and Schnars	Andrews Ave Segments 2&3. Owner - FDOT district 4. Description - Construction of .75 mile section of Andrews Ave from Atlantic Blvd to Nw 10th st in pompano beach. Involved design of a new 4 lane divided section of

				Andrews Ave including grade separation over CSX railroad and reconstruction of Hammondville Rd. Also included design of new 12" watermain and 43" Forcemain and the necessary Maintenance of Traffic Plans.
Tim Hall	VP-Civil Engineering	25	Keith and Schnars	Septic Area 3 is comprised of a mixture of single family, multi-family, commercial, office and industrial uses and currently on septic systems. The community is located in the City of Fort Lauderdale Neighborhood areas just south of SR-84 between I-95 and SW 1st Terrace and south to north perimeter road. Additionally, a portion of the project (Davie Road) consisted of a 4-land divided urban highway. Proposed improvements included design of a new sanitary sewer collection system comprised of approximately 75,000 linear feet of new gravity sewer, 6,500 linear feet of force main, six (6) new lift stations and the rehabilitation of one (1) existing lift station. Improvements also consisted of approximately 4,600 linear feet of new water main to replace some of the areas deteriorated or undersized water distribution system along with increasing system pressures. Consultant's responsibility on the project entailed design, permitting, construction and inspection services.
Frank Vilar	Senior Proj Mgr.	15	Keith and Schnars	Septic Area 3 is comprised of a mixture of single family, multi-family, commercial, office and industrial uses and currently on septic systems. The community is located in the City of Fort Lauderdale Neighborhood areas just south of SR-84 between I-95 and SW 1st Terrace and south to north

				perimeter road. Additionally, a portion of the project (Davie Road) consisted of a 4-land divided urban highway. Proposed improvements included design of a new sanitary sewer collection system comprised of approximately 75,000 linear feet of new gravity sewer, 6,500 linear feet of force main, six (6) new lift stations and the rehabilitation of one (1) existing lift station. Improvements also consisted of approximately 4,600 linear feet of new water main to replace some of the areas deteriorated or undersized water distribution system along with increasing system pressures. Consultant's responsibility on the project entailed design, permitting, construction and inspection services.
Roberto Goncalves	Senior Associate	10	Keith and Schnars	Septic Area 3 is comprised of a mixture of single family, multi-family, commercial, office and industrial uses and currently on septic systems. The community is located in the City of Fort Lauderdale Neighborhood areas just south of SR-84 between I-95 and SW 1st Terrace and south to north perimeter road. Additionally, a portion of the project (Davie Road) consisted of a 4-land divided urban highway. Proposed improvements included design of a new sanitary sewer collection system comprised of approximately 75,000 linear feet of new gravity sewer, 6,500 linear feet of force main, six (6) new lift stations and the rehabilitation of one (1) existing lift station. Improvements also consisted of approximately 4,600 linear feet of new water main to replace some of the areas

				deteriorated or undersized water distribution system along with increasing system pressures. Consultant's responsibility on the project entailed design, permitting, construction and inspection services.
Mark Tomczyk	VP	22	Keith and Schnars	Village of Canal Point Sanitary Sewer Improvements, City of Pahokee, Palm Beach County, FL: Supervising Engineer for the design of low pressure sewer system within the Village to replace malfunctioning septic systems. The low pressure system consisted of 68 grinder pumps and 2 lift stations that tied into the existing City sanitary system. The system was permitted by the County of Palm Beach and the Florida DEP. The project was funded through a Joint Partner Agreement (JPA) with the USDA, Palm Beach County and the City of Pahokee.

3. IDENTIFY THE STAFF ASSIGNED TO THE PROJECT AND THE SCOPE OF WORK TO BE PERFORMED.

Staff Name	Years with Company	Scope of Work
Bryan Wilson	10	Overall utility provider coordination
Tim Hall	7	Quality control
Frank Vilar	11	Project management / permitting
Roberto Goncalves	9.5	Technical design
Mark Tomczyk	1.5	Point of Contact

4. IDENTIFY YOUR FIRM'S PROCEDURES AND EXPERIENCE WITH THE COORDINATION OF THE DESIGN AND PERMITTING WITH OTHER UTILITIES OWNERS, LOCAL GOVERNMENTAL AND REGULATORY AGENCIES.

For all utility projects, we schedule a coordination meeting early in the design process, typically as soon as the project concepts are developed. In most cases, it is beneficial to invite all utilities having facilities in the project area and the owner. Making utilities aware of the project may have several positive impacts on your project. Once utilities are aware of pending highway work they will place on hold any improvements they may have proposed to their facilities in the area. Being knowledgeable of project scope will also allow the utilities to program funding to facilitate their relocations to accommodate the improvement schedule. If utilities have facilities that would be costly to relocate, they may inform the Owner of this fact at the initial coordination meeting and thereby provide the designer time to review alternate alignments to see if the utility lines can be designed around. As with any improvement project, the goal is to minimize the total project costs, including utility relocations. This early meeting can be used to notify utilities of areas where

more specific location information will be needed. For example, if a communication duct package crosses the right-of-way where a storm sewer will be needed, the utility should be notified that we need the exact size and depth information of that duct package. It may be too early in design to discuss the logistics of obtaining the location information, but the utility can be put on notice that this will be required later in the design process. Since the objective of obtaining the information is to design around the utility facility if possible, the utility company should be receptive to the idea of providing the information.

5. IDENTIFY THE CHALLENGES ASSOCIATED WITH, AND THE PROPOSED MEANS OF, MEETING THE MILESTONE TIME FRAMES OF THE FOR THE 60%,90% AND 100% SUBMITTALS.

At the pre-design (partnering) meeting with the owner, we will define the schedule to which the project will run. Based on this agreed-to schedule, we will commit the necessary staff and resources necessary to meet the milestone time frames for the project. Excluding changes due to an outside entity, we will meet the submittal deadlines.

6. IDENTIFY THE CHALLENGES ASSOCIATED WITH THE DESIGN AND PERMITTING OF WATER MAINS AND APPURTENANCES WITHIN THE RIGHTS-OF-WAY OF AN EXISTING PUBLIC 4-LANE DIVIDED URBAN TYPICAL ROADWAY SECTION, INCLUDING MAINTENANCE OF TRAFFIC.

Foreseen challenges with this project would include the timeline to have permits in place and the coordination with utility providers. Firstly, the permit process tends to be lengthy with significant review time after plans submittal. We have, in the past, had great success in limiting this timeline by having a true "partnering session" with the permit agencies, describing all the constraints, along with the importance to the adhering to a stringent timeline. We work out a timeline with them and make a good-faith agreement to abide to it. The upfront discussion usually limits the overall comments and having a true introduction to the project allows for the reviews to be knowledgeable to the scope and goal of the project.

7. PROVIDE INSIGHT AND/OR INNOVATIVE DESIGN ALTERNATIVES FOR THE ROUTING OF; AND /OR INSTALLATION MEANS AND METHOS FOR; THE PROPOSED WATER MAIN.

As part of our pre-design meeting with City Staff, we will review the proposed alignment of the watermain installation. As we've done in the past with the City of Ft. Lauderdale, we were able to find alternatives for the installation that resulted in saving of time for installation, reduced the impacts on the users of the corridor, and ultimately reduced the costs of the project. Some savings were accomplished by utilizing alternative installation processes, (ex.. directional drilling) or simply changing the side of the road to which the watermain was installed. Each installation has its own unique characteristics that need to be identified and understood through our conversations with the City Staff.

8. WHERE IS YOUR ASSIGNED STAFF'S OFFICE LOCATED FOR THIS PROJECT AND WHAT IS YOUR RESPONSE TIME TO THE SITE FOR RESOLUTION OF DESIGN ISSUES INDENTIFIED DURING CONSTRUCTION.

Fort Lauderdale, 1.25 hours

9. LIST PAST 5 YEARS OF LITIGATION HISTORY

We provide below an updated summary of the claims (which we define as a lawsuit filed against us or a demand for arbitration) we have been party to over the course of the past 10 years.

Scott v. Hubbard Construction Co. (2009): This case involved a vehicular accident on a project where we provided C.E.I. Services. The claims against our firm in the case were quickly dismissed after we prevailed on a Motion for Summary Judgment.

Monroe v. Keith and Schnars (2008): This case brought by a former employee involved an allegation regarding overtime pay on which our company prevailed. The claim was dismissed and case resolved to our satisfaction.

*Facchina-Mcgaughan v. Keith and Schnars (*2008): We provided minor survey services for a General Contractor involved in the Miami Beach New World Symphony Expansion Project located at 1672 Drexel Avenue, Miami Beach, FL 33139. The Contractor's superintendent instructed our surveyors to use a point he pointed out as a reference to start the project layout, we complied with Contractor's instructions, and the Contractor later drove foundation piles in the wrong location and additional piling to remedy the situation. The Contractor's insurance company paid the Contractor's claim for the cost of the additional piling, but then filed an indemnity claim against us for the Contractor's deductible. We deny negligence.

*Budde v. Community Asphalt (*2005): We provided Construction Engineering Services (CEI) for a road project in Monroe County. During the project, a teenager who was drag racing at night at more than 100mph lost control of his car and collided with a pole located on the construction site. The driver was immediately killed. The case was settled out of court.

*Barrett v. Hubbard Construction (*2005): We provided Construction Engineering Services (CEI) for a road project in Duval County. During the project, a driver sped through the construction zone, failed to stop on the off ramp, and plowed into a pedestrian standing behind her disabled vehicle. The court granted our Motion for Summary Judgment.

10 .LIST NUMBER OF DESIGN PROJECTS AWARDED TO CITY IN PAST 12 MONTHS AND THE TOTAL DOLLAR AMOUNT.

One project: $48,400 in value.

11. DOES YOUR FIRM ACCEPT PAYMENT BY CREDIT CARD?

Yes

ADDENDUM ACKNOWLEDGMENT - PROPOSER ACKNOWLEDGES THAT THE FOLLOWING ADDENDA HAVE BEEN RECEIVED AND ARE INCLUDED IN HIS/HER PROPOSAL:

Addendum Number	Date Issued

CERTIFICATION:

This E-Bid is submitted by: Name (print) Tanzer Kalayci, P.E. who is an officer of the above firm duly authorized to sign proposals and enter into contracts. I certify that this E-Bid is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a proposal for the same materials, supplies, or equipment, and is in all respects fair and without collusion or fraud. I understand collusive bidding is a violation of State and Federal law and can result in fines, prison sentences, and civil damage awards. I agree to comply with all requirements stated in the specifications for this E-bid, the Terms and Conditions including amendments to Master Contract #20100050.

I agree to abide by all conditions of this E-Bid.:

Signature _____ President
Title

If a corporation renders this E-Bid, the corporate seal attested by the secretary shall be affixed below. Any agent signing this E-Bid shall attach to this form evidence of legal authority.

Witnesses:

_____

_____

_____

_____

If Individual:

_____
Signature

_____
Print Name

If Partnership:

_____
Print Name of Firm

By: _____
(General Partner)

If Corporation:
Keith and Schnars, P.A
(Print Name of Corporation)

By: _____
(President)

Attest: _____
(Secretary)

TRUTH-IN-NEGOTIATION CERTIFICATE AND AFFIDAVIT

STATE OF FLORIDA §
COUNTY OF ST. LUCIE §

Before me, the undersigned authority, personally appeared affiant Tanzer Kalayci, P.E. who being first duly sworn, deposes and says:

1. That the undersigned firm is furnishing this Truth in Negotiation Certificate pursuant to Section 287.055(5)(a) of the Florida Statutes for the undersigned firm to receive an agreement for professional services with the City of Port St. Lucie, St. Lucie County, Florida.

2. That the undersigned firm is a corporation which engages in furnishing professional architect and engineering services and is entering into an agreement with the City of Port St. Lucie, St. Lucie County, Florida to provide professional services for a project known as #20110123, Design and Permitting of Water, Wastewater and Telecommunications facilities and appurtenances for the Midway and Selvitz roadway improvements.

3. That the undersigned firm has furnished the City of Port St. Lucie, St. Lucie County, Florida a detailed analysis of the cost of the professional services required for the project.

4. That the wage rate information and other factual unit cost, which the undersigned firm furnished, were accurate, complete and current at the time the undersigned firm and the City of Port St. Lucie entered into the agreement for professional services on the project.

5. That the agreement which the undersigned firm and the City of Port St. Lucie entered into on this job contained a provision that the original agreement price and any additions thereto shall be adjusted to include any significant sums by which the City of Port St. Lucie determines the agreement price was increased due to inaccurate, incomplete or non-current wage rates or other factual unit cost and that all such agreement adjustments shall be made within one (1) year following the end of the agreement.

FURTHER AFFIANT SAYETH NAUGHT

Keith and Schnars, P.A.
Name of Firm

By: President

The foregoing instrument was acknowledged before me by Tanzer Kalayci who has produced _____ as identification or is personally known to me.

WITNESS my hand and official seal in the State of County last aforesaid this 20th day of September, 2011.

(SEAL)

Signature

MARLENE PINNOCK
MY COMMISSION # DD 735215
EXPIRES: February 13, 2012
Bonded Thru Notary Public Underwriters

Marlene Pinnock
Notary Name (typed or printed)

Title or Rank