PORT ST. LUCIE CITY COUNCIL
AGENDA ITEM REQUEST

COUNCIL ITEM 13H
DATE 11/14/11

Meeting Date: November 14, 2011

Public Hearing ____ Ordinance ____ Resolution ____ Motion X

Item: #20120005, Design and Permit Sidewalk and Pedestrian Bridge at Savona

Recommended Action:

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

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 October 11, 2011 to Design and Permit Sidewalk and Pedestrian bridge on Savona to firms that were awarded contracts under Master contract #20100050. A proposal notification was sent to 107 suppliers and 15 firms requested proposals. The proposal was opened October 25, 2011 at 3:30 P.M. and 5 firms responded. The evaluation committee met October 28, 2011 at 9:00 A.M. and as a consensus short listed and scored as follows: Infrastructure, Captec, Keith & Schnars, Culpepper & Terpening and Creech. The evaluation committee voted to conduct interviews with the 4 top scored firms. The evaluation committee held question and answers with the 4 topped scored firms on November 1, 2011 at 1:00 P.M. and consensus ranked the firms as follows: #1 Infrastructure #2 Captec, #3 Keith & Schnars and #4 Culpepper & Terpening. This is a federal through state funded project with FDOT and LAP requirements that do not allow local preference however a score was provided for response time within the original criteria.
The need for the above is:
Purchase is not a replacement Purchase is budgeted.
Department requests expenditure from the following:

Fund	304	R & B CIP
Cost Center	4105	Road & Street
Object Code	563005	Professional Services
Project	TBA	Savona sidewalk

Director of OMB concurs with award: ____ City Manager concurs with award: Department requests _____ minutes to make a presentation.
Submitted by:
Representing Committee Date Submitted November 8, 2011

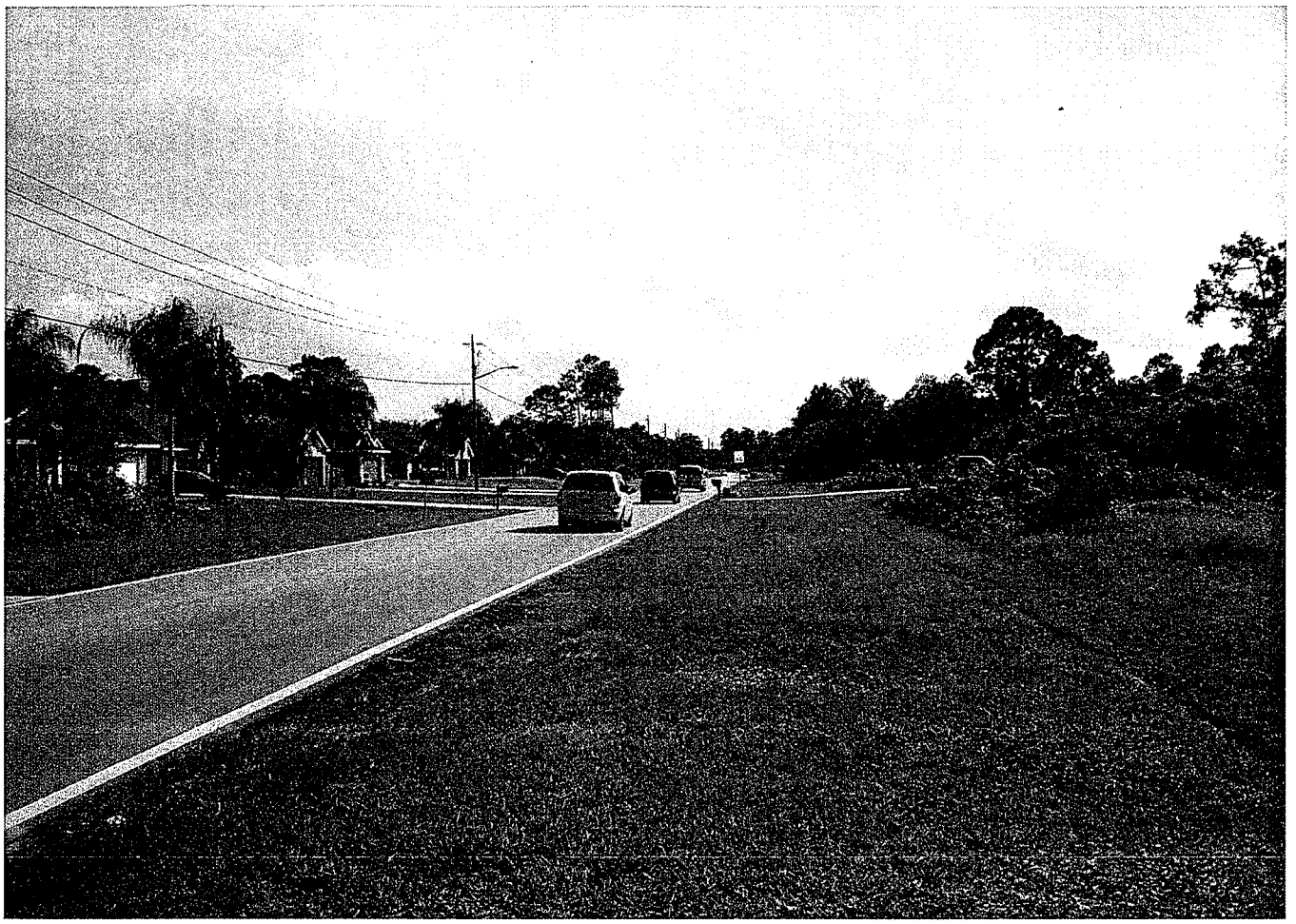
RECEIVED
NOV 0 8 2011
Assistant City Manager's Office

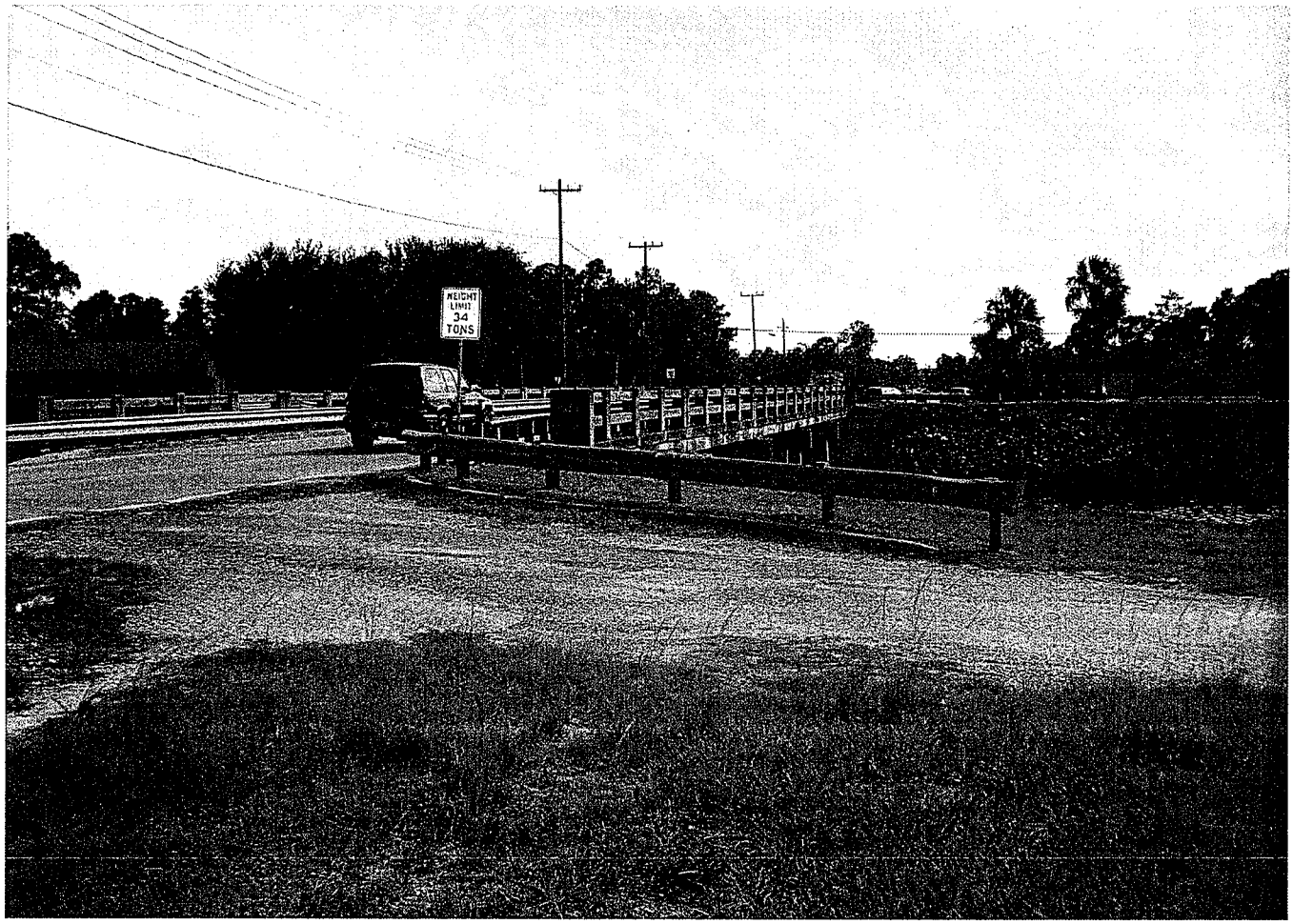
FIVE YEAR ROAD IMPACT FEE PROGRAM
City of Port St. Lucie, Florida

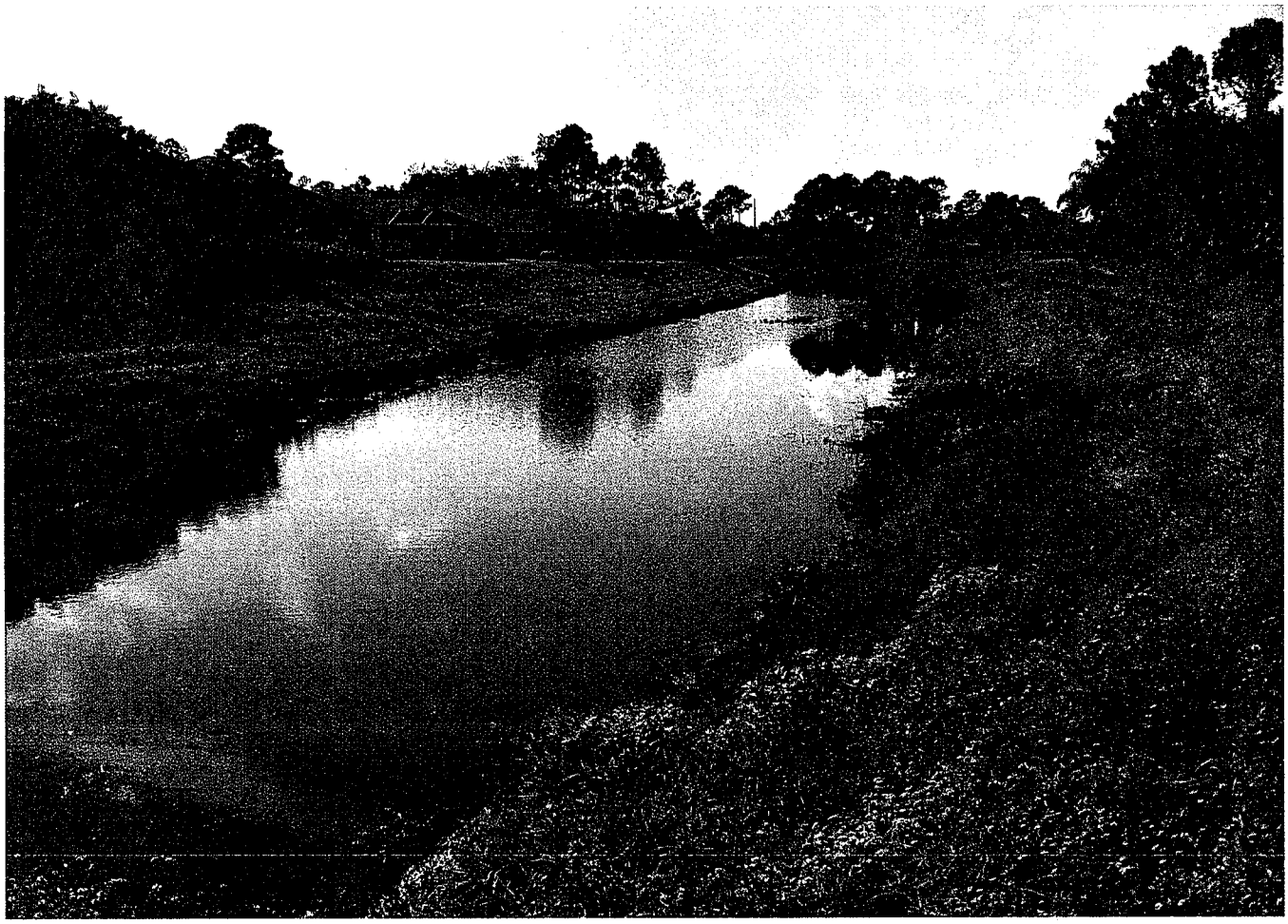
May 11, 2005

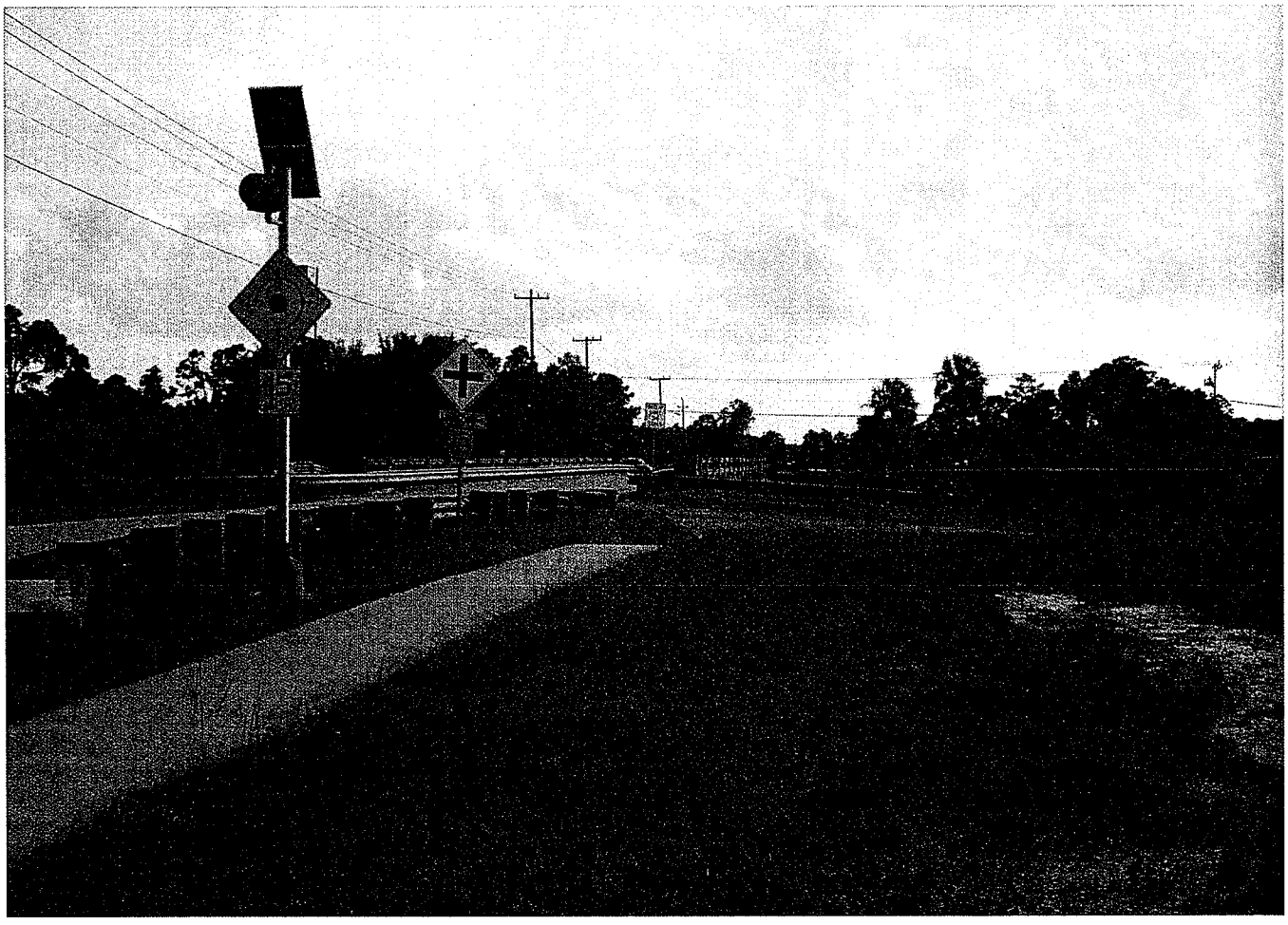
Road Capital Projects

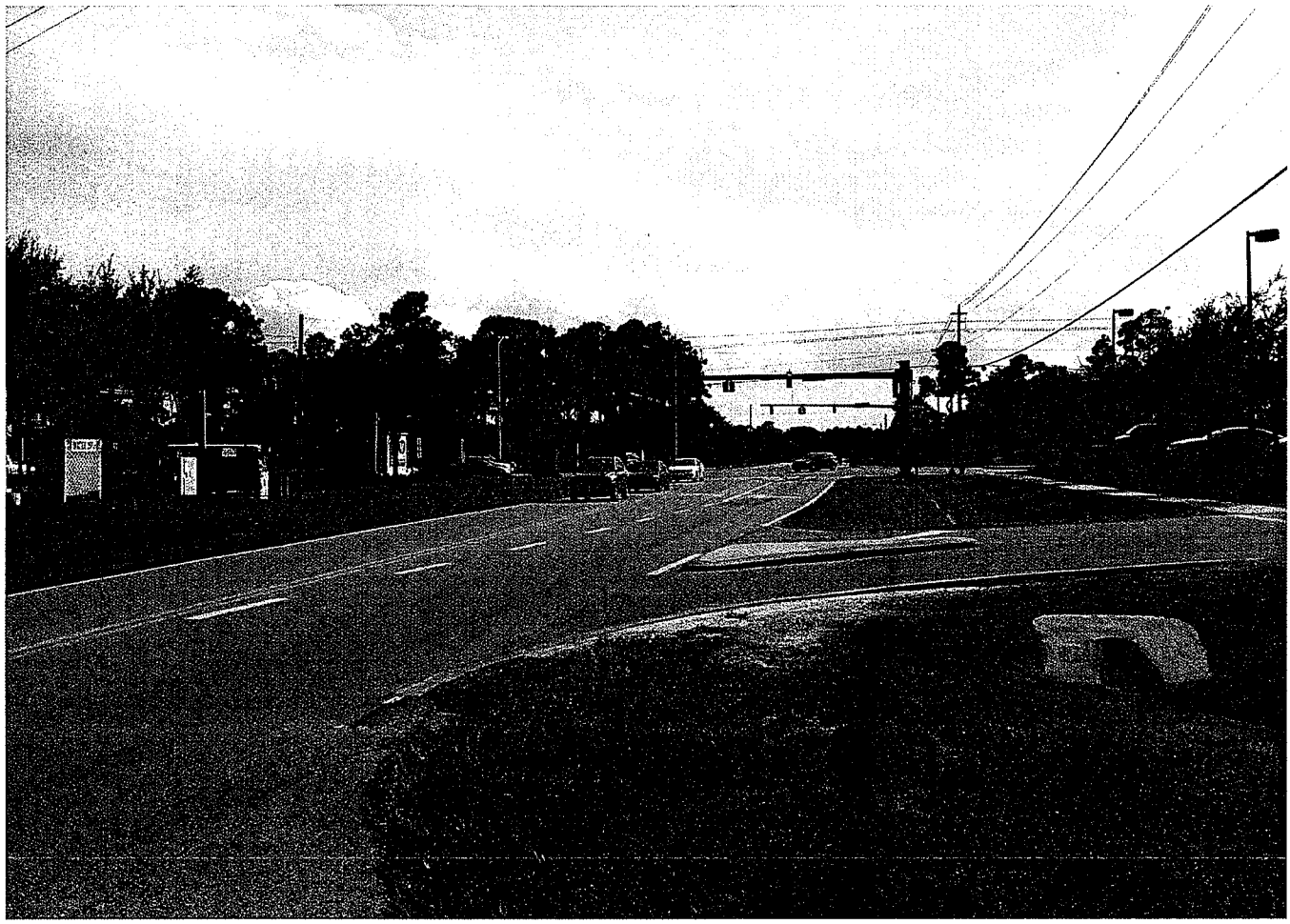
Roadway Limits	Improvement
California Boulevard From Del Rio Blvd to St. Lucie W. Blvd	Add 2l to make 4LD
Cashmere Boulevard From Del Rio Blvd to St. Lucie W. Blvd	Add 2l to make 4LD
Del Rio Boulevard From Port St. Lucie Blvd to Cashmere Blvd	Add 2l to make 4LD
Floresta Drive From Southbend Blvd (@ C-24) to West Virginia	Add 2l to make 4LD
Savaona Boulevard From Savage Blvd to California Blvd	Add 2l to make 4LD
West Virginia Corridor From US1 to W of I-95	Funding Assistance

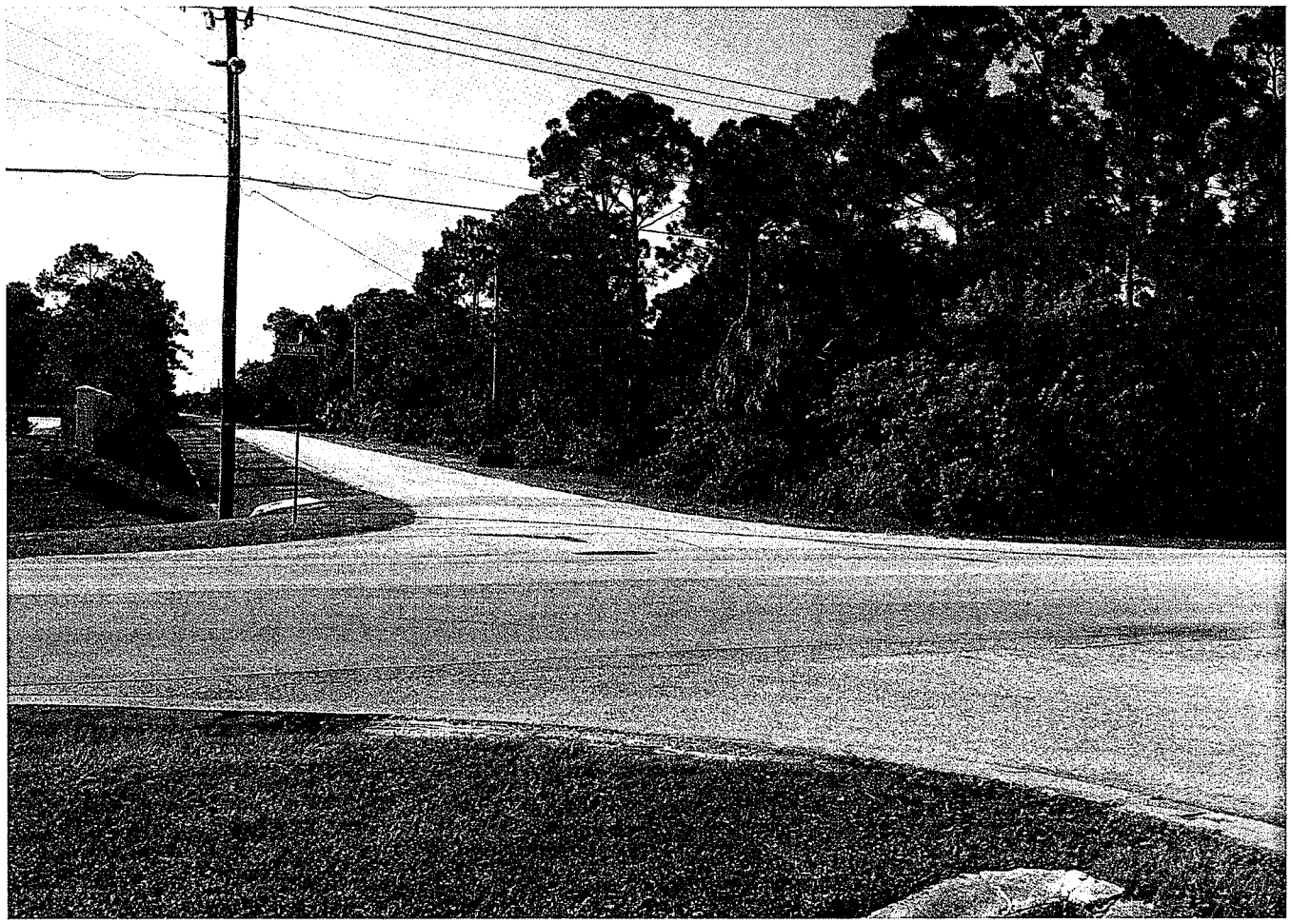


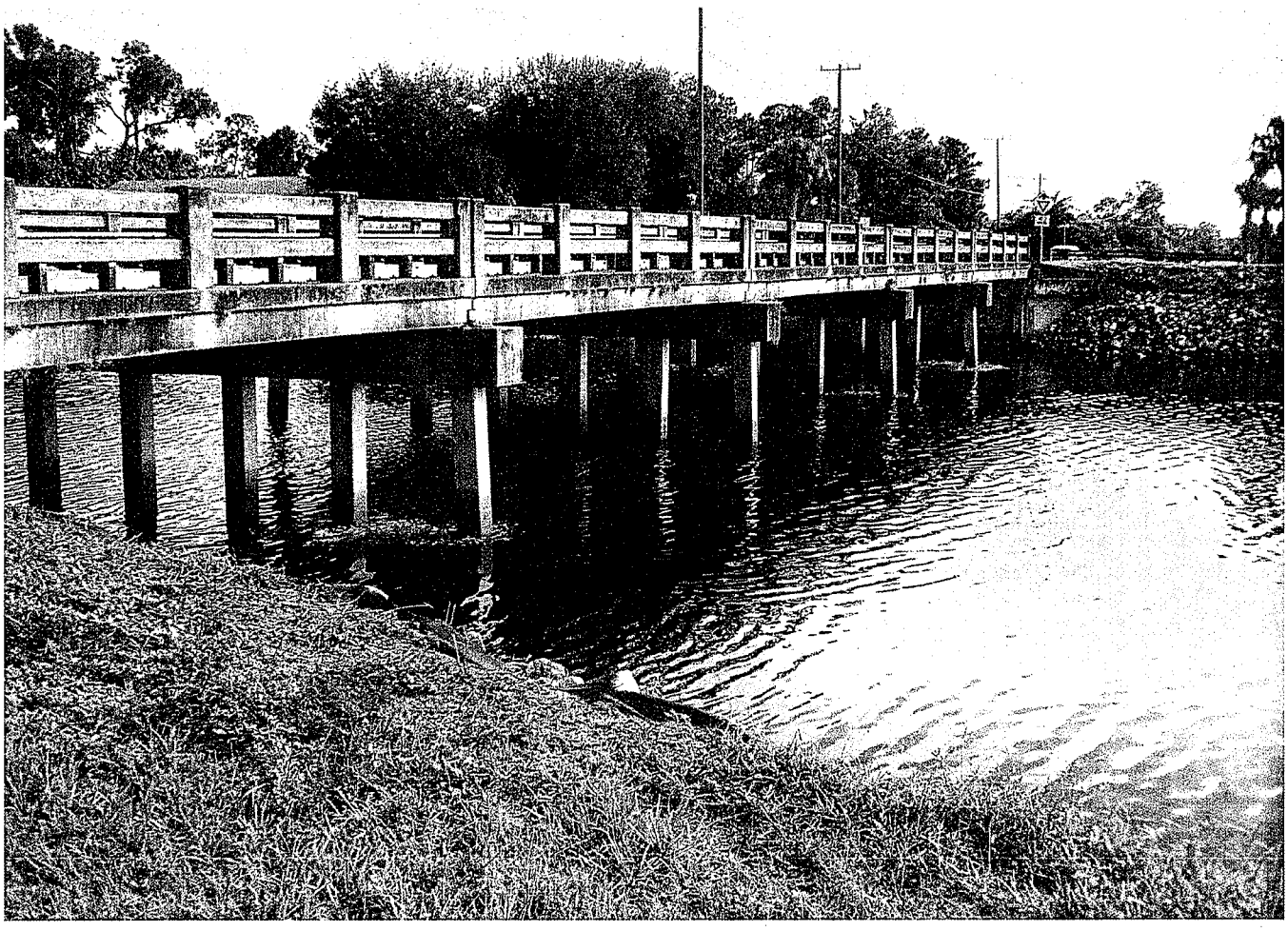

WEIGHT
LIMIT
34
TONS

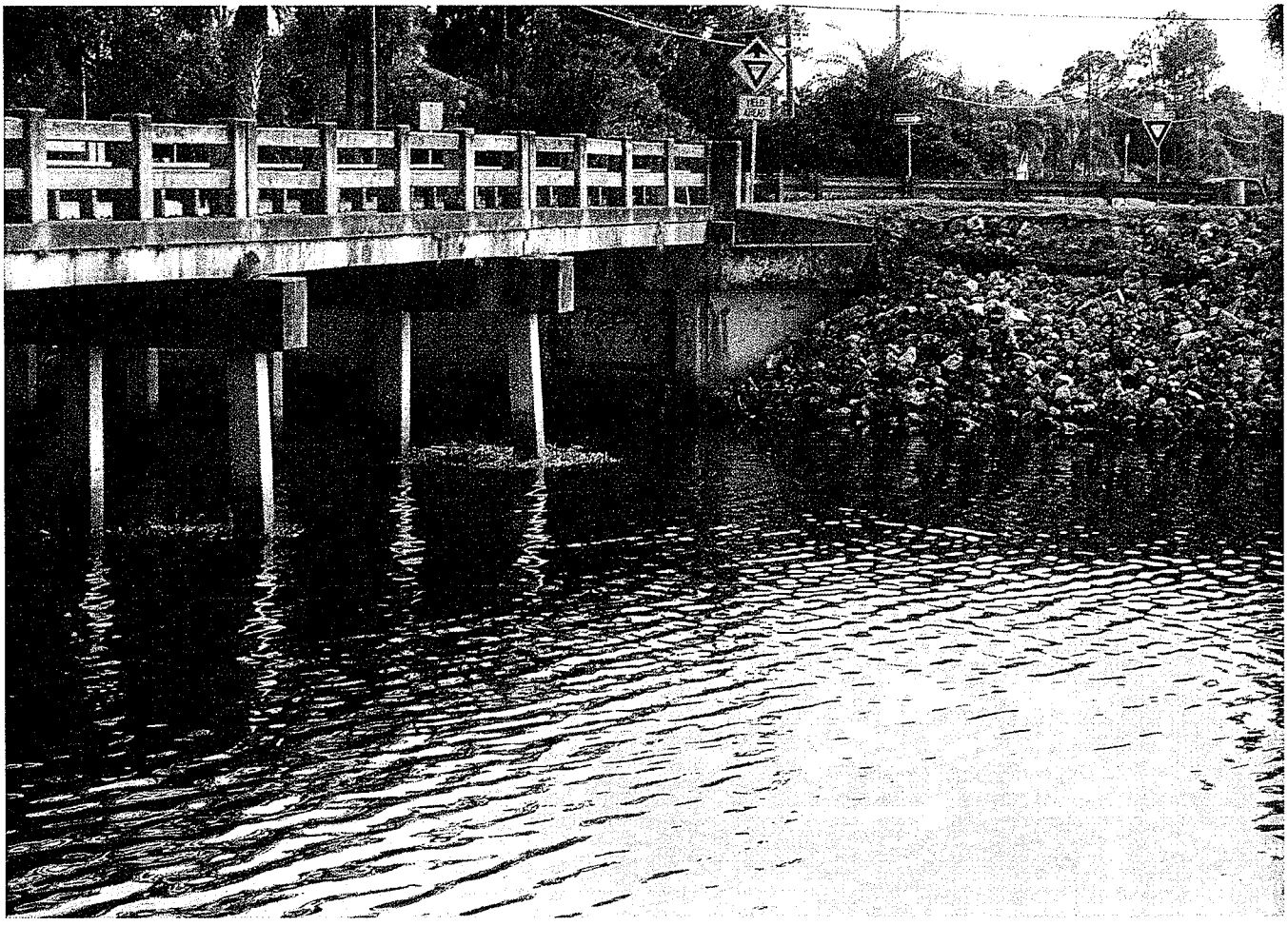


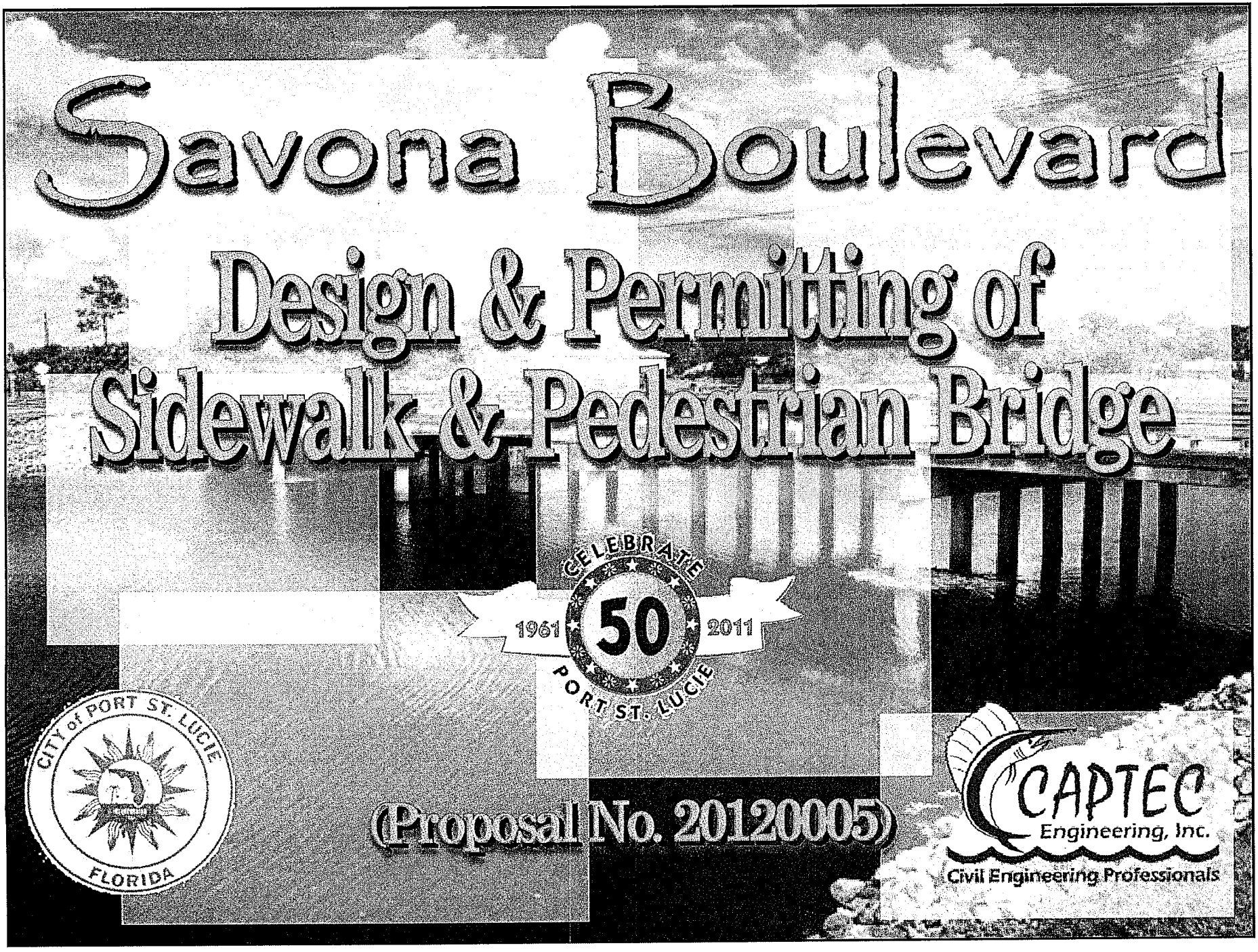









YIELD
AHEAD


Savona Boulevard
Design & Permitting of
Sidewalk & Pedestrian Bridge
CELEBRATE
1961
50
2011
PORT ST. LUCIE
CITY of PORT ST. LUCIE
FLORIDA
(Proposal No. 20120005)
CAPTEC
Engineering, Inc.
Civil Engineering Professionals

Project Team

Joseph W. Capra, P.E.
President
30+ years experience

Etienne B. Bourgeois, P.E.
Project Manager
12 years experience

Rhett Keene, P.E.
Stormwater Design
12 years experience

Diana Spriggs, E.I.
Civil Design Technician
4 years experience

Gina Colonna
Project Coordinator
7 years experience

CAPTEC Engineering, Inc.
Civil Engineering Professionals

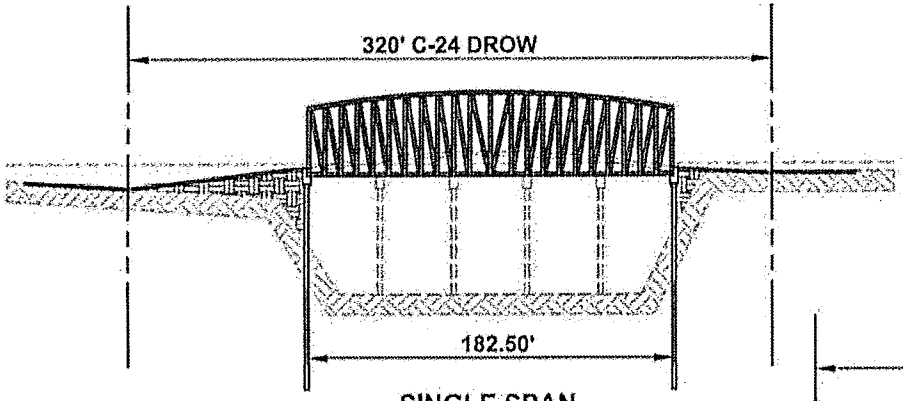
TRC WORLDWIDE ENGINEERING
Structural Bridge Design

Survey
BETSY LINDSAY, INC.
SURVEYING AND MAPPING

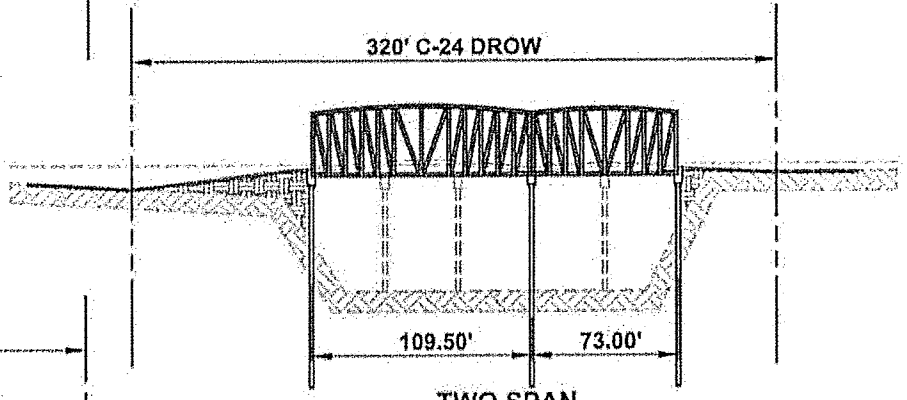
AAGE
Geotechnical

R. L. WEIGT
ENVIRONMENTAL CONSULTANTS, INC.
8985 S.E. BRIDGE ROAD, SUITE A, HOBE SOUND, FL 33455
PHONE: (772) 546-6255 FAX: (772) 546-2316 E-MAIL: rlweigt@comcast.net
Environmental

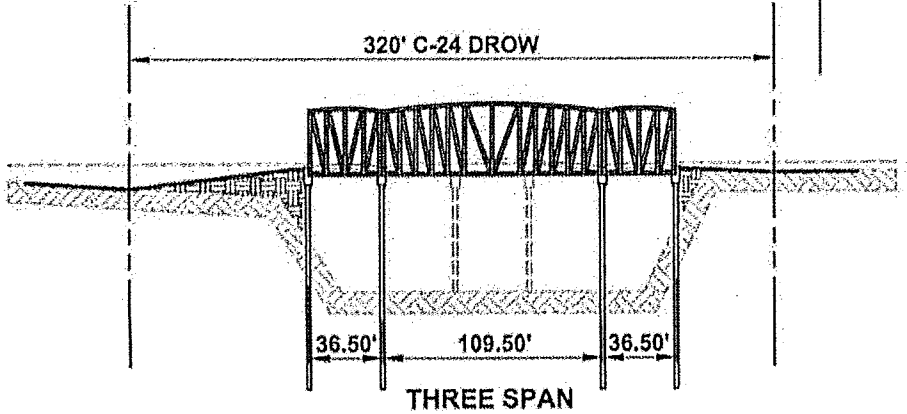
Design Options



SINGLE SPAN

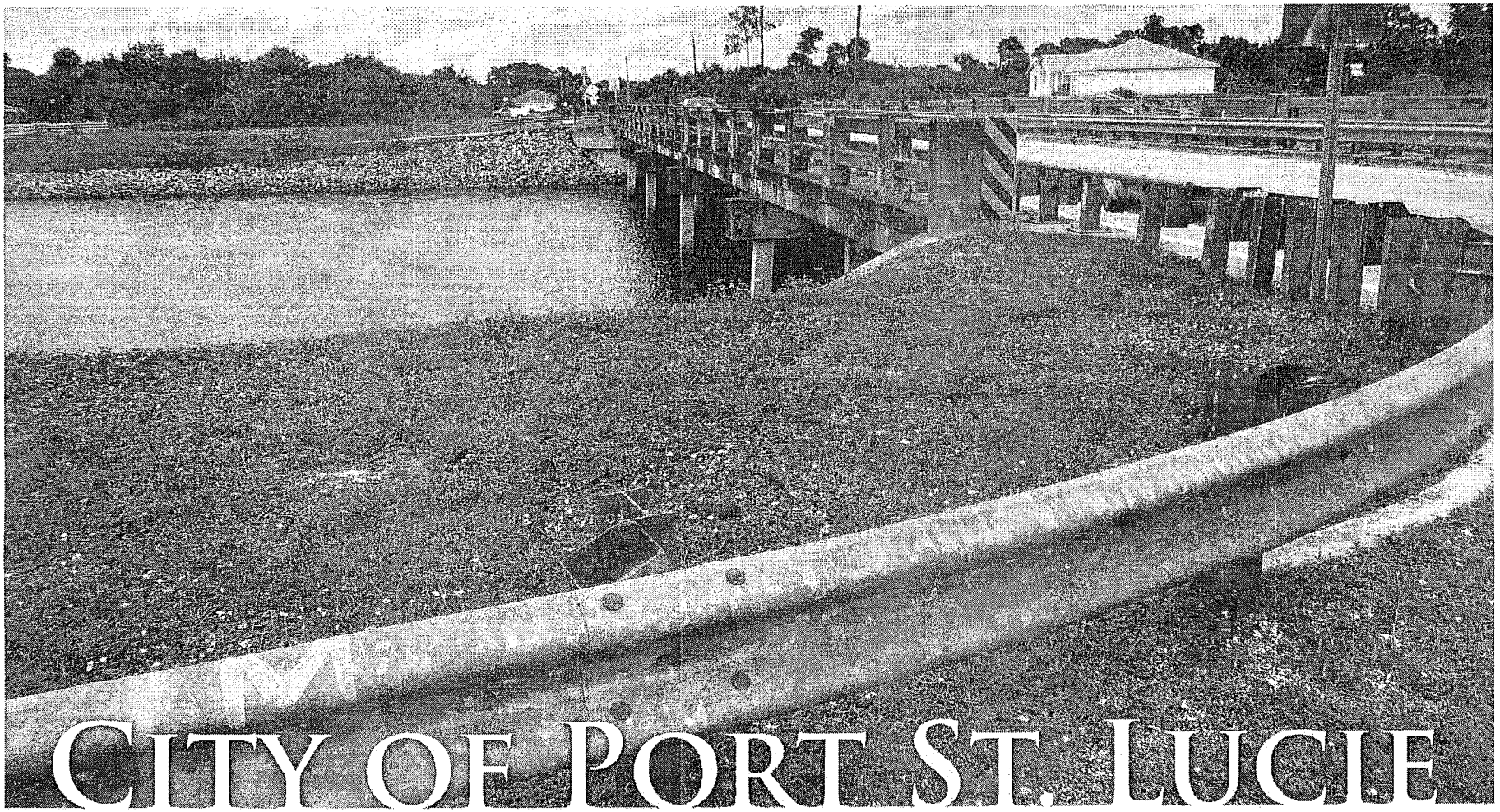


TWO SPAN



THREE SPAN

CAPTEC Engineering, Inc.
Civil Engineering Professionals



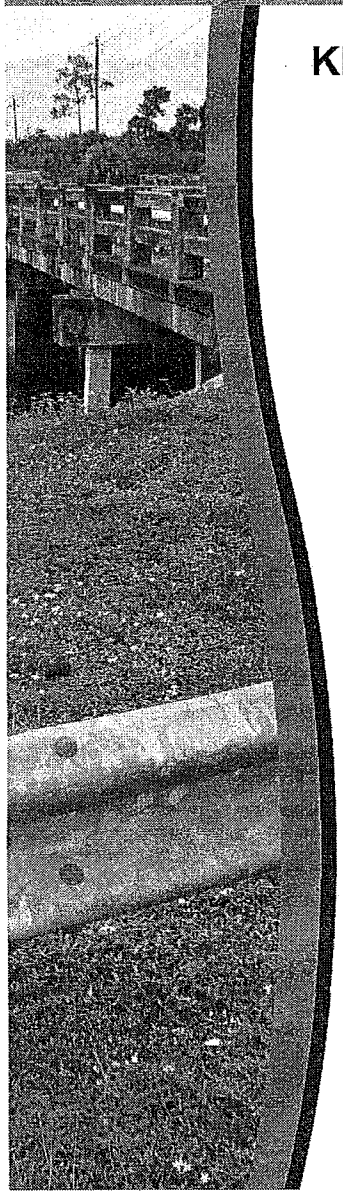
CITY OF PORT ST. LUCIE

Savona Boulevard Sidewalk and Pedestrian Bridge from SW Bougainvillea Avenue to north of the C-24 Canal

November 1, 2011

KEITH and SCHNARS, P.A.
FLORIDA'S Big LOCAL FIRM

CITY OF PORT ST. LUCIE



KEITH AND SCHNARS TEAM

Mark J. Moshier, P.E. - Principal-in-Charge
- Client sponsor
- 19 years with firm

Bryan Wilson, P.E. - Director of Highway Engineering
- Project Manager - Single point of contact
- 26 years experience

Michael L. Davis - Vice President
- Environmental and Planning
- 10 years with firm

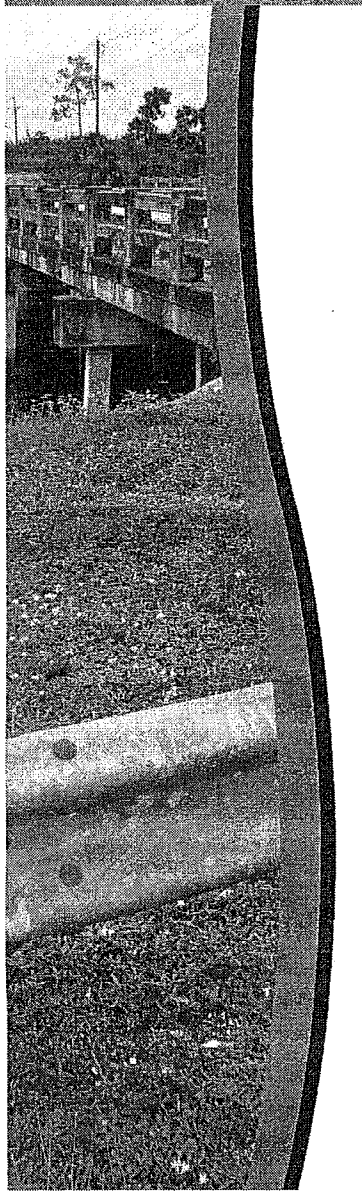
Coriann Salas, P.E. - Director of Structural Engineering
- Assistant Project Manager
- 9 years with firm

DUNKELBERGER
engineering & testing, inc.

Craig Dunkelberger, P.E. - President
- Extensive local geotechnical experience
- 17 years experience

KEITH and SCHNARS, P.A.
FLORIDA'S *Big* LOCAL FIRM

CITY OF PORT ST. LUCIE



- All personnel are permanently assigned to the project/work tasks

- Staffing transitions/changes
  - "Back-ups" assigned at all positions
  - On-going bi-weekly coordination meetings
  - "Big Local Firm" (Florida Based)
  - 115 employees, including 30 Registered Professionals

- Extensive Port St Lucie and St Lucie County project experience
  - Recent Projects:
    - PSL Blvd Pavement Reconstruction (LAP)
    - Crosstown Parkway PD&E and EIS
    - Crosstown Parkway and I-95 Interchange
    - Becker Rd and I-95 Interchange
    - Eastern Watershed Improvements at Howards Creek (CEI)

- Extensive LAP Experience with FDOT District 4
  - Ellen Daniel – Local Program Engineer
  - Uyen Dang – St Lucie County Program Coordinator

KEITH and SCHNARS, P.A.
FLORIDA'S *Big* LOCAL FIRM

CITY OF PORT ST. LUCIE

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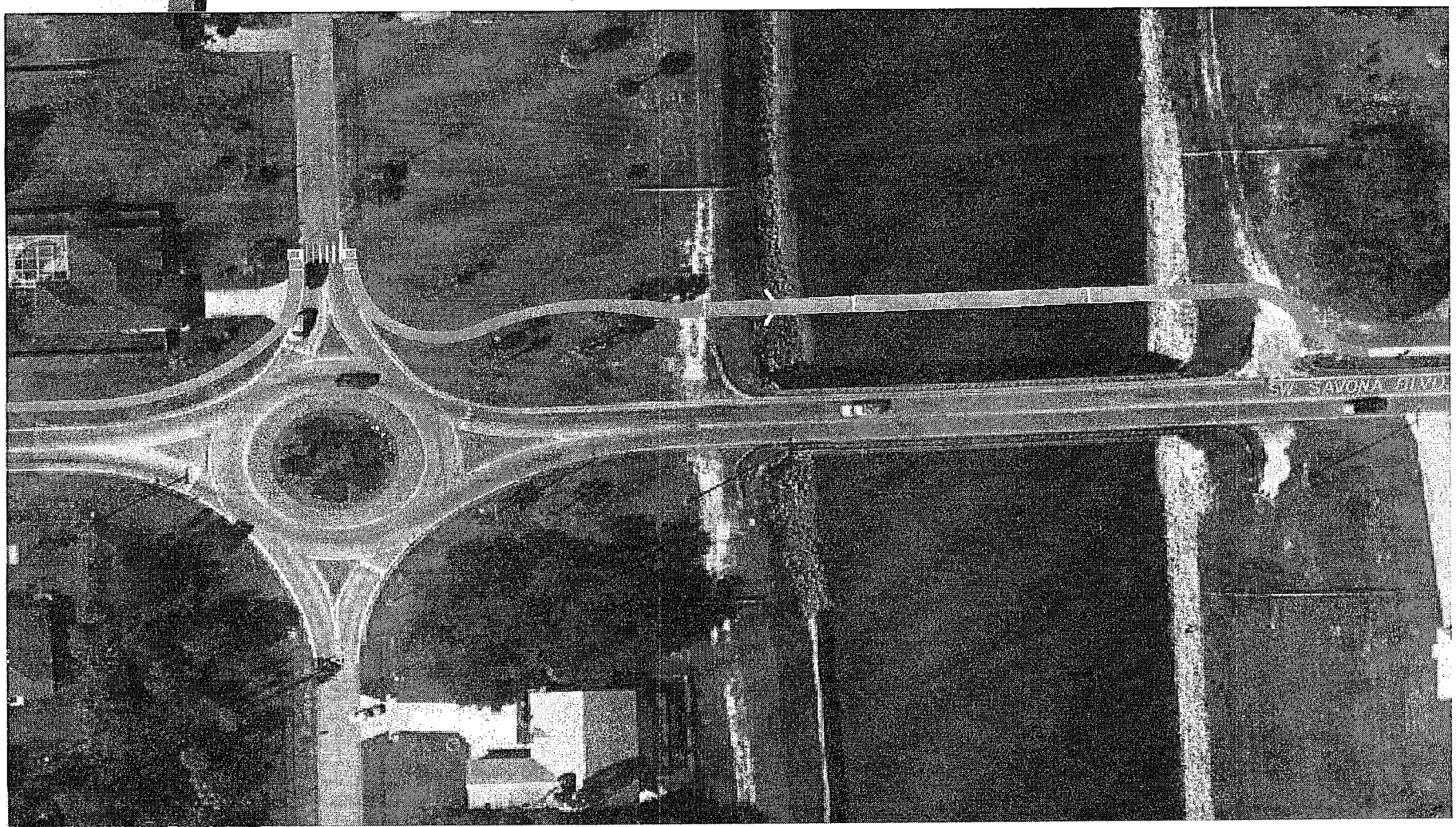

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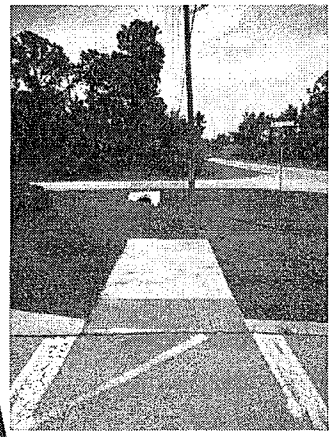
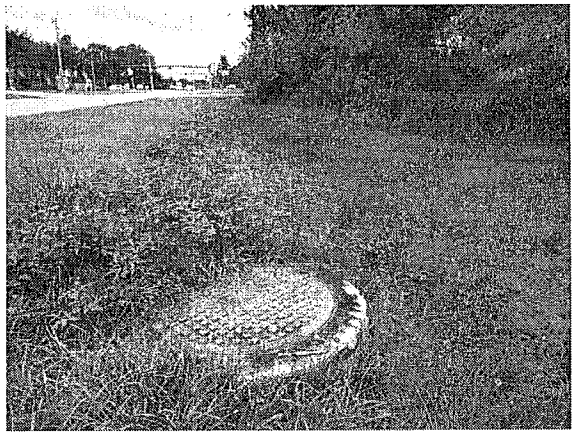
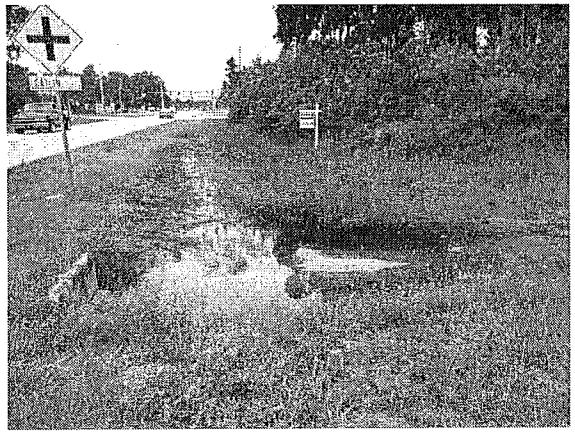
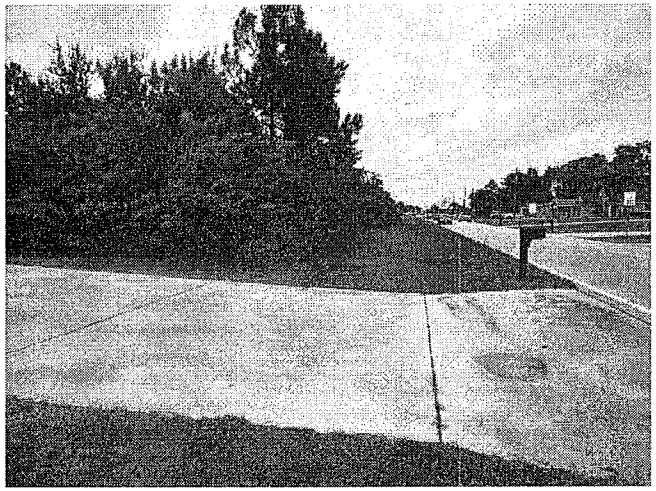
CITY OF PORT ST. LUCIE









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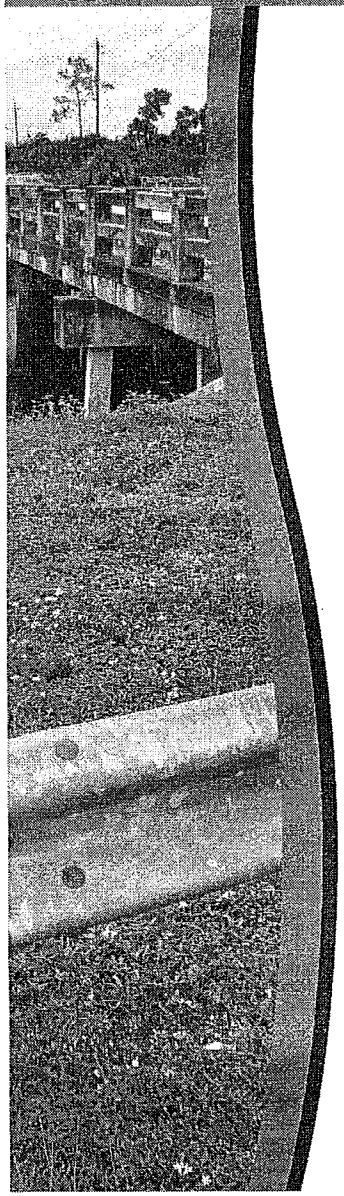
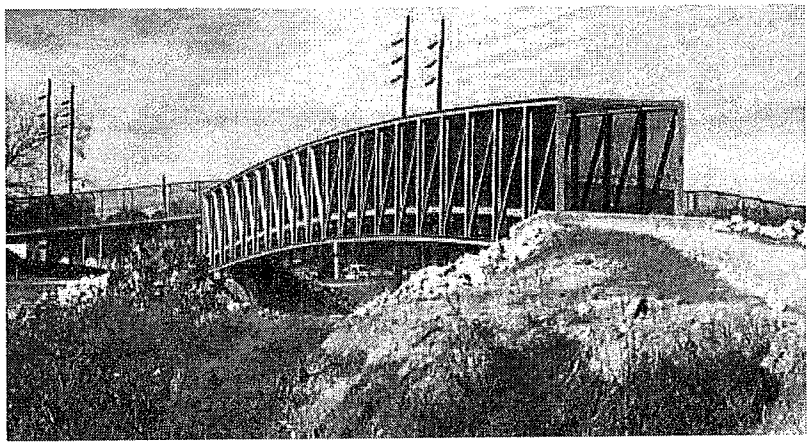


Truss Pedestrian Bridge Options

- Open Truss Bridge with full fence enclosure

- Thru Truss Bridge



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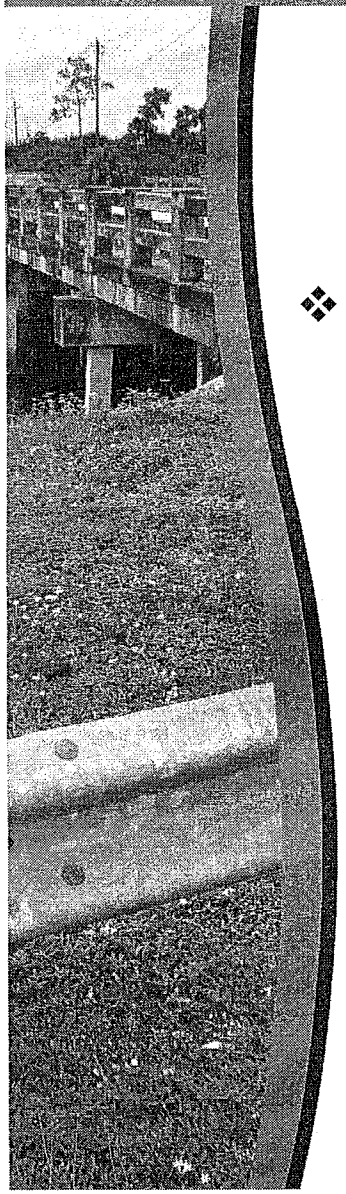
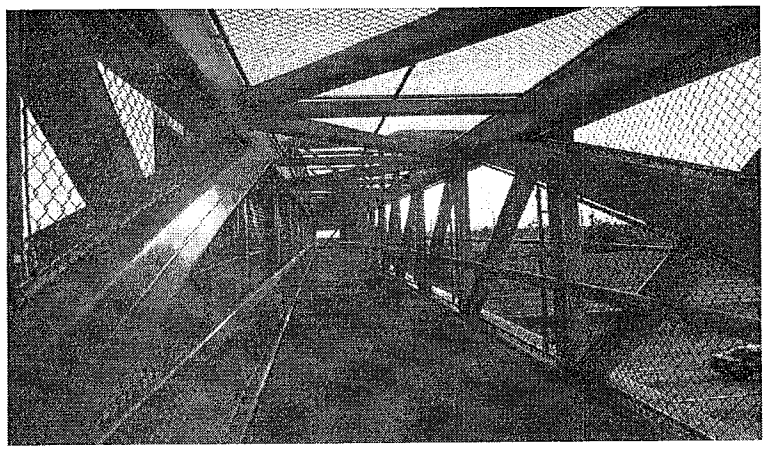
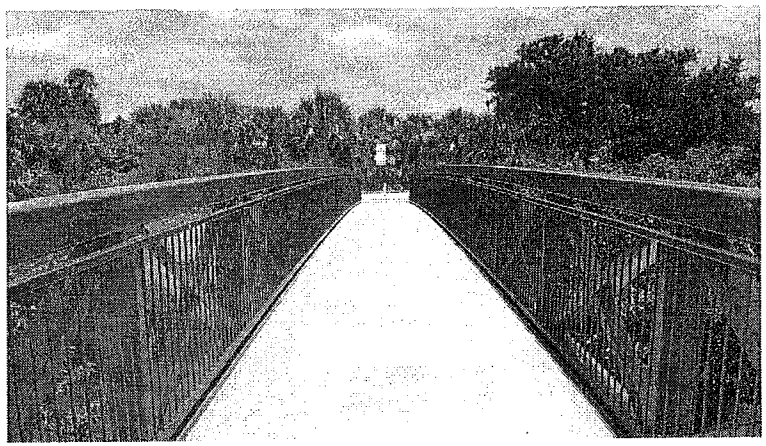
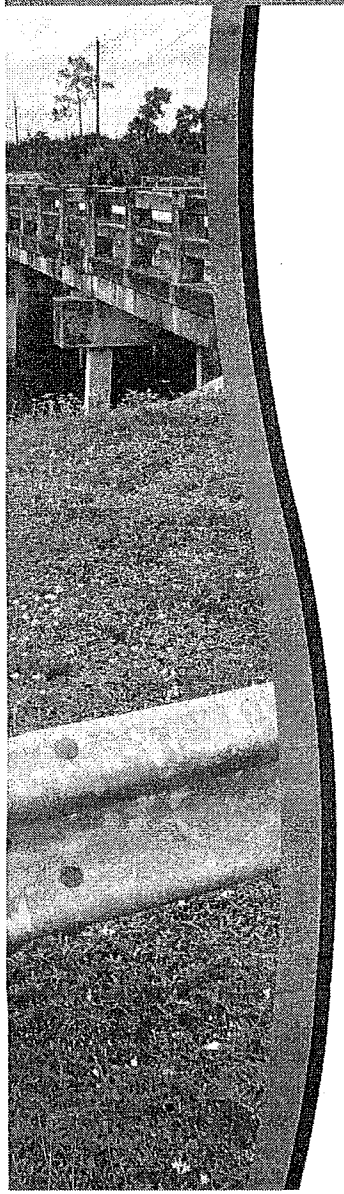


Safety Features

- ADA-compliant:
  - Handrails
  - Slopes
  - Expansion joints < ½”
  - Drainage components

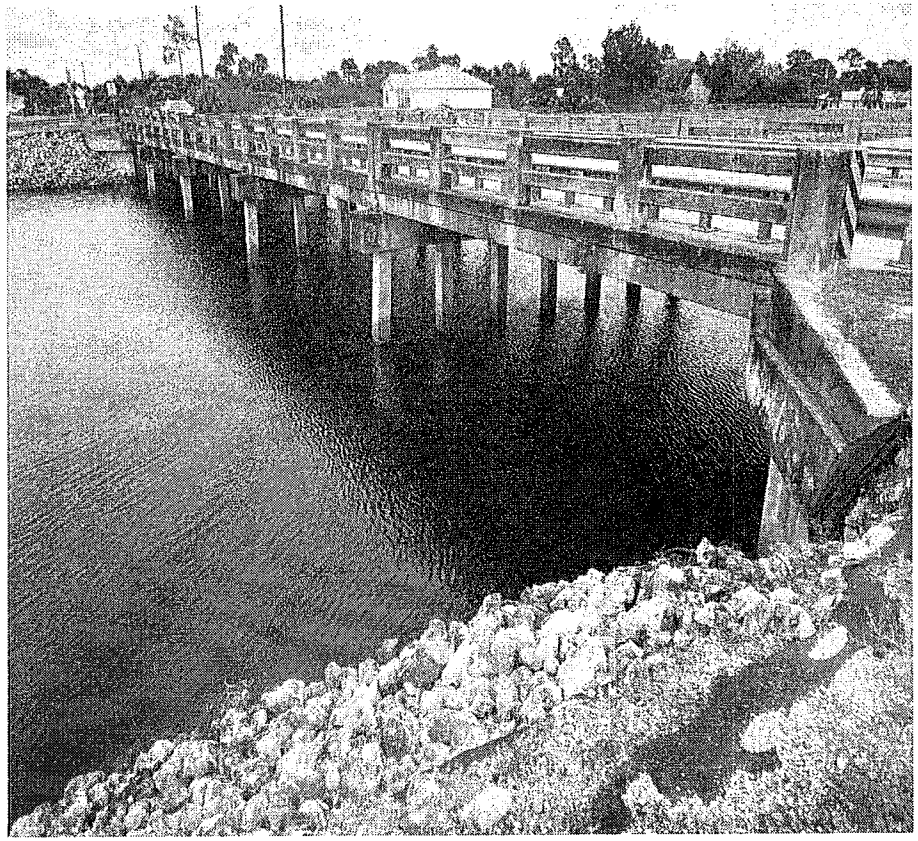






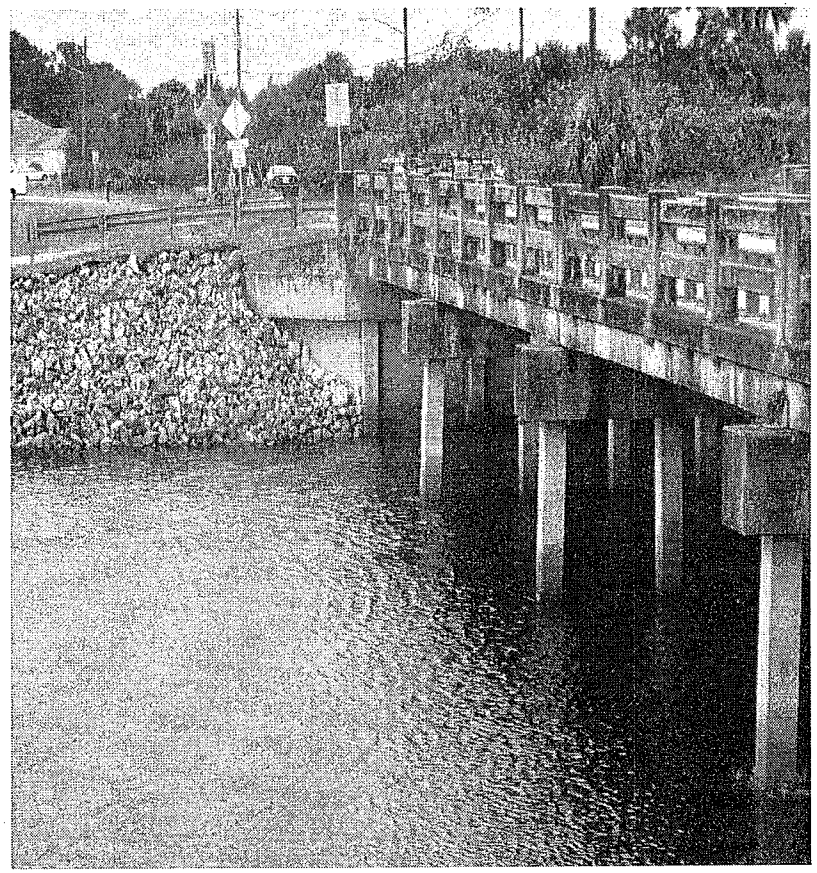
Horizontal Clearance

- Controlled by existing Bridge #945256
- Maintain pile bent lines to reduce permitting issues



Vertical Clearance

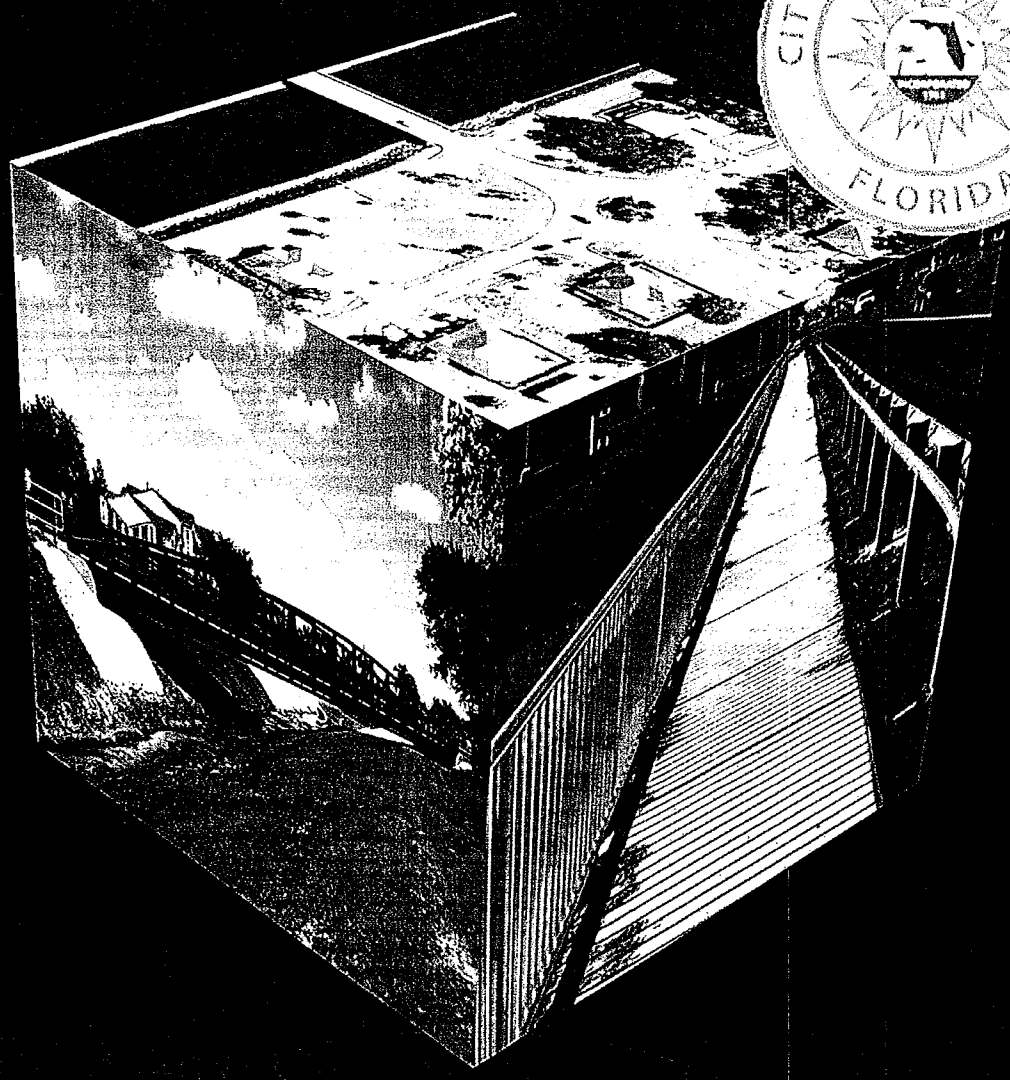
- Navigational waterway
- Maximum clearance from FDOT Drainage Manual or existing Bridge #945256



THANK YOU

KEITH and SCHNARS, P.A.

FLORIDA'S *Big* LOCAL FIRM

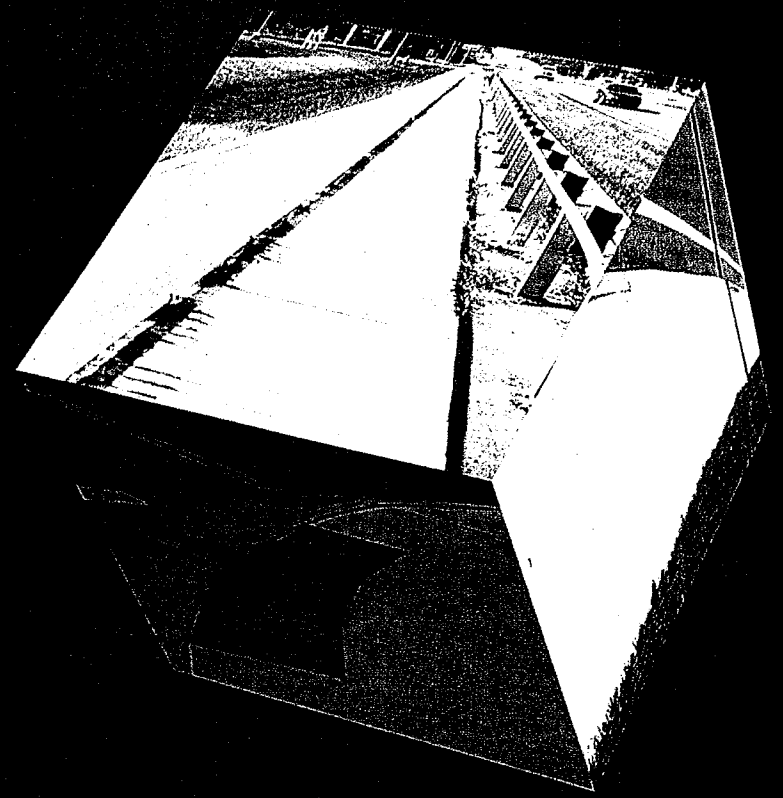


Design and Permitting of Savona Boulevard Sidewalk & Pedestrian Bridge

November 1, 2011
E-Bid #20120005

INFRASTRUCTURE ENGINEERS, INC.

Agenda



- **Project Team**
- Design Solutions

Project Team

An expert team

INFRASTRUCTURE ENGINEERS, INC.

CIVILSURV
A Tradition of Innovative Engineering

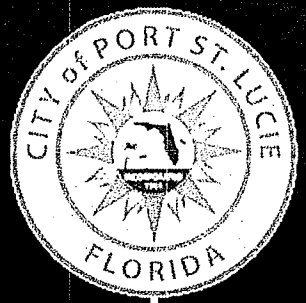
MILLER LEGG
IMPROVING COMMUNITIES. CREATING ENVIRONMENTS.

DUNKELBERGER
engineering & testing, inc.

Sciences

Project Team

Organizational chart



KEY:

- Infrastructure Engineers
- CivilSurv Design Group
- Dunkelberger Engineering
- Miller Legg
- E Sciences

Greg Peschong, PE
QA Manager

John Howle, PE
Sidewalk/Drainage QC

Scott Radecki, PE
Structures QC

Kenneth Glass, PSM
Survey QC

Frank Hickson, PE
Project Manager

Christopher Murphy, PE
Sidewalk Task Leader

Robert Bullinger, PE
Sidewalk Designer

Michael Mohler, PE
Sidewalk Designer

David Bennett, PE
Drainage Task Leader

Christopher Howard, PE
Structures Task Leader

Hani Samaan, EI
Structural Designer

Craig Dunkelberger, PE
Geotechnical Task Leader

Robert Johnson, PSM
Survey Task Leader

Adam Swaney, PE, LEED AP
Utility Coordinator

David Reyes, CST III
SUE Coordinator

Eric Harrison
Landscape Task Leader

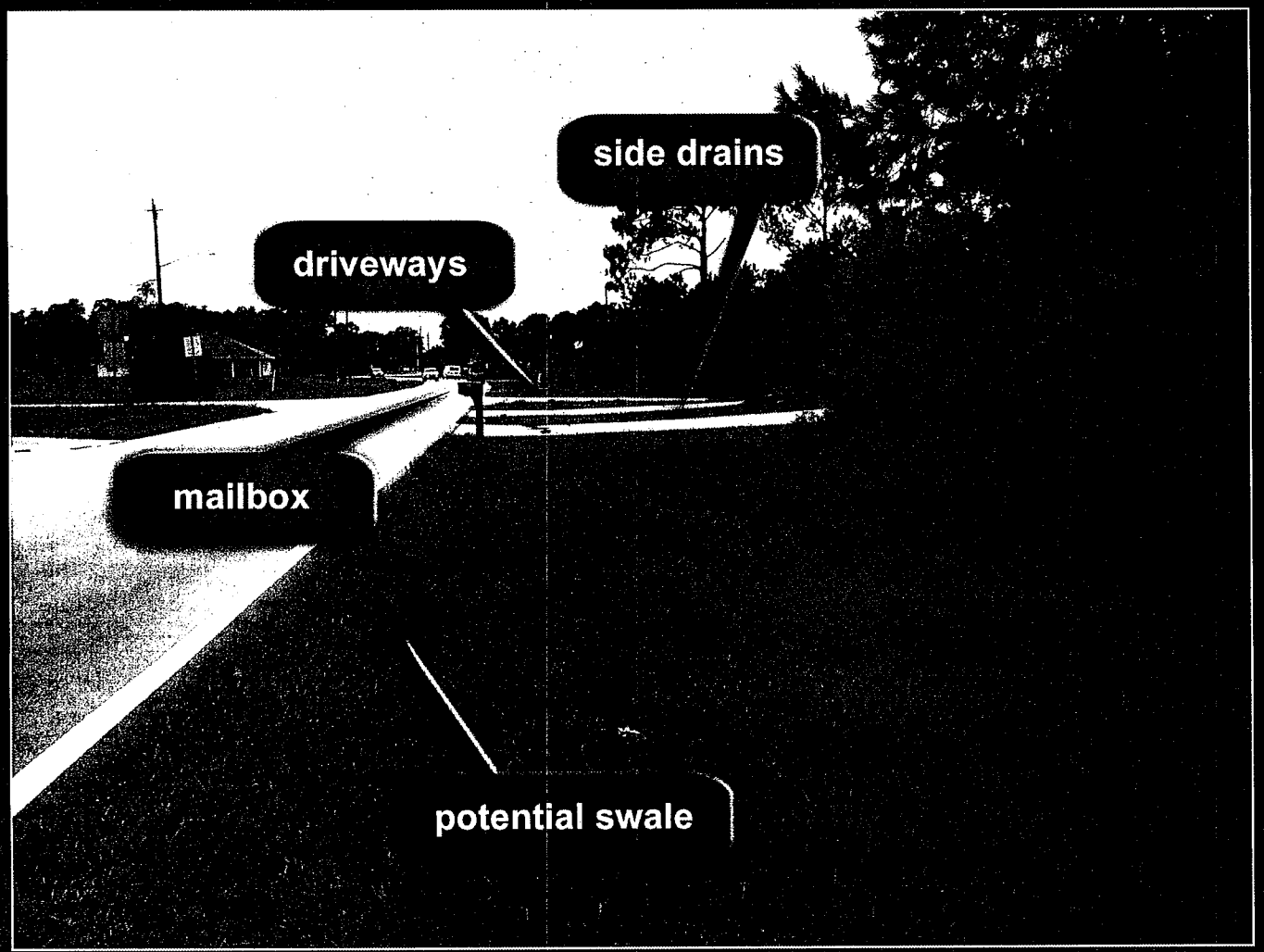
Paul Sebert
Gisele Colbert, MS, LEP
Environmental Scientists

Agenda

- Design Solutions

Design Solutions

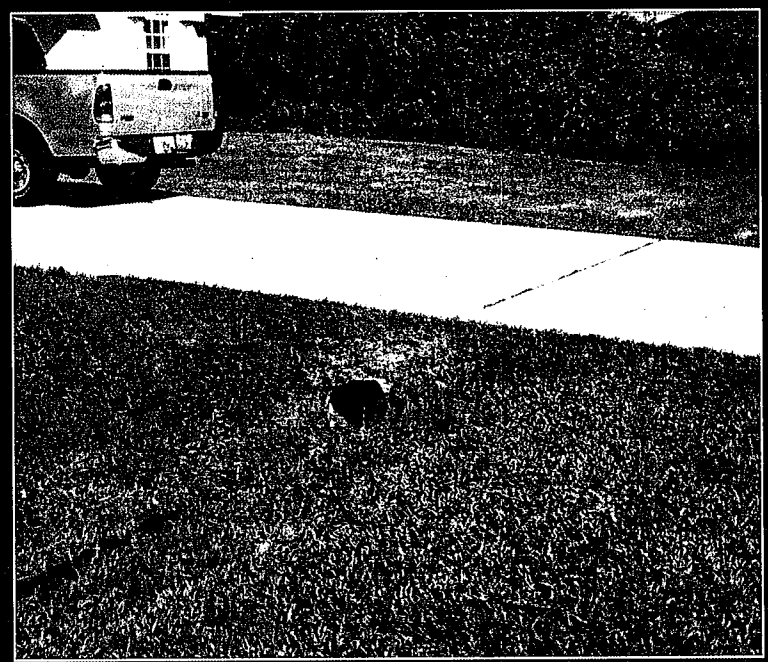
Mainline sidewalk constraints



Design Solutions

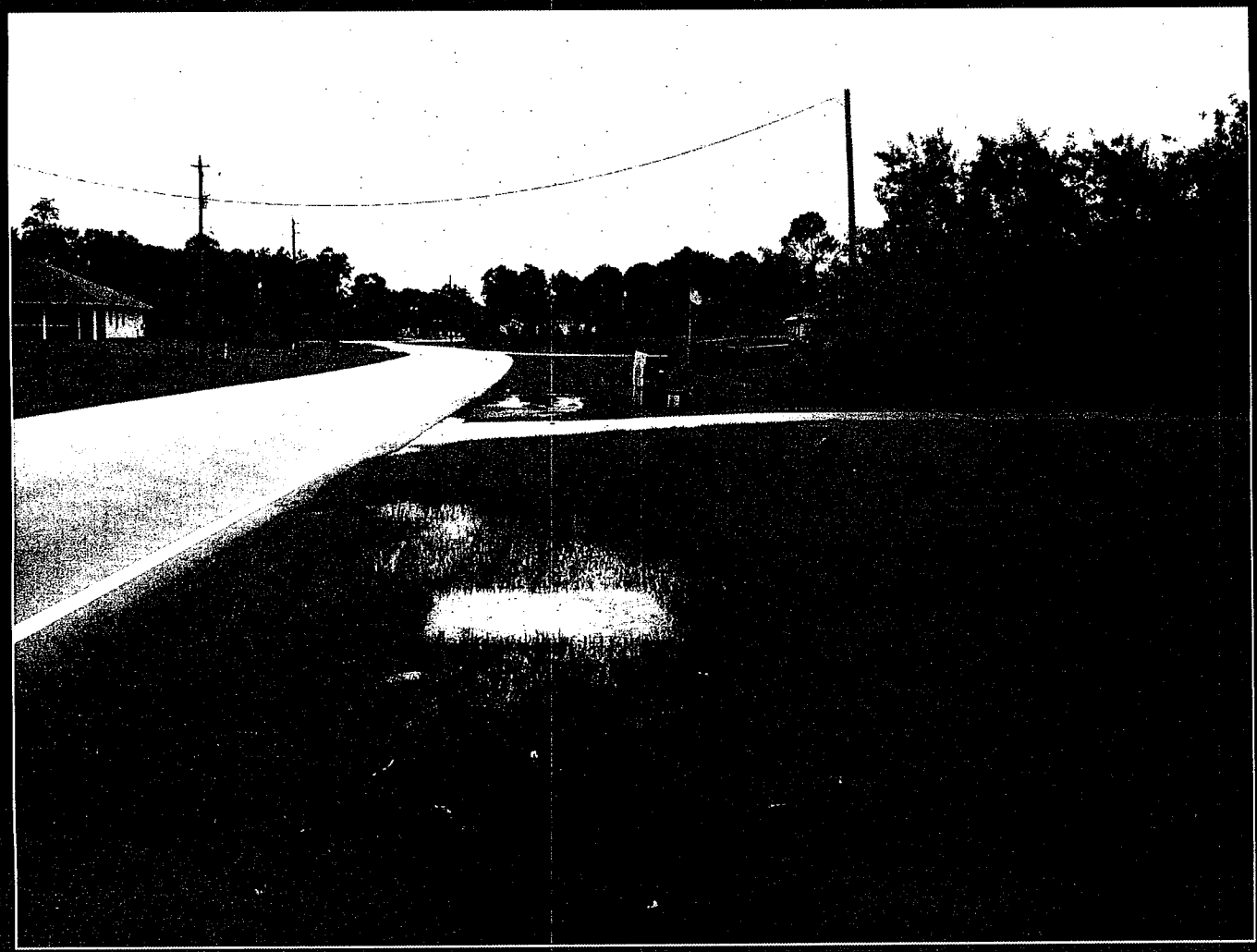
Drainage

- Maintain existing swale capacity and conveyance
- Repair/replace existing driveway side drains
- Improve localized flooding



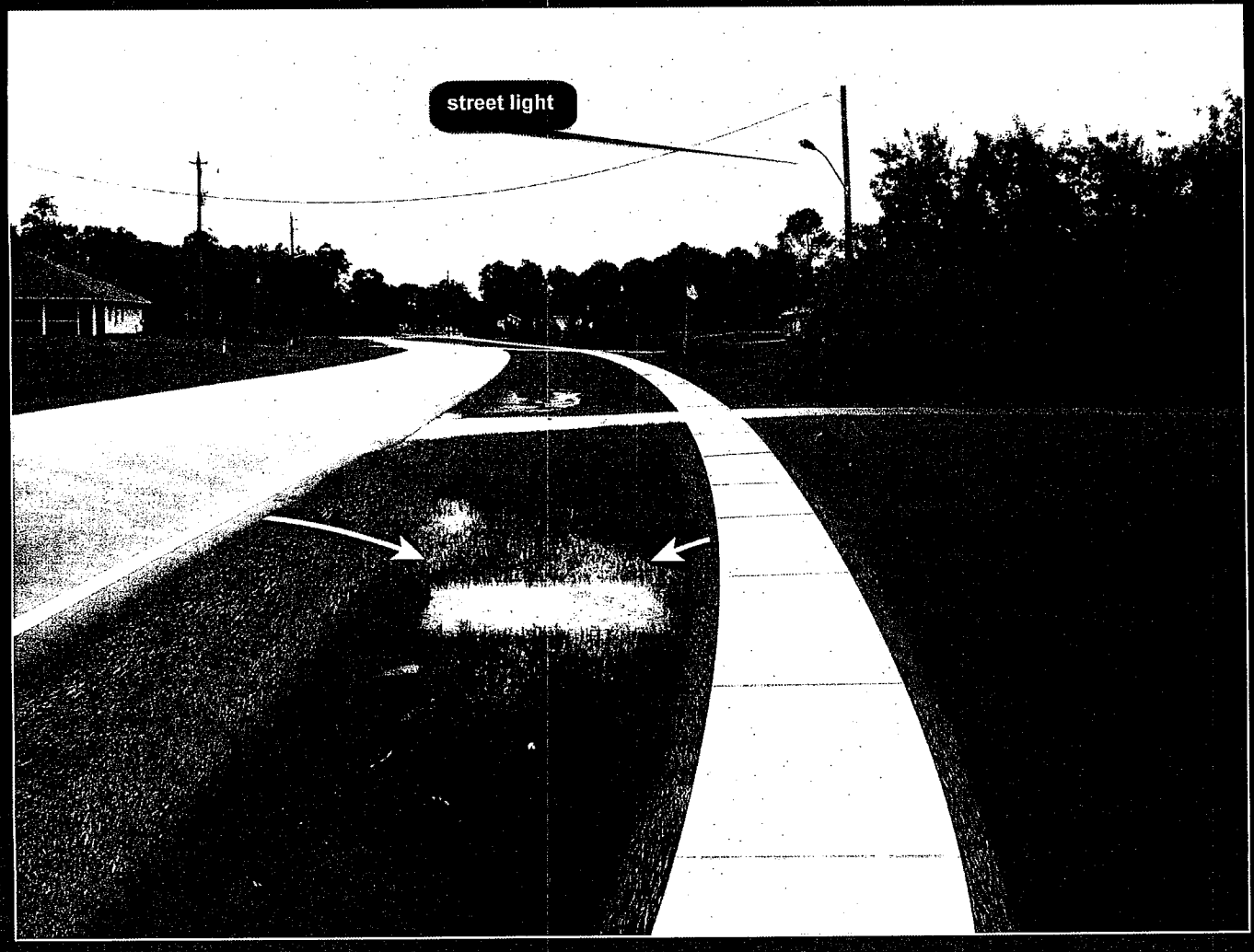
Design Solutions

Mainline options



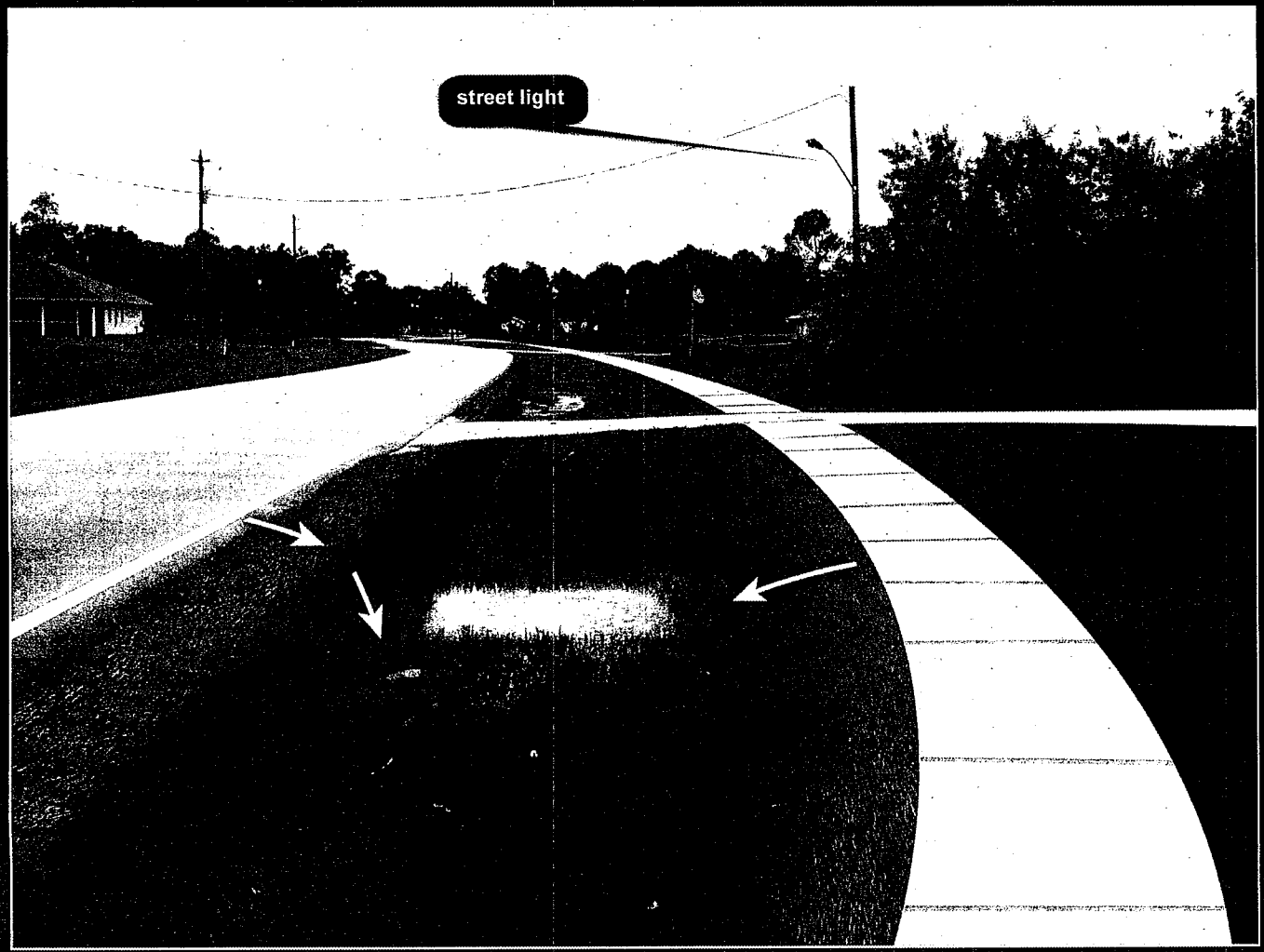
Design Solutions

Mainline options



Design Solutions

Mainline options



Design Solutions

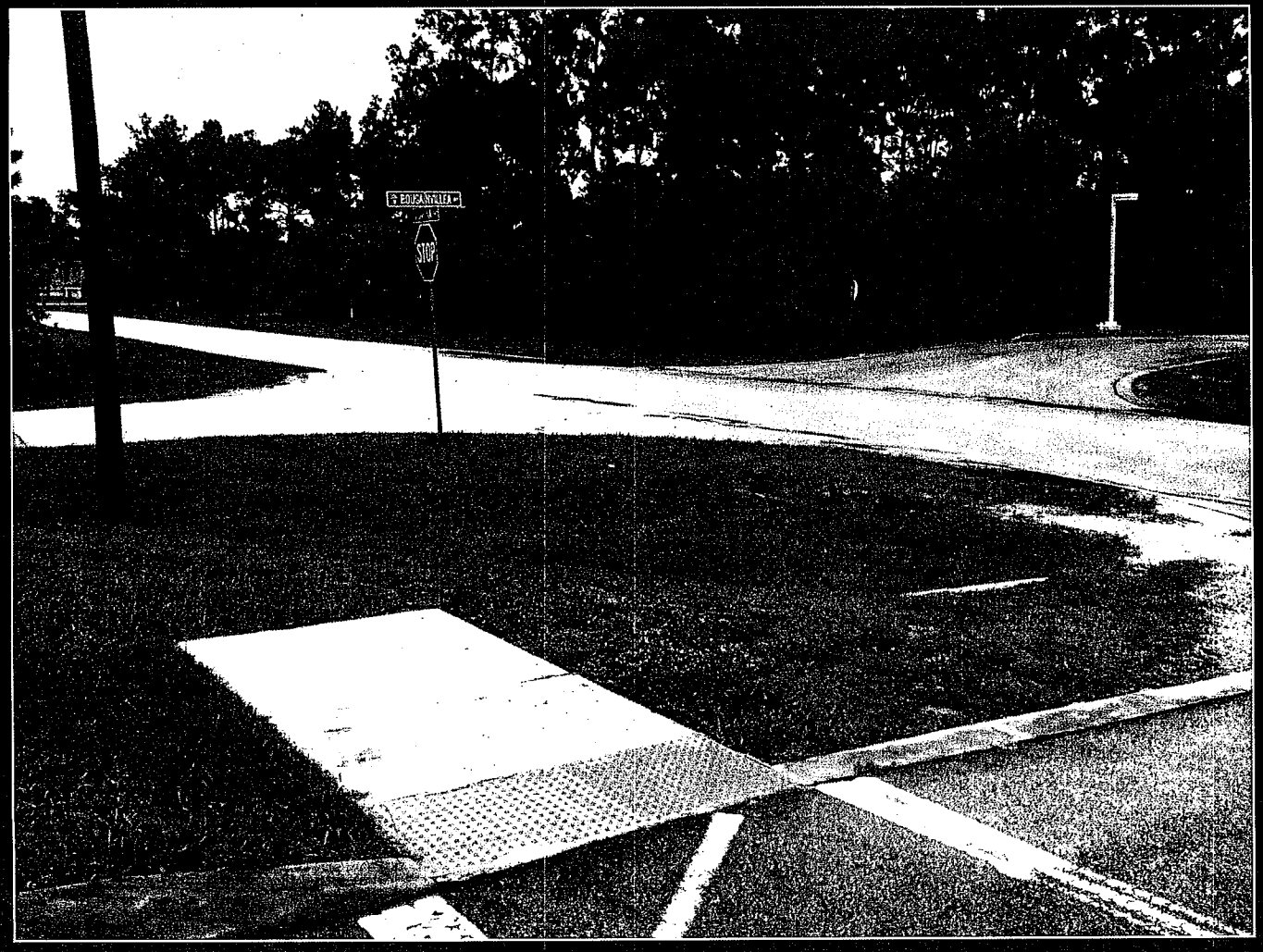
Mainline options

Design Solutions

Mainline options

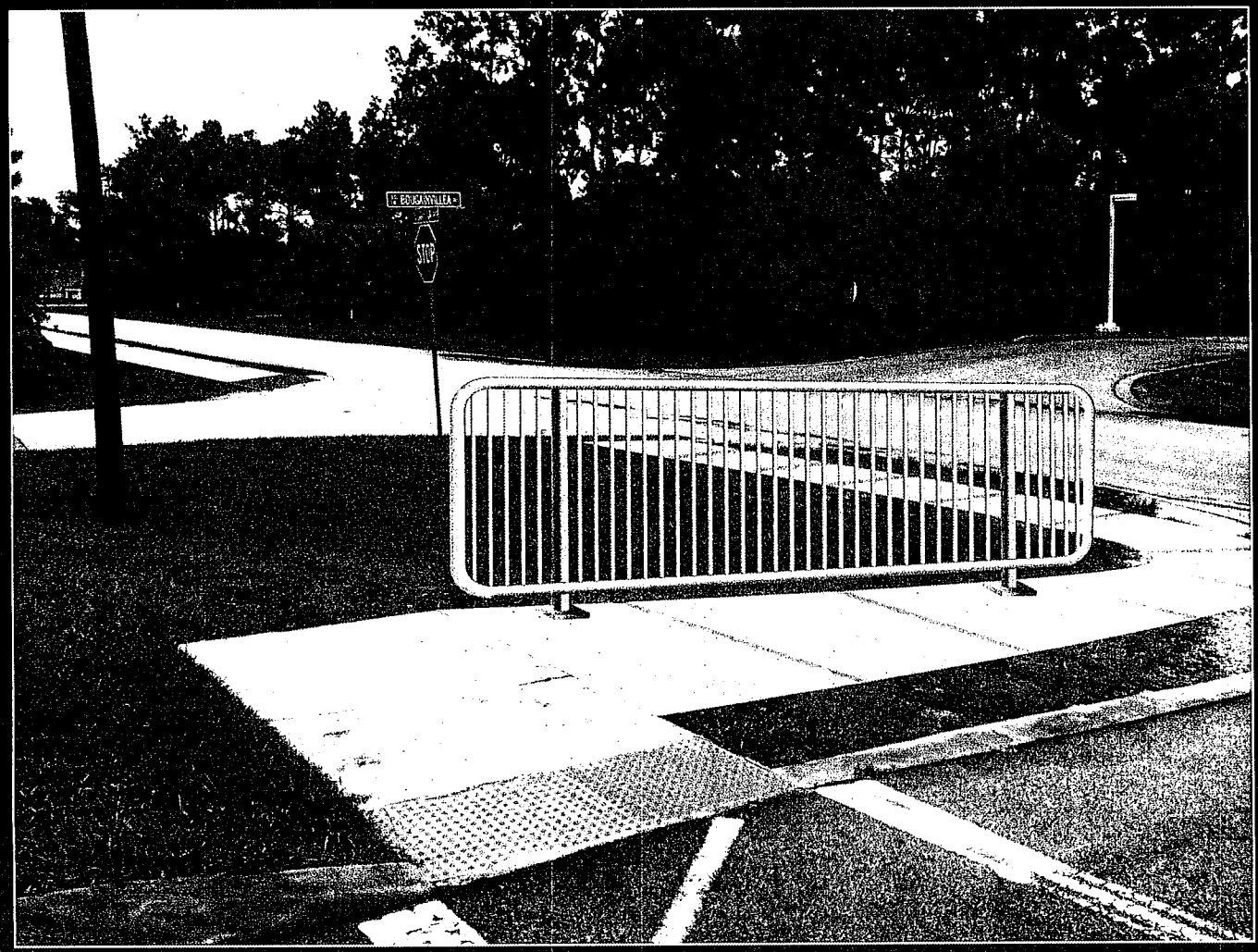
Design Solutions

Southern connection



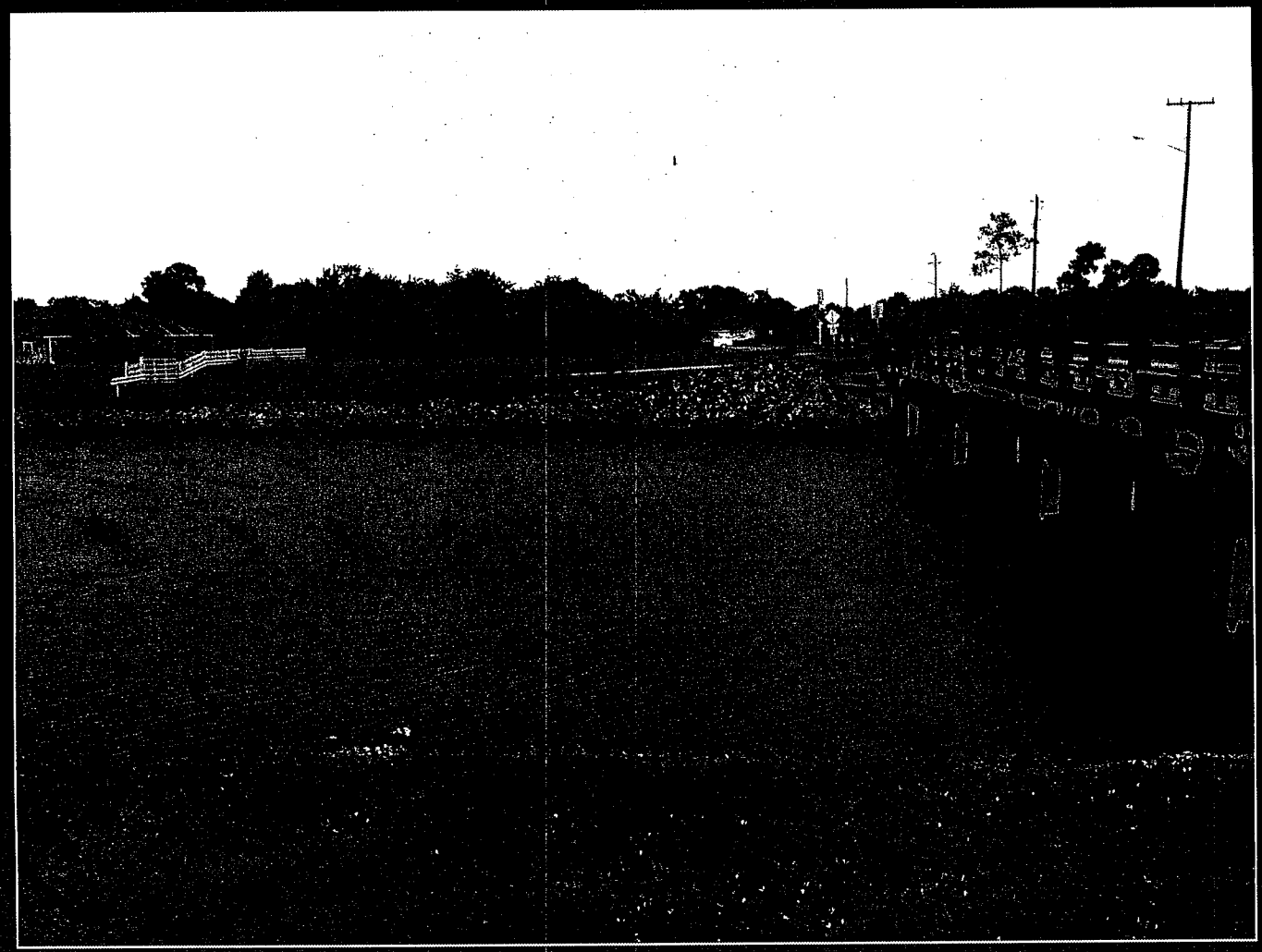
Design Solutions

Southern connection option



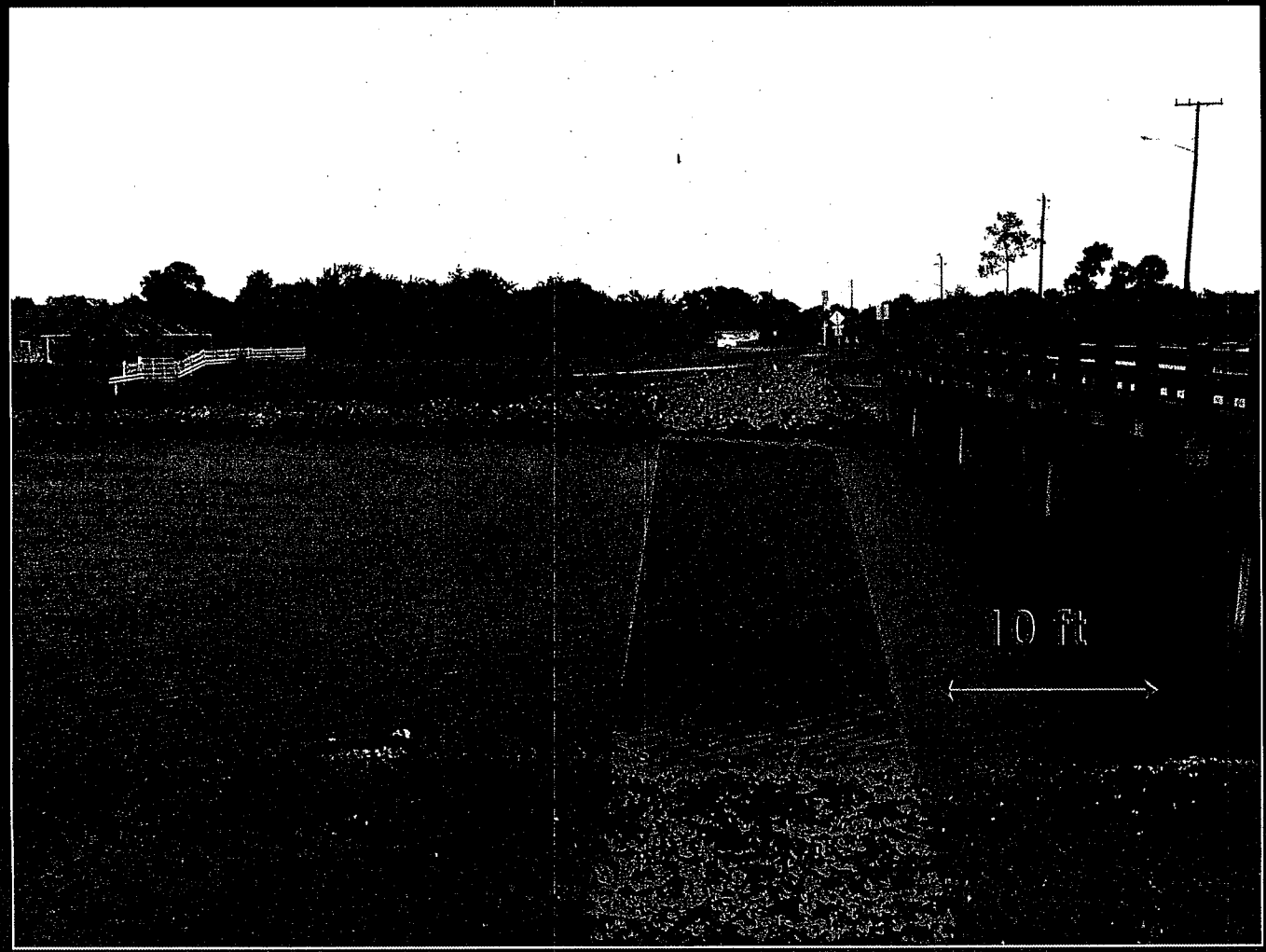
Design Solutions

Canal crossing options



Design Solutions

Canal crossing options

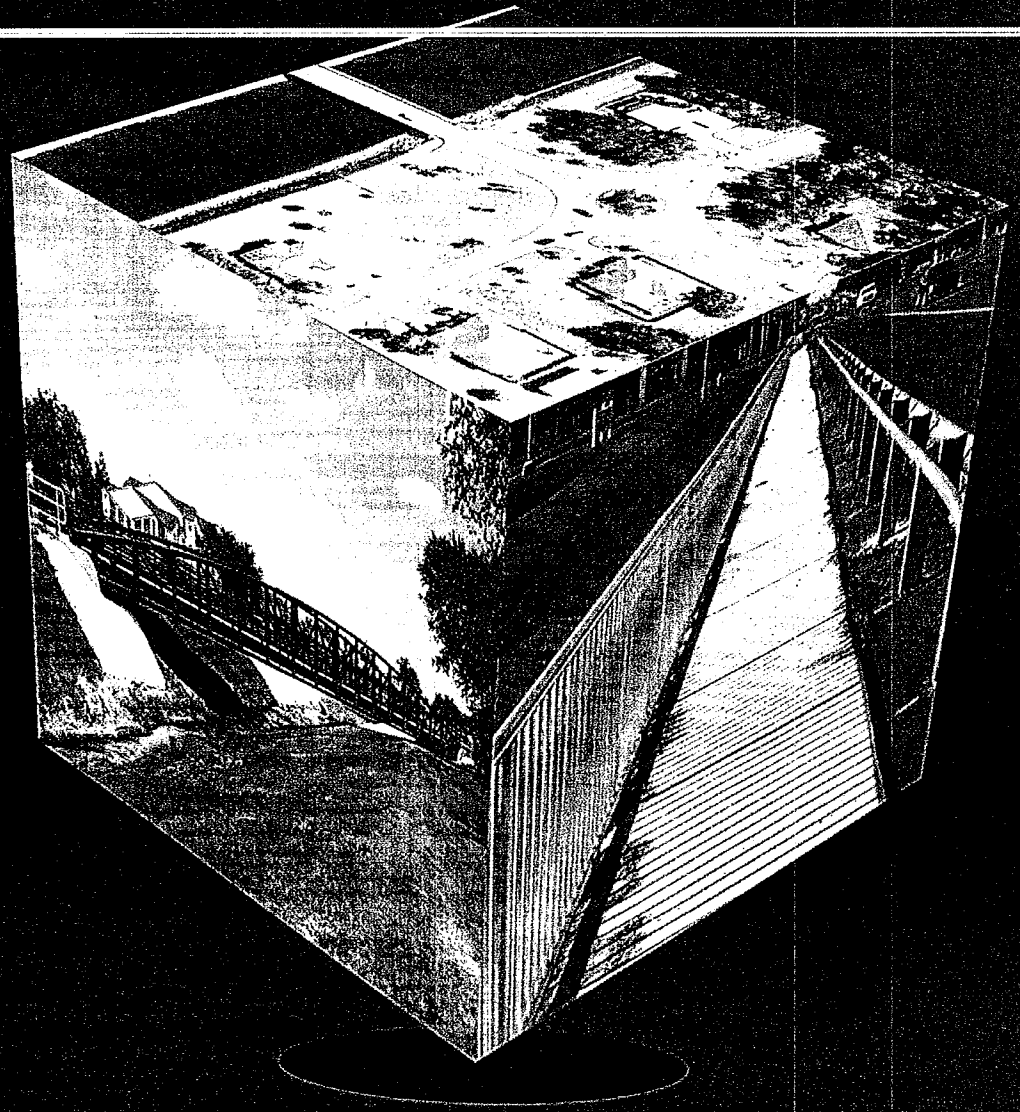


Design Solutions

Canal crossing options

Design Solutions

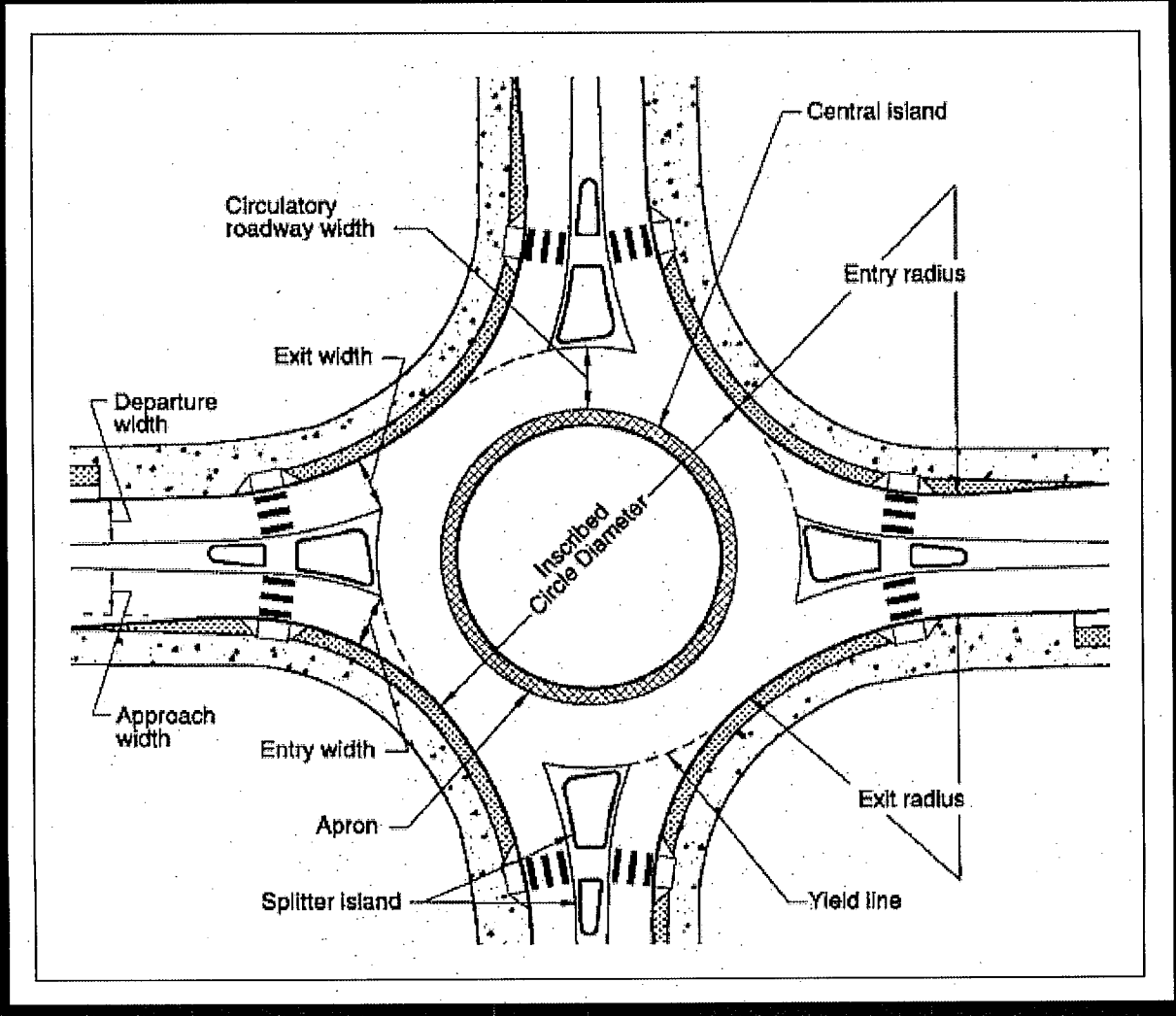
Permitting



- **SFWMD**
  - ERP
  - R/W
- **Coast Guard**

Design Solutions

Geometrics of a single lane roundabout



Design Solutions

Roundabout collision comparison

Collision Type	France	Australia	England
1 - Failure to yield at entry (entering-circulating)	36.6%	50.8%	71.1%
2 - Single-vehicle run off the circulatory roadway	16.3%	10.4%	8.2%[2]
3 - Single vehicle loss of control at entry	11.4%	5.2%	[2]
4 - Rear-end at entry	7.4%	16.9%	7.0%[3]
5 - Circulating-exiting	5.9%	6.5%	
6 - Pedestrian on crosswalk	5.9%		3.5%[4]
7 - Single vehicle loss of control at exit	2.5%	2.6%	[2]
8 - Exiting-entering	2.5%		
9 - Rear-end in circulatory roadway	0.5%	1.2%	
10 - Rear-end at exit	1.0%	0.2%	
11 - Passing a bicycle at entry	1.0%		
12 - Passing a bicycle at exit	1.0%		
13 - Weaving in circulatory roadway	2.5%	2.0%	
14 - Wrong direction in circulatory roadway	1.0%		
15 - Pedestrian on circulatory roadway	3.5%		[4]
16 - Pedestrian at approach outside crosswalk	1.0%		[4]
Other collision types		2.4%	10.2%
Other sideswipe types		1.6%	

Notes:

1. Data is for small roundabouts (curbed central islands > 13 ft. in diameter, relatively large ratio of inscribed circle to central island size)
2. Reported findings do not distinguish among single-vehicle crashes
3. Reported findings do not distinguish among approaching crashes
4. Reported findings do not distinguish among pedestrian crashes

Design Solutions

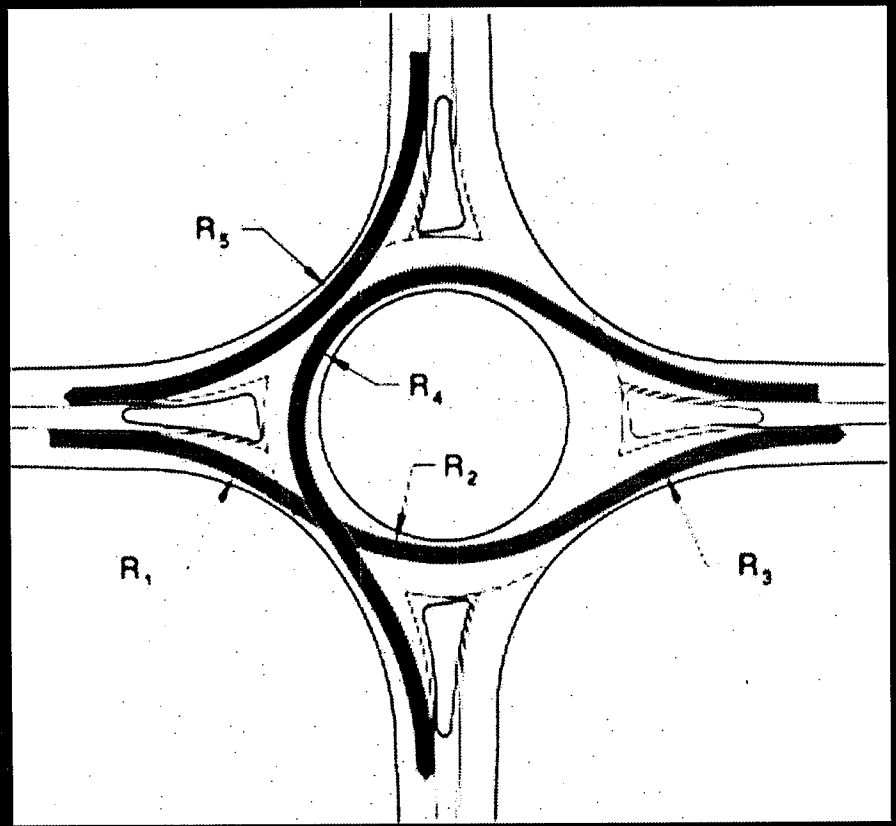
Roundabout pedestrian facility factors

- Pedestrian convenience
- Pedestrian safety
- Roundabout operations
- ADA

Design Solutions

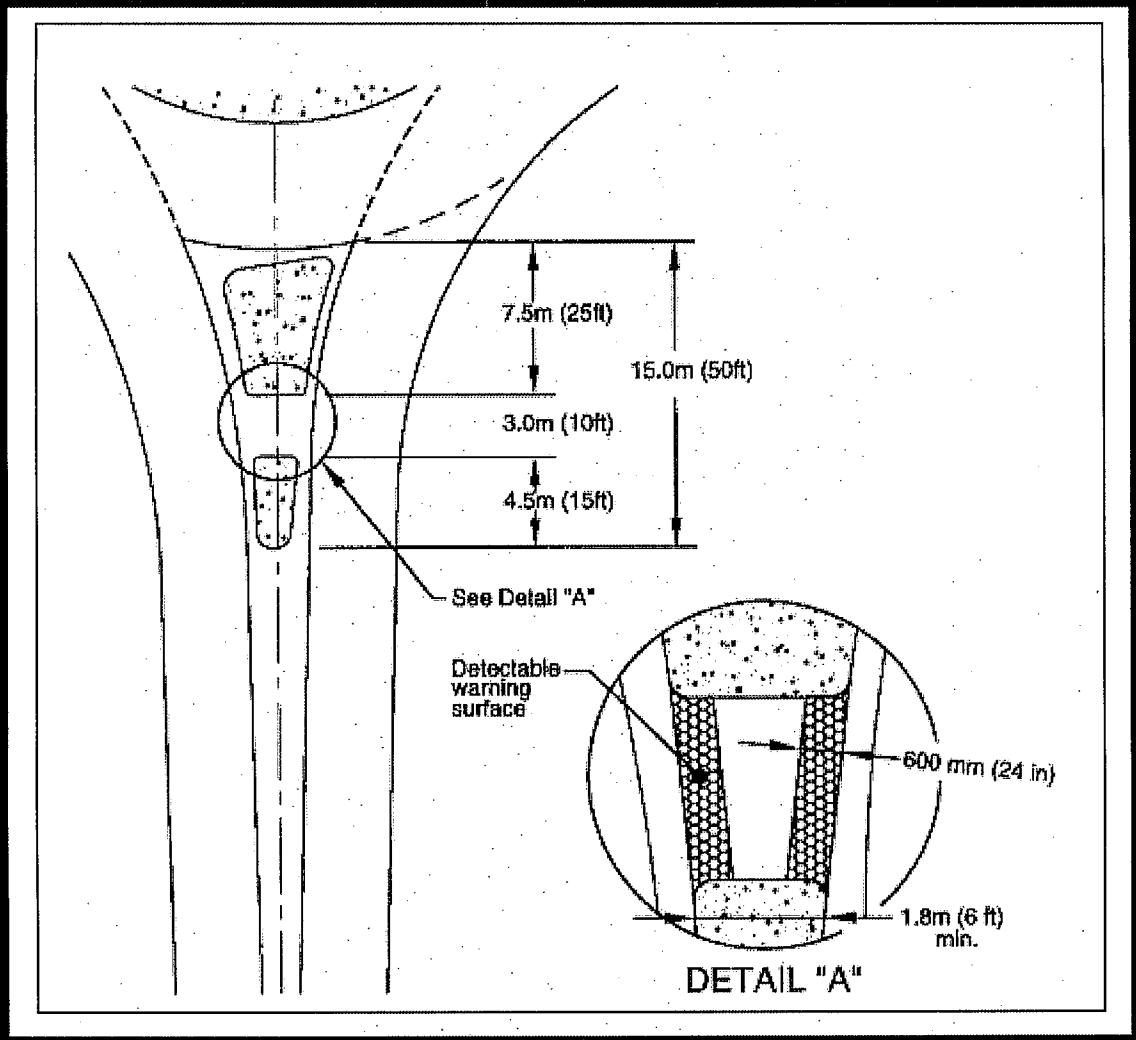
Accommodating pedestrians at roundabouts

- **R3 should be smallest radius possible to facilitate slower speeds and increased pedestrian safety**



Design Solutions

Accommodating pedestrians at roundabouts



Design Solutions

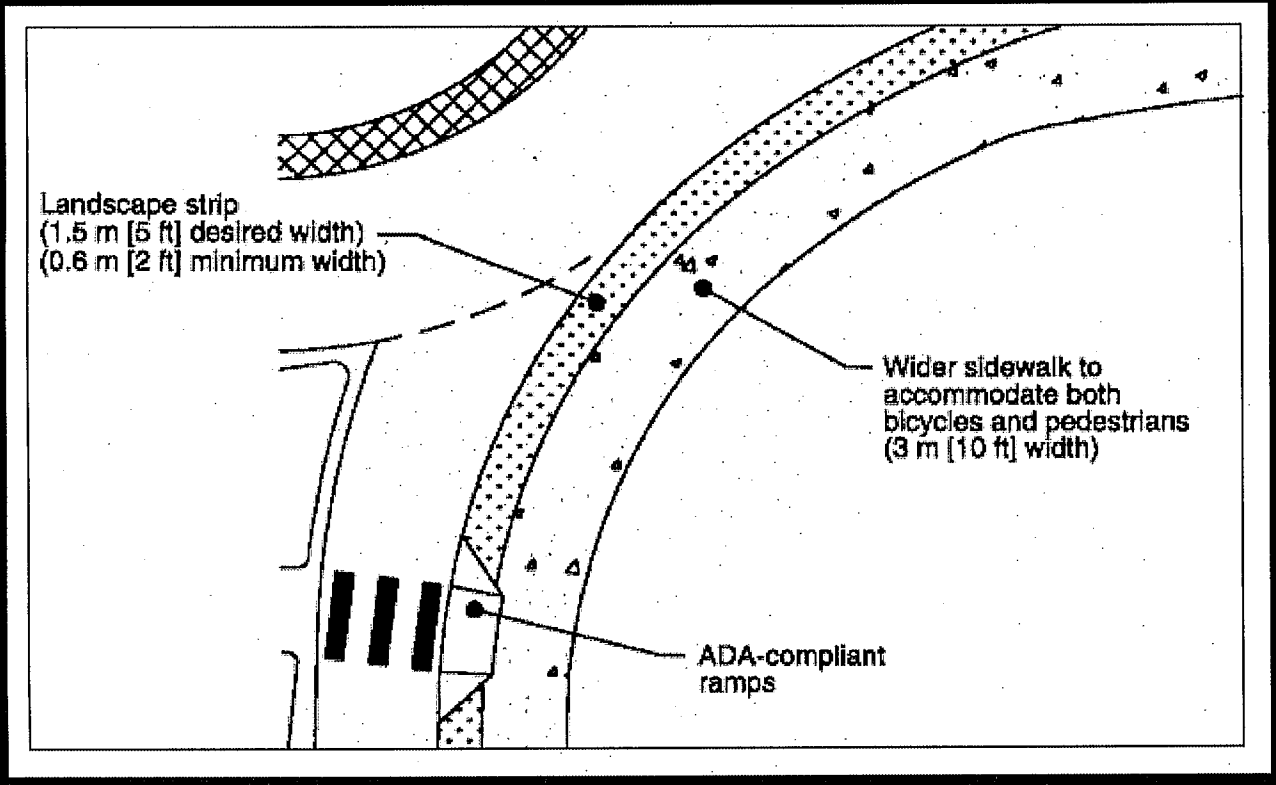
Geometry with connection to canal option

Design Solutions

Geometry with connection to canal option

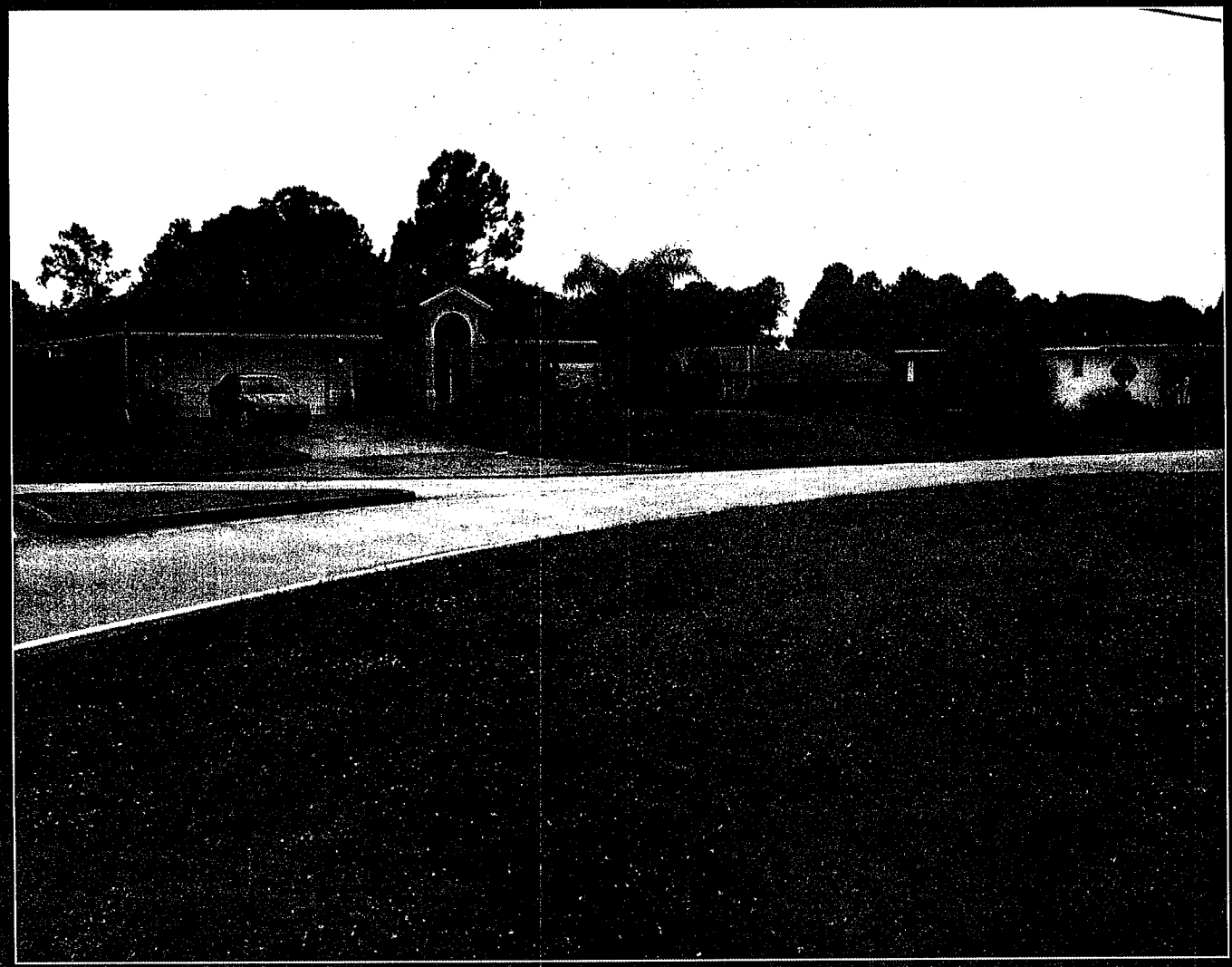
Design Solutions

Geometry with landscaping



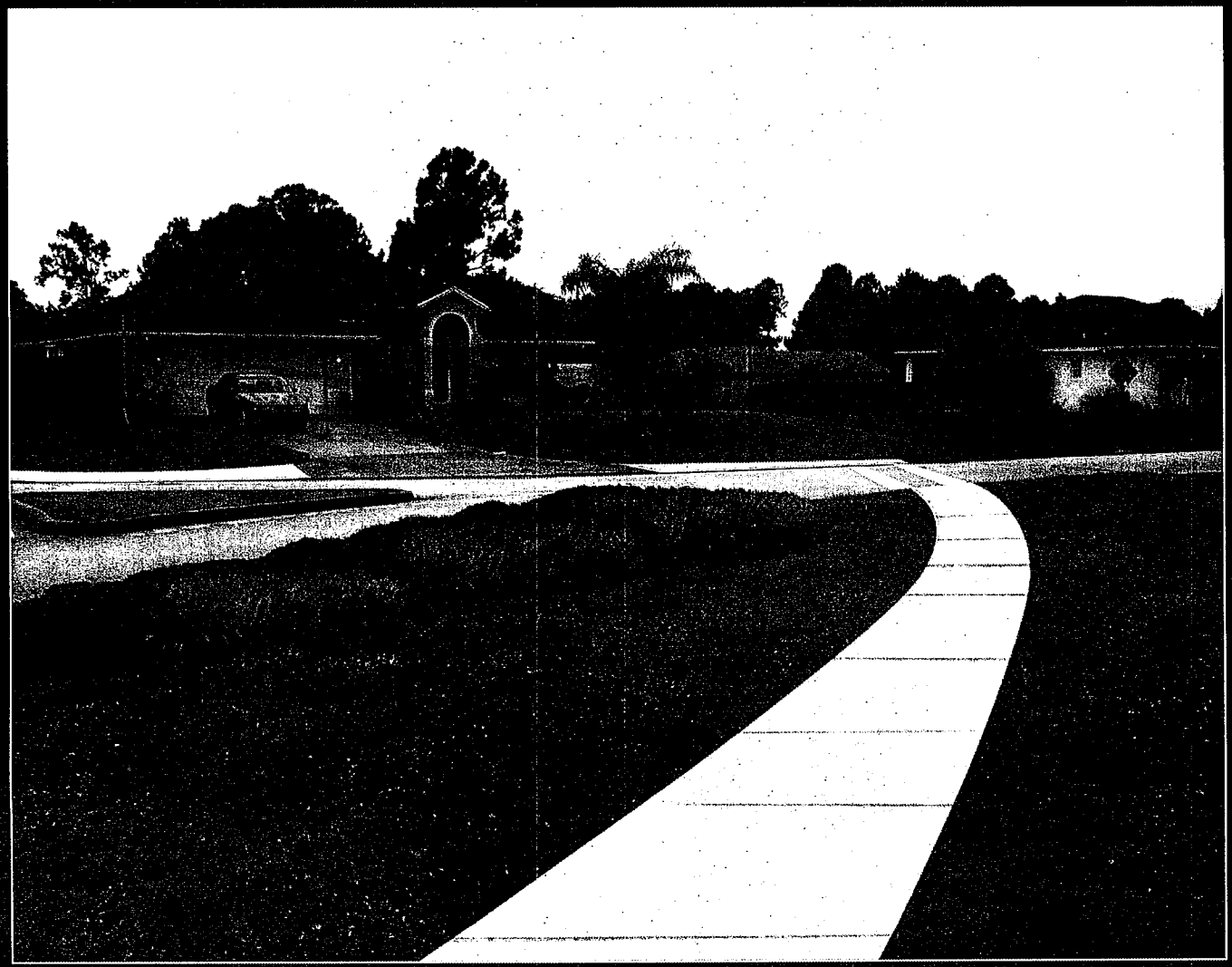
Design Solutions

Roundabout to canal (landscape)



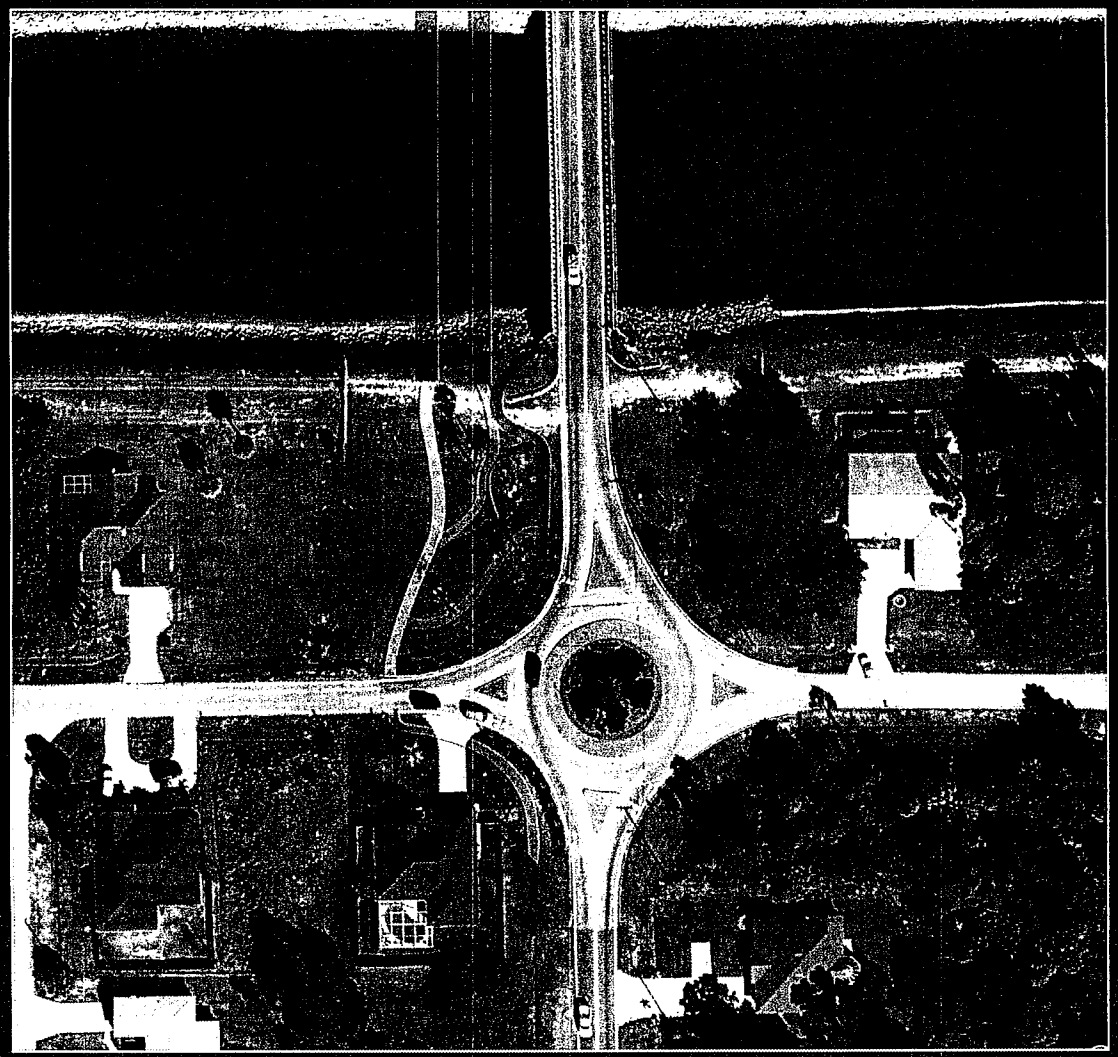
Design Solutions

Roundabout to canal (landscape)



Design Solutions

Roundabout to canal (landscape)



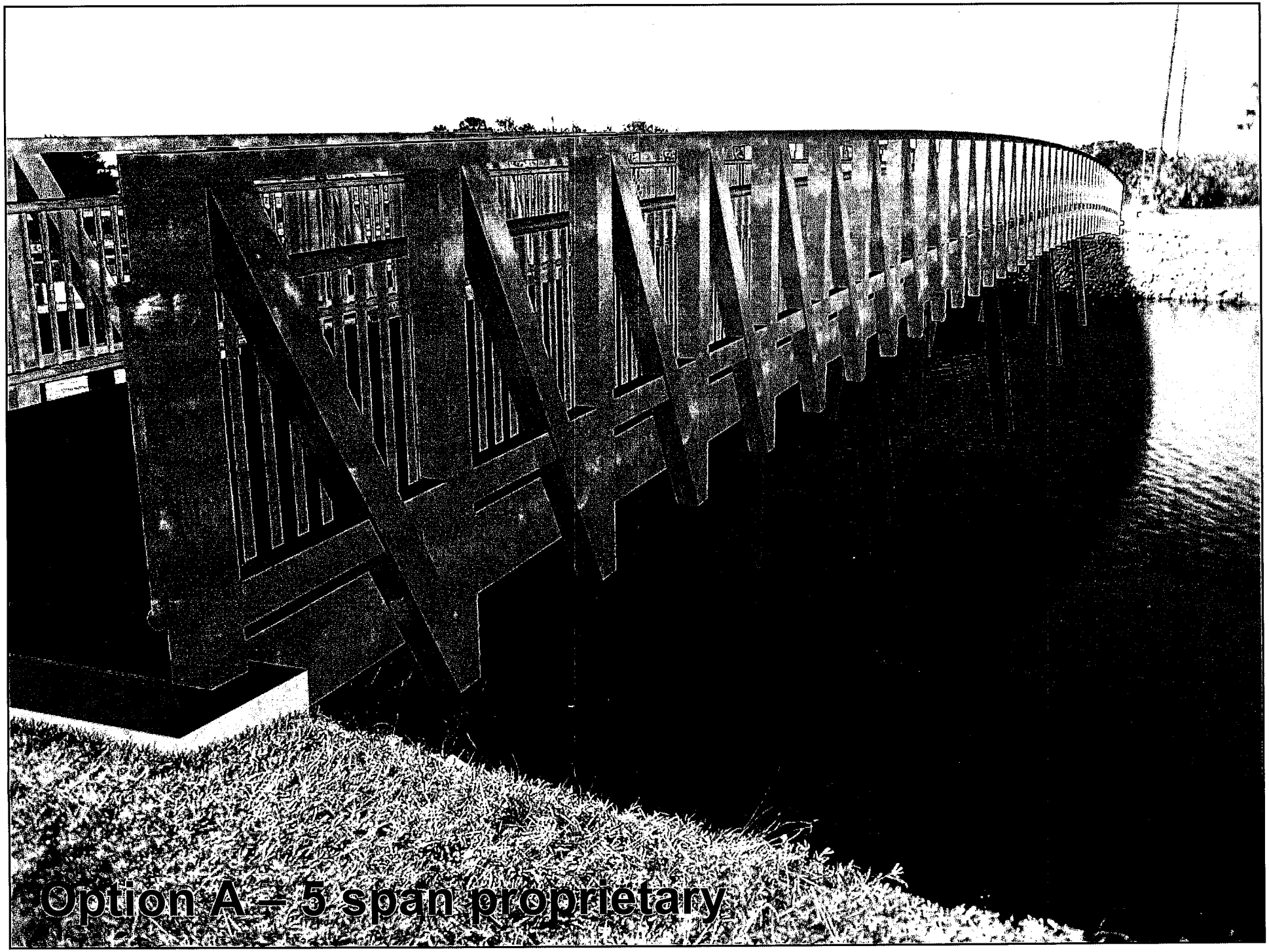
Design Solutions

Public involvement

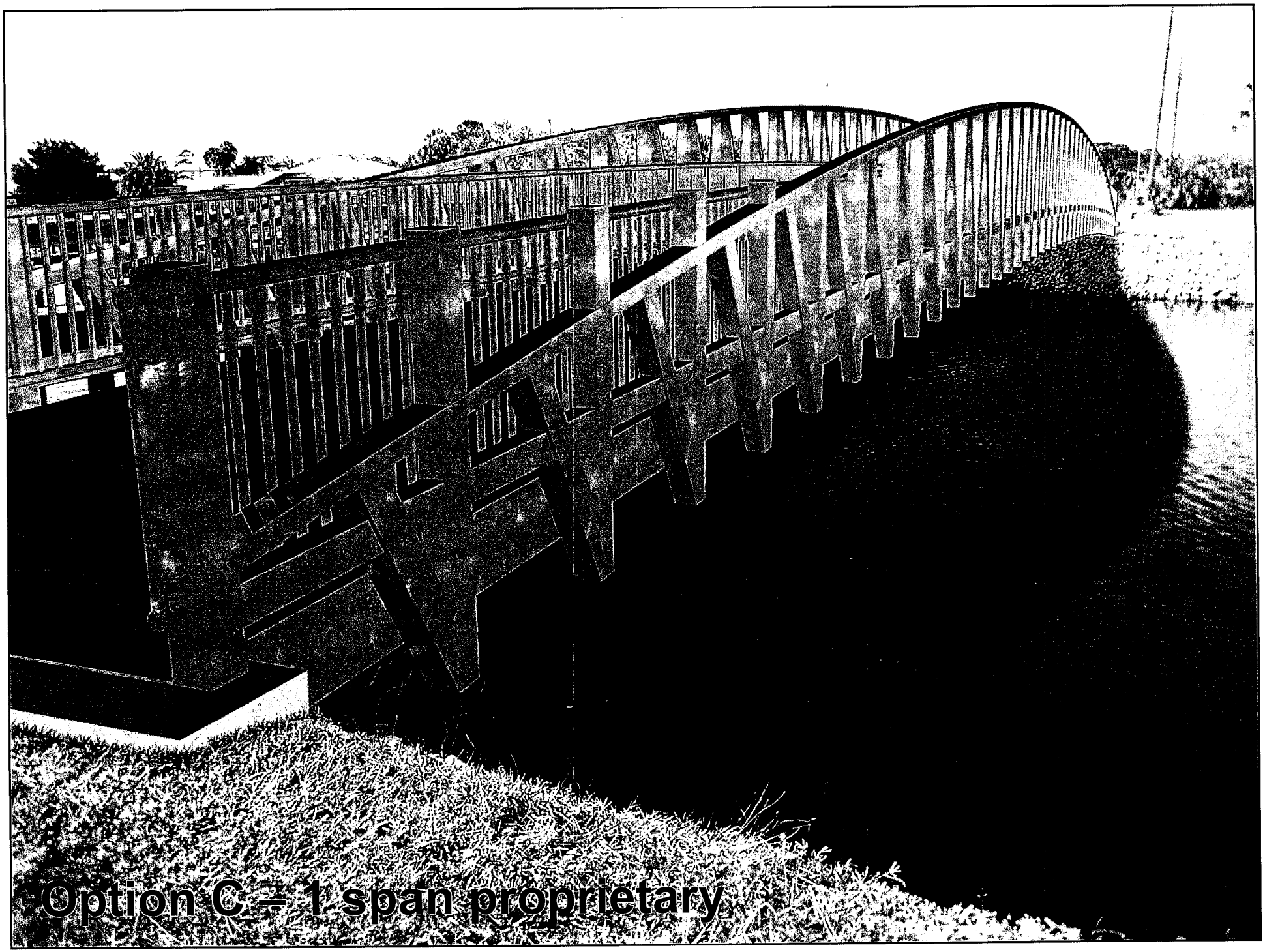
- **Proactive approach due to different characteristics**
- **Safe Routes to School**
- **Develop a plan early**
- **Plan is living document**
- **Utilize multi-faceted approach with different media**
- **Direct meetings with owners**
  - One owner in particular
- **Document everything**
- **Submit comprehensive report**

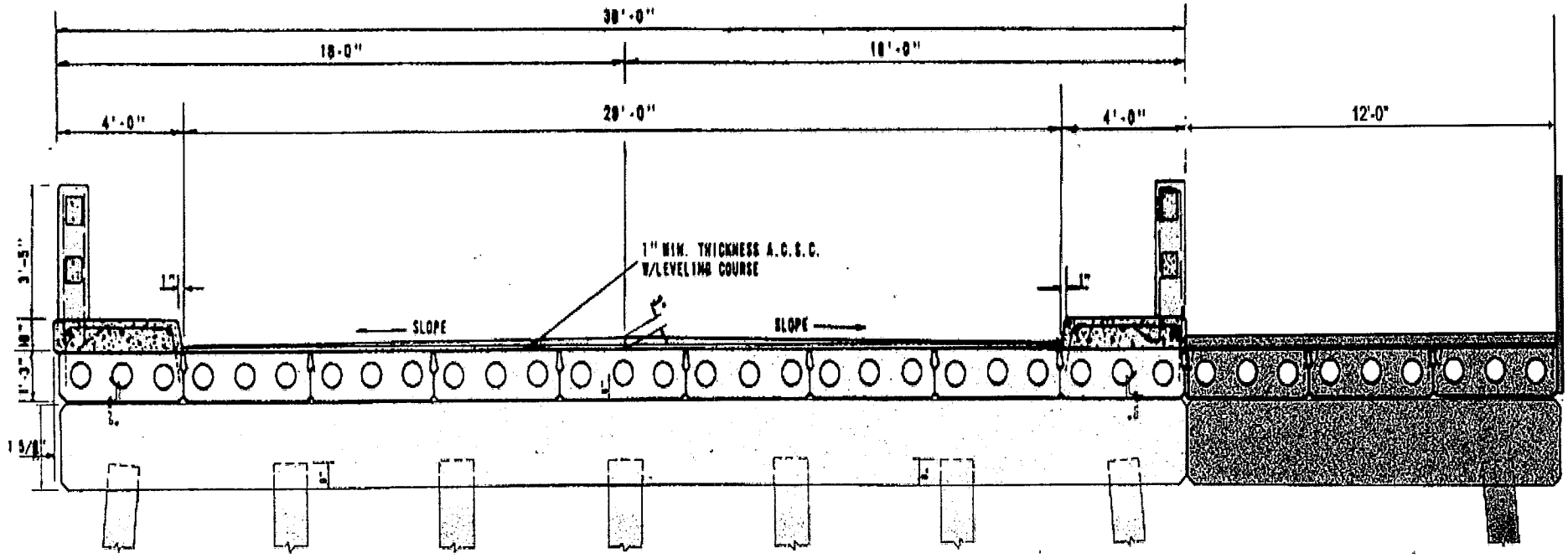
Thank you!

Existing Condition


Option A – 5 span proprietary

Option B - 3 span proprietary


Option C – 1 span proprietary



Option D – 5 span to match existing

Existing

1 span

Cost Estimate for alternative Structures

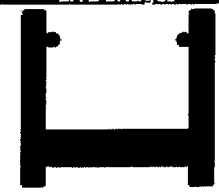
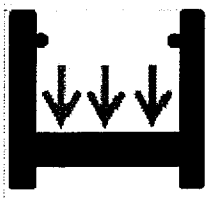
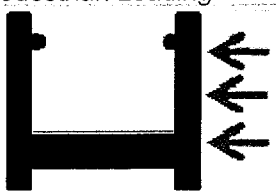
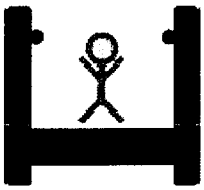
	length	width	spans		cosr/sf	total *	premium	
option A	192	12	1	one 192 ft span	$ 200	$ 599,040	$ 224,640	60%
option B	192	12	3	two 42 ft spans and one 108 ft span	$ 150	$ 449,280	$ 74,880	20%
option C	192	12	5	two 42 ft spans and three 36 ft spans	$ 125	$ 374,400	$ -	0%
option D	180	14	5	five 36 ft spans to match existing	$ 100	$ 327,600		

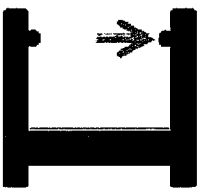
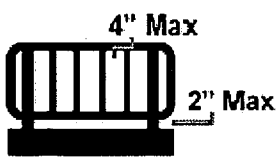
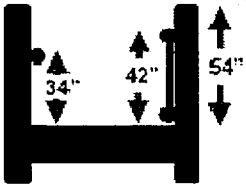
* Includes a 30 percent contengency
192 foot structure suggested to clear bank and existing bridge endwalls

Gator Bridge and Excel Bridge are competitive for proprietary structures
Pipe Bridge costs have been used to meet wind load requirement

widening would leave existing rail in place

Gator Bridge General Criteria

LITE Bridges	Pedestrian Bridges	Pipe Support Bridges	
 Dead Loading	All of our bridges are modeled in FEA and actual project dead weights are accounted for.	All of our bridges are modeled in FEA and actual project dead weights are accounted for.	All of our bridges are modeled in FEA and actual project dead weights are accounted for.
 Pedestrian Loading	**65 psf** - Occasional/Light pedestrian access	**85 psf** - AASHTO pedestrian live load criteria, reducible based on exact geometry.	-
 Wind Loading	**20 psf** - substantial wind loading - approximately 100 mph winds	**35 psf** - AASHTO wind loading sufficient for hurricane winds.	**35 psf** - AASHTO wind loading sufficient for hurricane winds.
 Stability and Rigidity	**Deflection Limit - L/360** **Min. natural frequency - 3Hz** We impose rigorous stability criteria on even our lightest structures to ensure comfort on a budget.	**Deflection Limit - L/500** **Min. natural frequency - 5Hz** It is important to us that all of our prefabricated pedestrian bridges feel like walking on the ground. Stability is the most tangible design criteria and we do it better than anyone else.	Determined by specifications

	Guard Rail	Handrail	Toe Rail
 Rail Loading	**-50 plf biaxial uniform load** **-200 lb point load** **-200 psf infill loading** GatorBridge guard rails are designed to meet the most stringent AASHTO, IBC, ADA, and FDOT design criteria.	**-50 plf linear uniform load** **-200 lb point load** GatorBridge Grab rail is designed to meet IBC and ADA design criteria.	-
 Rail Geometry	**-2" Max opening from top of deck** **-4" Max opening within guard** Our guard rail geometry meets all AASHTO, IBC, FDOT, and ADA requirements for Guard and Toe Rail.	**-1 ¼"-1 ½" OD** for graspability -1 ½" Minimum clearance	**2" Max opening** from top of deck
 Rail Heights	**-42" Standard Guard Rail Height** for pedestrian use **-54" Standard Top chord Height** for bicycle use	**34" Standard Handrail height** to meet ADA requirements	

10 - Pedestrian Bridges

10.1 General (01/08)

A. The criteria covers engineered steel and concrete pedestrian bridge superstructures, including proprietary trusses, and the associated substructures, ramps, stairs, etc. crossing over FDOT roadway or placed on FDOT right-of-way.

B. Minor timber or aluminum structures associated with boardwalks, docks or fishing pier projects are not covered by these policies except that the loading shall meet requirements defined herein.

C. Wooden trusses or timber beam structures may not cross over FDOT roadway facilities.

D. Aluminum or Fiber-reinforced polymer (FRP) (i.e. plastic, carbon fiber, or fiberglass) pedestrian bridges are not allowed.

E. Comply with ADA requirements for ramps and railings. See SDG 1.1.6 (ADA on Bridges)

10.2 Referenced Standards

Reference Standards are in accordance with Section 8.2 of the PPM (Volume I).

10.3 Designer Qualifications

A. All design calculations and design details or any design changes must be signed and sealed by a Professional Engineer licensed in the State of Florida.

B. For FDOT projects, engineering design firms working directly for the FDOT or designing a Contractor initiated proprietary pedestrian bridge span option must be pre-qualified in accordance with Rule 14-75.

C. Engineering firms designing private, permitted bridges crossing FDOT roadway facilities need not be pre-qualified in accordance with Rule 14-75, but must comply with Rule 14-75 for minimum personnel and technical experience.

10.4 Design

A. Design all engineered and proprietary pedestrian bridge structures in accordance with the AASHTO LRFD Bridge Design Specifications, the FDOT Plans Preparation Manual, and the FDOT Structures Design Manual.

B. Pedestrian bridges must be:
1.) Fully designed and detailed in the plans.
2.) Non-proprietary generic designs.(See Section 10.19 for contractor options).
3.) Designed for a 75-year design life.

C. The minimum clear width for new FDOT pedestrian bridges is:
1.) On a pedestrian structure - 8 feet.
2.) On a shared use path structure - 12 feet.
3.) If the approach sidewalk or path is wider than these minimums, the clear width of the structure should match the approach width. The desirable clear width should include additional 2-foot wide clear area on each side.

D. Vertical clearance criteria shall be as per the current FDOT PPM Volume I Table 2.10.1. Horizontal clearances shall take into affect future widening plans of the roadway below.

E. Camber DL/LL Deflections – Expand AASHTO LRFD Specification Section 2.5.2.6.2 as follows:
1.) Pedestrian Load..... Span/500
2.) Truck Load..... Span/500
3.) Cantilever arms due to service pedestrian live load..... Cantilever Length/300
4.) Horizontal deflection due to lateral wind load..... Span/500
5.) The bridge shall be built to match the plan profile grade after all permanent dead load has been applied.

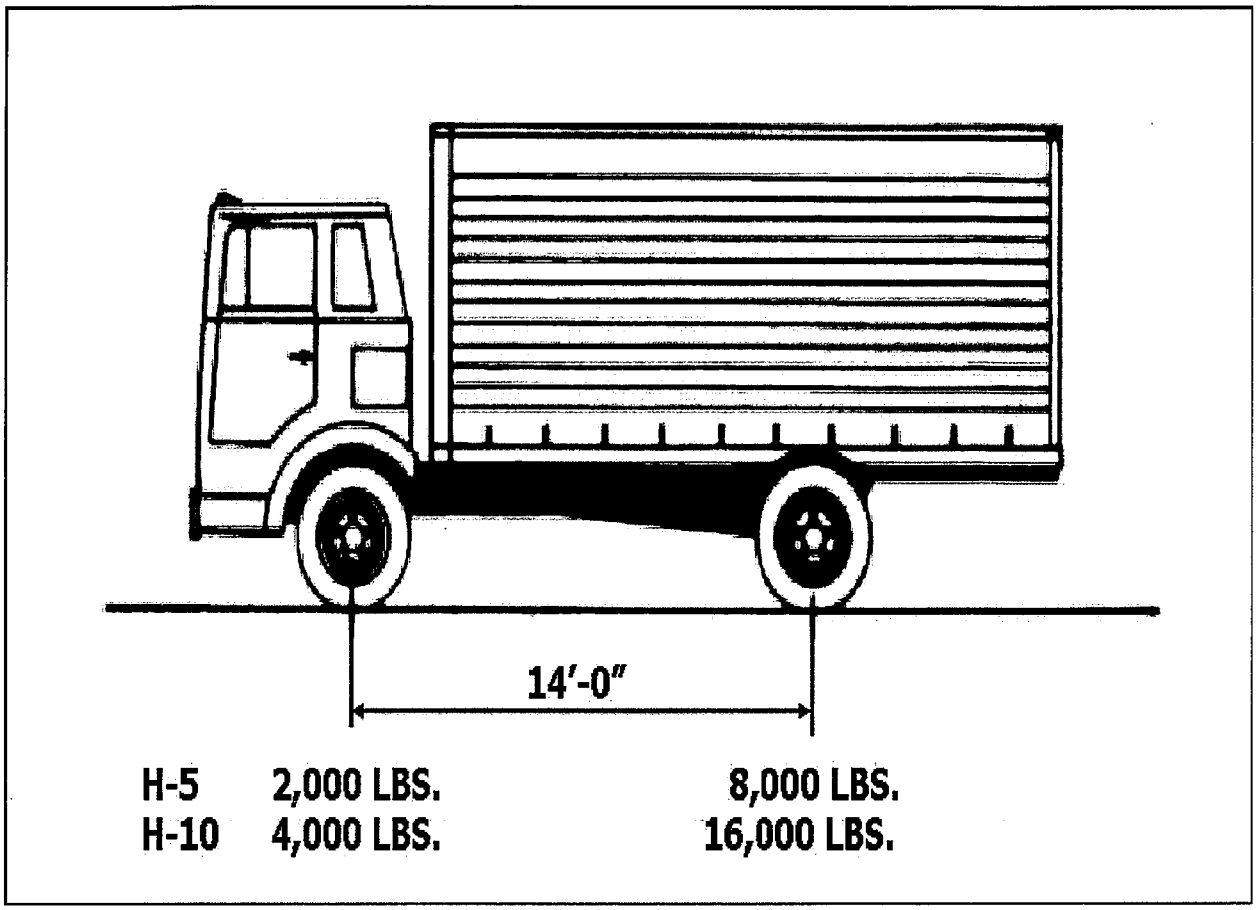
10.5 Loading

A. See ***AASHTO LRFD Specifications for Load Combinations***.

B. See ***AASHTO LRFD Bridge Design Specifications*** [3.6.1.6] for pedestrian Live Loading.

C. Design pedestrian/bicycle bridges and ramps for an occasional single maintenance vehicle load whenever access is possible. If not otherwise specified, use the following criteria:
1.) Clear Deck width from 8 ft. to 10 ft. 10,000 lb (AASHTO Standard H-5 Truck.)
2.) Clear deck width greater than 10 ft. 20,000 lb (AASHTO Standard H-10 Truck.)

3.) Do not place an H-Truck live load in combination with pedestrian live load.



D. Modify ***AASHTO LRFD*** Bridge Design Specifications Section 3.8.1.2 as follows:
Wind Loads - A wind load of the following intensity shall be applied horizontally at right angles to the longitudinal axis of the structure. The wind load shall be applied to the projected vertical area of all superstructure elements on the leeward truss.
1.) For Trusses and Arches: 75 pounds per square foot (90 pounds per square foot for Broward, Collier, Escambia, Indian River, Martin, Miami/Dade, Monroe, Santa Rosa, St. Lucie and Palm Beach counties)
2.) For Girders and Beams: 50 pounds per square foot (60 pounds per square foot for Broward, Collier, Escambia, Indian River, Martin, Miami/Dade, Monroe, Santa Rosa, St. Lucie and Palm Beach counties.)
3.) For open truss bridges, where wind can readily pass through the trusses, bridges may be designed for a minimum horizontal load of 35 pounds per square foot (42 pounds per square foot for Broward, Collier, Escambia, Indian River, Martin, Miami/Dade, Monroe, Santa Rosa, St. Lucie and Palm Beach counties) on the full vertical projected area of the bridge, as if enclosed.
4.) Submit wind pressures for bridges over 75 feet high or with unusual structural features to FDOT for approval.
5.) For cable stayed pedestrian bridges, see AASHTO LRFD Bridge Design Specifications Section 3.8.1.2. Increase wind pressures for Broward, Collier, Escambia, Indian River, Martin, Miami/Dade, Monroe, Santa Rosa, St. Lucie and Palm Beach counties by 20 percent.

E. During design, evaluate the structure for temporary construction load conditions including checks prior to and during deck casting.

10.6 Materials (01/09)

A. Require that all materials be in compliance with the applicable ***FDOT Specifications***.

B. Careful attention shall be given in selecting combinations of metal components that do not promote dissimilar metals corrosion.

C. Specify ASTM A500 Grade B or C for structural tubing: Minimum thickness shall be 1/4" for primary members and 3/16" for verticals and diagonals.

D. Do not specify weathering steel unless approved by the Department.

E. In the design of Steel HSS (Hollow Structural Section), use a design wall thickness of 0.93 times the

nominal wall thickness to ensure safety.

F. Aluminum is allowed only for railing and fence enclosure elements. Isolate aluminum from concrete components at the material interface.

G. Design and detail cast-in-place concrete decks. See SDG 1.4 Table 1.2 for concrete cover requirements.

H. Comply with SDG 1.3 Environmental Classification.

10.7 Steel Connections

A. Field welding is not allowed.

B. Welding - Meet the requirements of ***FDOT Specifications***, Section 460.

C. Bolting Criteria:
   1.) Require that all structural field connections be made with ASTM A325 Type 1 high-strength bolts with ASTM A563 nuts and ASTM F436 washers.
   2.) Design bolted connections per AASHTO, LRFD.
   3.) Design slip-critical bolted connections for a Class A surface condition.
   4.) Bearing type connections are permitted only for joints subjected to axial compression or on bracing members.

D. Tubular Steel Connections:
   1.) Open-ended tubing is not acceptable.
   2.) Require that tubular members be capped and fully sealed before field sections are bolted together.
   3.) Require that all field splices be shop fit.
   4.) Require that all tubes be fully sealed at time of fabrication.,
   5.) Specify or show field sections bolted together using splice plates.
   6.) Direct Tension Indicators (DTI) are prohibited in bolted connections.
   7.) Avoid through bolted field sections where possible. When through bolting is necessary, stiffen the tubular section to ensure the shape of the tubular section is retained after final bolting.

10.8 Vibrations

A. The fundamental frequency without live load should be greater than 3.0 hertz (Hz) to avoid the first harmonic. If the fundamental frequency cannot satisfy this limitation, or if the second harmonic is a concern, a dynamic performance evaluation should be made.

B. In lieu of the above requirement, the bridge may be proportioned so that the fundamental frequency is greater than $f>2.86 \ln (180/W)$ where "ln" is the natural log and W is the weight (kips) of the supported structure, including dead and live load.

C. Alternatively, the minimum supported structure weight (W) shall be greater than $W>180e^{(-0.35f)}$ where f is the fundamental frequency (Hz).

D. Check vibration frequency under temporary construction conditions.

10.9 Charpy V-Notch Testing (01/09)

A. Require ASTM A709 Charpy V-Notch testing for all structural steel tension members.

B. Require Impact testing requirements as noted below:
   1.) Test non-fracture critical tension members in accordance with Table 9 (Zone 1) of ASTM A709 (latest version).
   2.) Primary tension chords in a two truss bridge may be considered non-fracture critical due to frame action.
   3.) Test fracture critical tension members in accordance with Table 10 of ASTM A709 (latest version).
   4.) Test tubular tension members (ASTM A500) in accordance with Table 9 (Zone 1) of ASTM A709. Minimum Average Energy shall be 15 ft-lb at 70°F.
   5.) Cross frames, transverse stiffeners, and bearing stiffeners not having bolted attachments and expansion joints do not need to be tested.

10.10 Cable-Stayed Pedestrian Bridges

A. Design stay systems to meet the same durability and protection requirements as FDOT post-tensioning systems for anchors, tendons or P.T. bars. See SDG 4.5 .

B. Design cable-stay structures for stay removal and replacement such that any one stay can be removed.

10.11 Painting/Galvanizing

A. Specify Paint systems in accordance with the ***FDOT Specifications***, Section 560 and 975. See SDG 5.12 .

B. Coatings are not required for the interior of tubular components.

C. Consider the suitability of the fabricated component for galvanizing. Hot-dip galvanizing may be used where entire steel components can be galvanized after fabrication and where project specific aesthetic requirements allow.

D. Specify galvanizing in accordance with the ***FDOT Specifications,*** Section 962-7.

E. Galvanizers must be on the State Materials Office Approved Materials/Producers list.

F. Welding components together after galvanizing is not acceptable.

10.12 Erection

A. Design and detail pedestrian bridge plans to minimize the disruption of traffic during bridge erection.

B. Include a note on the plans that erection over traffic is prohibited.

C. Include a note on the plans that the Contractor's Specialty Engineer is responsible for designing a falsework system capable of supporting portions of the superstructure during erection.

D. The erection of pedestrian structures will be inspected per ***FDOT Specifications*** 460 or 450.

10.13 Railings/Enclosures (01/08)

A. Design pedestrian railings in accordance with AASHTO LRFD with the exception that the clear opening between elements shall be such that a 4.0-in diameter sphere shall not pass through.

B. Provide ADA compliant handrails as required. Occasional use of the bridge by maintenance or emergency vehicles generally does not warrant the use of a crash tested combination pedestrian / traffic railing.

C. Provide railings options as directed by the District as follows:
1.) 42" Pedestrian/Bicycle railing (minimum).
2.) 54" Special Height Bicycle railing.
3.) Open top fence / railing combination.
4.) Full enclosure fence / railing combination.
5.) Open top cladding / railing combination (glass, steel panel, concrete panel, etc.).
6.) Full enclosure cladding / railing combination.

D. Utilize FDOT standard fence designs or connection details from ***FDOT Design Standards*** 810, 811, and 812 where applicable.

10.14 Drainage

A. Design and detail drainage systems as required. See SDG 6.6

B. Provide curbs, drains, pipes, or other means to drain the superstructure pedestrian deck. Drainage of the superstructure onto the underneath roadway is not allowed.

C. Conform to ADA requirements for drainage components.

10.15 Corrosion Resistant Details

A. Provide designs such that water and debris will quickly dissipate from all surfaces of the structure.

B. See SDG 5.12 Corrosion Protection

10.16 Fabricator Requirements

A. Steel Structures
1.) Require that fabricators be qualified in accordance with ***FDOT Specifications***, Section 6-8 and Section 460.
2.) Require that pedestrian bridge fabricators hold a current AISC Quality Certification for Major Steel Bridges except an AISC Quality Certification for Simple Steel Bridge Structure is sufficient for pedestrian bridges consisting of un-spliced rolled beams or if fabricating minor bridge components.

B. Concrete Structures
1.) Require that precasters be qualified in accordance with ***FDOT Specifications,*** Section 6-8 and Section 450.
2.) Require that pedestrian bridge precasters be PCI certified.

C. All pedestrian bridges will be fully inspected using FDOT inspection procedures for typical steel and concrete structures.

10.17 Lighting/Attachments

A. Design lighting levels per the latest edition of the Illuminating Engineering Society of North America Lighting Handbook (IES). Use the requirements for pedestrian walkways.

B. For tubular structures, design any attachment, including electrical wiring, signs, signals, etc., strapped to the bridge. The tapping of holes into the structural tubular members is not allowed.

C. For wind loads, design lighting attachments as per AASHTO LRFD and the Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

10.18 Maintenance and Inspection Attachments

A. Inspections will be performed in accordance with the Department's current procedure and criteria and the

FDOT maintenance guidelines.

B. The inspection and maintenance criteria of private permitted bridges for the spans that cross FDOT roadway facilities are the same as for public bridges.

10.19 Proprietary Structures

A. Contractor proposed proprietary substitutions must meet the requirements of this Chapter.

B. Include the following plan notes into all pedestrian bridge Contract Documents. Include any project specific restrictions that must be incorporated into any redesigns or substitutions (Tubes – round or square, span/depth relationships, etc.)

"The Contractor may propose an alternative proprietary pedestrian bridge from the generic system presented in the Contract Documents. Any Contractor initiated proprietary pedestrian bridge span option shall meet all of the requirements of Chapter 10 of the Structures Design Guidelines and be in compliance with and constructed in accordance with Section 460. Proprietary pedestrian bridges shall meet all project specific restrictions and all aesthetic requirements of the project".

"The Contractor shall submit signed and sealed calculations, revised plans and fully detailed shop drawings for the proprietary span option to the Engineer for approval. The Contractor may initiate the alternates described herein without following the VECP process. All costs associated with the Contractor proprietary option shall be borne by the Contractor".

10.20 Permit Structures

A. Only spans crossing FDOT roadway facilities and the supporting piers and foundations will be reviewed by FDOT.

B. Design, fabrication, and erection of non-FDOT structures placed over FDOT roadways or on FDOT right-of-ways will comply with the requirements of this chapter and Chapter 8 [Section 8.7] of the ***Plans Preparation Manual*** (Volume I).

Evaluation Committee Meeting
RFP #20120005
Design & Permit Sidewalk & Pedestrian Bridge Savona
October 28, 2011 @ 9:00:00 AM

In attendance:
Cheryl Shanaberger - City of Port St. Lucie, OMB Dept.
Clyde Cuffy - City of Port St. Lucie, Engineering Dept.
Tom Forbes - City of Port St. Lucie, Engineering Dept.
David Koeppen - City of Port St. Lucie, Utilities Dept.
Butch Terpening - Culpepper & Terpening
Etienne Bourgeous - Captec

Sign in sheet being passed around and the individual scores with the tallies for this project are being distributed to the committee.

Rankings in Order:
#1 - Infrastructure
#2 - Captec
#3 - Keith & Schnars
#4 - Culpepper & Terpening
#5 - Creech

CS - This meeting today is to review your scores and if you would like to rescore you would do that in column D. Also it is to discuss the proposals.

DK - I think the top 4 did a great job on their proposals. Do we need to keep three?

CS - Yes, by law and is stated in the Florida statutes.

DK - I think having done enough of these sometimes what is missed in the interpretation of reading the proposals; the verbal may help some of the applicants. I recommend we interview all four of them. The fifth company missed the concept and the key points of the project.

CS - Their (Creech) points are way down.

CC - I am comfortable keeping the top four the way they are.

TF - I agree.

CS - Do they have to be FDOT certified?

CC - Yes.

CS - We are still checking that all these companies are FDOT qualified. So the committee agrees we will have questions & answers on November 1, 2011 at 1:00 PM for the top four which is:

Infrastructure
Captec
Keith & Schnars
Culpepper & Terpening

Is that what we agreed upon?

All agreed with the four companies and none of the committee members wanted to change their scores.

CS - We need to draw today who is going to go in order and what times they will be scheduled. The law has changed in July 2011 and the applicants do not have to be present to draw company names. We are allowed to exclude them that are why we draw so they don't waste all that time and effort. We allow three minutes for their presentations, then it will be the questions and answers.

Company names in order of being drawn for their presentations on November 1, 2011:
1:00 PM - Captec
1:30 PM - Keith & Schnars
2:00 PM - Infrastructure
2:30 PM - Culpepper & Terpening

Thank you.

Meeting adjourned.

20120005 Design Permit Sidewalk Ped Savona

Group Committee Score

		CC		DK		TF		TOTAL	Rank
Captec Engineering, Inc.									
Criterion	WTG	Points	Total	Points	Total	Points	Total		
Assigned Staff Exp w sidewalk	4	4	16	4	16	4	16		
Assigned Staff Exp ped, design	4	4	16	5	20	5	20		
Assigend Staff Exp public	2	4	8	4	8	4	8		
Assigned Staff Exp Schedule	4	4	16	4	16	3	12		
Assigned Staff Exp LAP	4	4	16	3	12	3	12		
Firm Response Time	1	4	4	4	4	4	4		
Accepts Payment by P-Card	5	1	5	1	5	1	5		
Total			81		81		77	239	
Ranking									
Creech									
Criterion	WTG	Points	Total	Points	Total	Points	Total		
Assigned Staff Exp w sidewalk	4	4	16	4	16	4	16		
Assigned Staff Exp ped, design	4	3	12	1	4	3	12		
Assigend Staff Exp public	2	3	6	3	6	3	6		
Assigned Staff Exp Schedule	4	2	8	3	12	3	12		
Assigned Staff Exp LAP	4	3	12	4	16	3	12		
Firm Response Time	1	5	5	4	4	4	4		
Accepts Payment by P-Card	5	1	5	1	5	1	5		
Total			64		63		67	194	
Ranking									
Culpepper & Terpening Inc									
Criterion	WTG	Points	Total	Points	Total	Points	Total		
Assigned Staff Exp w sidewalk	4	4	16	4	16	4	16		
Assigned Staff Exp ped, design	4	4	16	4	16	4	16		
Assigend Staff Exp public	2	4	8	4	8	3	6		
Assigned Staff Exp Schedule	4	4	16	4	16	3	12		
Assigned Staff Exp LAP	4	4	16	4	16	3	12		
Firm Response Time	1	4	4	4	4	4	4		
Accepts Payment by P-Card	5	1	5	1	5	1	5		
Total			81		81		71	233	
Ranking									
Infrastructure Engineers Inc									
Criterion	WTG	Points	Total	Points	Total	Points	Total		
Assigned Staff Exp w sidewalk	4	4	16	5	20	4	16		
Assigned Staff Exp ped, design	4	4	16	4	16	4	16		
Assigend Staff Exp public	2	3	6	4	8	4	8		
Assigned Staff Exp Schedule	4	4	16	4	16	4	16		
Assigned Staff Exp LAP	4	4	16	4	16	4	16		
Firm Response Time	1	5	5	3	3	3	3		
Accepts Payment by P-Card	5	1	5	1	5	1	5		
Total			80		84		80	244	
Ranking									

20120005 Design Permit Sidewalk Ped Savona
Group Committee Score

Keith & Schnars								
Criterion	WTG	Points	Total	Points	Total	Points	Total	
Assigned Staff Exp w sidewalk	4	4	16	4	16	4	16	
Assigned Staff Exp ped, design	4	4	16	5	20	4	16	
Assigend Staff Exp public	2	4	8	4	8	4	8	
Assigned Staff Exp Schedule	4	4	16	4	16	3	12	
Assigned Staff Exp LAP	4	4	16	5	20	3	12	
Firm Response Time	1	1	1	3	3	2	2	
Accepts Payment by P-Card	5	1	5	1	5	1	5	
Total			78		88		71	237
Ranking								
Captec	239							
Creech	194							
C & T	233							
Infrastructure	244							
K & S	237							
Captec	**239**		1		3		2	
Creech	194		5		5		5	
C & T	233		1		3		3	
Infrastructure	**244**		3		2		1	
K & S	**237**		4		1		3	

Committee selected 4 firms for Q & A on 11/1 at 1 PM.
Intrastructure, Captec, K & S and C & T.

EVal ATTENDANCE
RFP #20120005
Design & Permit Sidewalk & Ped Bridge Savona
October 28, 2011 @ 9:00:00 AM

	Name (Please PRINT Legibly)	Company Name Or Entity
1	Cheryl Shanaberger	City of PSL-OMB
2	Clyde Cuffy	City of PSL Eng
3	Butch Tempening	C & T
4	TOM FORBES	ENGINEERING
5	David Koppa	PSLUSD
6	ETIENNE BOURGEOIS	CAPTEL
7		
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Q & A ATTENDANCE
RFP #20120005
Design & Permit Sidewalk & Ped Bridge Savona
November 1, 2011 @ 1:00:00 PM

	Name (Please PRINT Legibly)	Company Name Or Entity
1	Cheryl Shanaberger	City of PSL-OMB
2	Robyn Holder	City of PSL-OMB
3	Etienne Bourgeas	CAPTEC
4	David Charland	TRC Wyle Eng.
5	Thomas Forbes	
6	David Koeppen	PSLUSA
7	Joe Capra	CAPTEC
8	Melissa Lunsford	City of PSL-OMB
9	Clyde Cuffy	City of PSL Eng
10	Joyce Howland	Keith & Schnars
11	Coriann Salas	Keith & Schnars
12	Mark Mosher	Keith & Schnars, P.A.
13	Craig Dunkelberger	Dunkelberger Eng. & Testing, Inc.
14	Michael Davis	Keith & Schnars
15	Bryan Wilson	Keith & Schnars
16	John Howle	Civilsurv Design Group
17	Christopher Howard	Infrastructure Engineers, Inc.
18	Chris Murphy	Cmurphy@Civilsurv.com
19	David Bennett	Infrastructure Eng, Inc
20	Paul Sebert	E Sciences
21	Frank Hickson	Infrastructure Engineers, Inc.
22	Bill Smith	Civil Surv Design Group, Inc.
23	Brian Mirson	American
24	Bobby Tempering	C & T Inc.
25		
26		

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: Captec

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
C.Assigned Staff Exp with Public Concerns	2	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments: 30 min			
G. 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: Clyde Cuffy (*please print*) Dept.: Engineering

Signature: [signature] Date: 10/26/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: Creech

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments:			
C.Assigned Staff Exp with Public Concerns	2	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments: Did not provide example of situation encountered by staff assigned to this project.			
D. Assigned Staff Exp with dead lines	4	0 1 (2) 3 4 5	0 1 2 3 4 5
Comments: Did not provide example of staff experience in this situation			
E. Assigned Staff Exp with LAP	4	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 3 4 (5)	0 1 2 3 4 5
Comments: 15 min			
G. 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: Clyde Cuffy (*please print*) Dept.: Engineering

Signature: [signature] Date: 10/26/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: C+T

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
C.Assigned Staff Exp with Public Concerns	2	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments: 20 mm			
G. 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: Clyde Cuffy (*please print*) Dept.: Engineering

Signature: [signature] Date: 10/26/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: Infrastructure

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
C.Assigned Staff Exp with Public Concerns	2	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments: Consultant needs to take charge of the project			
D. Assigned Staff Exp with dead lines	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 3 4 (5)	0 1 2 3 4 5
Comments: Civil surv			
G. 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: Clyde Cuffy (*please print*) Dept.: Engineering

Signature: [signature] Date: 10/26/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: K+S

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
C.Assigned Staff Exp with Public Concerns	2	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 (1) 2 3 4 5	0 1 2 3 4 5
Comments: 70 min			
G. 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: Clyde Cuffy (*please print*) Dept.: Engineering

Signature: [signature] Date: 10/26/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: CAPTEC ENGINEERING INC.

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 4 (5)	0 1 2 3 4 5
Comments:			
C.Assigned Staff Exp with Public Concerns	2	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
G. 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: THOMAS FORBES (*please print*) Dept.: ENGINEERING

Signature: Thomas Forbes Date: 10/27/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: CREECH ENGINEERS INC

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments:			
C.Assigned Staff Exp with Public Concerns	2	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
G. 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: THOMAS FORBES (please print) Dept.: ENGINEERING

Signature: Thomas Forbes Date: 10/27/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: CULPEPPER & TERPENING

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
C.Assigned Staff Exp with Public Concerns	2	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
G. 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: THOMAS FORBES (please print) Dept.: ENGINEERING

Signature: Thomas Forbes Date: 10/27/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: INFRASTRUCTURE ENGINEERS INC

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
C.Assigned Staff Exp with Public Concerns	2	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments:			
G. 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: THOMAS FORBES (please print) Dept.: ENGINEERING

Signature: Thomas Forbes Date: 10/27/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: KEITH AND SCHNARS

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
C.Assigned Staff Exp with Public Concerns	2	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 (2) 3 4 5	0 1 2 3 4 5
Comments:			
G. 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: THOMAS FORBES (please print) Dept.: ENGINEERING

Signature: Thomas Forbes Date: 10/27/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: CAPTEC Engineering, Inc.

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments: No proposed pedestrian bridge – the proposal proposes modifying the existing vehicular bridge, which has been recently weight limit posted.			
C. Assigned Staff Exp with Public Concerns	2	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 3 4 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 3 4 5	0 1 2 3 4 5
Comments:			
G. 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: David Koepper (please print) Dept.: PSUUSA

Signature: [signature] Date: 10/27/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: Creech Engineers, Inc.

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 **4** 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 **1** 2 3 4 5	0 1 2 3 4 5
Comments: No proposed pedestrian bridge – the proposal proposes modifying the existing vehicular bridge, which has been recently weight limit posted.			
C. Assigned Staff Exp with Public Concerns	2	0 1 2 **3** 4 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 **3** 4 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 3 **4** 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 3 **4** 5	0 1 2 3 4 5
Comments:			
G. 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: David Koopsen (please print) Dept.: PSCUSD

Signature: _____ Date: 10/27/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: Culpepper & Terpening, Inc.

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments: No proposed pedestrian bridge – the proposal proposes modifying the existing vehicular bridge, which has been recently weight limit posted.			
C. Assigned Staff Exp with Public Concerns	2	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
G. 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: David Koppen (please print) Dept.: PSCMSA

Signature: [signature] Date: 10/27/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: Infrastructure Engineers, Inc.

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 4 (5)	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments: No proposed pedestrian bridge – the proposal proposes modifying the existing vehicular bridge, which has been recently weight limit posted.			
C. Assigned Staff Exp with Public Concerns	2	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments:			
G. 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: David Koopsen (please print) Dept.: PSCUSD

Signature: [signature] Date: 10/27/11

RFP # 20120005 Design & permit Sidewalk & Ped Bridge Savona

Respondent: Keith & Schnars

A	B	C	D
Criterion	Weight Factor	Maximum Points Independent Review	Maximum Points Review with Panel
A. Assigned Staff Exp with Sidewalk design	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
B. Assigned Staff Exp with ped design & permit	4	0 1 2 3 4 (5)	0 1 2 3 4 5
Comments: No proposed pedestrian bridge – the proposal proposes modifying the existing vehicular bridge, which has been recently weight limit posted.			
C. Assigned Staff Exp with Public Concerns	2	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
D. Assigned Staff Exp with dead lines	4	0 1 2 3 (4) 5	0 1 2 3 4 5
Comments:			
E. Assigned Staff Exp with LAP	4	0 1 2 3 4 (5)	0 1 2 3 4 5
Comments			
F. Firm Response Time	1	0 1 2 (3) 4 5	0 1 2 3 4 5
Comments:			
G. 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: David Koopper (please print) Dept.: PSCUSD

Signature: [signature] Date: 10/27/11

City of Port St. Lucie, Florida

PARTICIPATION AGREEMENT
Request for Proposal #20120005
Evaluation Committee Members / Participants

I, Clyde Cuffy, 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& permit sidewalk & pedestrian bridge on Savona project during the evaluation process and before contract award.

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

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**

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.

City of Port St. Lucie, Florida

PARTICIPATION AGREEMENT
Request for Proposal #20120005
Evaluation Committee Members / Participants

I, TOM FORBES, 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& permit sidewalk & pedestrian bridge on Savona project during the evaluation process and before contract award.

Initials T.F.	**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 T.F	**Restricted Communications / Cone of Silence**

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 T.F.	**Release or Distribution of Information and/or Material**

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 T.F.	**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: Thomas Forbes

Printed: THOMAS FORBES

Date: 11/1/11

City of Port St. Lucie, Florida

PARTICIPATION AGREEMENT
Request for Proposal #20120005
Evaluation Committee Members / Participants

I, David Koepper, 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& permit sidewalk & pedestrian bridge on Savona project during the evaluation process and before contract award.

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

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

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Initials HK	**Non-Collusion**

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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: _____

Printed: David Koepsell

Date: 10/27/11

"A City for All Ages"

CITY OF PORT ST. LUCIE

Sealed Electronic Proposal #20120005
(E-Bid)

Design and Permitting of
Savona Boulevard Sidewalk and Pedestrian Bridge
from Bougainvillea Avenue to north of the C-24

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

RESPONDENT:
CAPTEC Engineering, Inc.

301 NW Flagler Avenue, Stuart, FL 34994
772.692.4344 * Fax: 772.692.4341
captecinfo@gocaptec.com

QUESTIONNAIRE
E-Bid #20120005

Design and Permitting of Savona Boulevard Sidewalk and Pedestrian Bridge from Bougainvillea Avenue to north of the C-24

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, Engineer, 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 24th day of October, 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. *This project will require an FDOT pre-qualified design engineer to complete the design of the sidewalk and pedestrian bridge. List FDOT prequalification(s), applicable to this project, held by the firm and assigned staff for this project.*

   CAPTEC Engineering, Inc. is prequalified under the following FDOT designations:
   Group 3 – Highway Design Roadway:
   3.1 – Minor Highway Design, 3.2 – Major Highway Design
   Group 7 – Traffic Operations Design:
   7.1 – Signing, Pavement Marking & Channelization
   Group 10 –Construction Engineering Inspection:
   10.1 – Roadway Construction Engineering Inspection

3. *List subconsultants proposed for this project.*

Firm Name	Type of Work	Years Experience	Office Location	FDOT Pre-qualifications
RL Weigt Environmental Consultants, Inc.	Environmental Services	18	Hobe Sound	N/A
Andersen Andre Consulting Engineers, Inc. (AACE)	Geotechnical Engineering	Principals = 33 yrs. combined experience Firm = 6 yrs. experience	Port St. Lucie	9.1 – Soil Exploration 9.2 – Geotechnical Laboratory Testing 9.4.1 – Standard Foundation Studies
TRC Worldwide Engineering, Inc.	Structural Engineering	44	Fort Pierce	4.1.1- Miscellaneous Structures 4.1.2 – Minor Bridge Design 5.4 – Bridge Load Rating

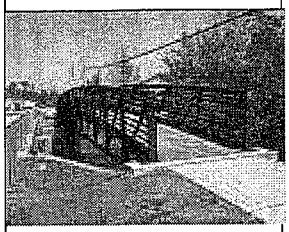
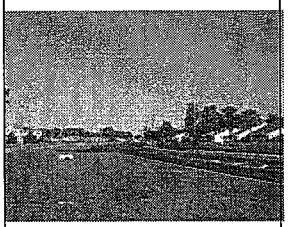
4. List applicable credentials of the staff assigned to this project.

Staff Name	Title	Years Experience	Licenses	Certifications	Other
Joseph W. Capra CAPTEC	President	33	PE#37638		Introduction to Railroad Engineering, University of Wisconsin, 10/2009 Treasure Coast Regional Transit Organization (RTO) Board Member Martin MPO Technical Advisory Committee
Etienne B. Bourgeois CAPTEC	Project Manager Transportation Design	12	PE#61623	Advanced Work Zone Traffic Control Certification IMSA Traffic Signal Electrician Level II Certification	ADA/ Accessibility for Highway Design FDOT Project Development & Environment (PD&E) Training Course Roadway Drainage Design based on HEC-22 Northwestern University Traffic Institute: Intersection Design & Channelization FDOT Design Update Training 2011 FICE Roadside Design Course Water Resources Learning Center: Stormwater Mgmt. Systems Design & Hydraulic Design of Culverts Martin County Chamber of Commerce Transportation Committee Member Institute of Transportation Engineers
Rhett Keene CAPTEC	Stormwater Design	12	PE#65626	LEED AP GBCI#: 10251793	
Gary L.S. Jones CAPTEC	Quality Control	32	PE#51985	Certification #13843/ American Traffic Safety Services Association Certification #Z20902/ International Municipal Signal Association	Contract Administration/ Federal Highway Administration (FHWA) Safety Inspection of In-Service Bridges/National Highway Institute (NHI) Engineering Concepts for Bridge Inspectors (NHI) Construction Contract Interpretation Negotiating/Legal/Structures Consultant Series
Diana Spriggs, EI CAPTEC	CADD Technician	4	EI# 1100012108		
Gina Colonna CAPTEC	Project Coordinator	7			EEO, DBE, and Payroll Compliance on Local Area Projects including USDOT, OIG Video: "Fraud Awareness: False Statements and Claims"

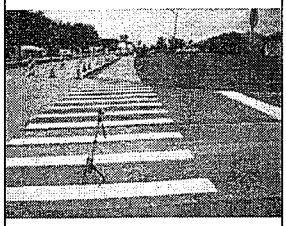
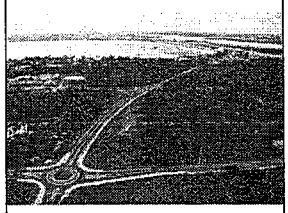
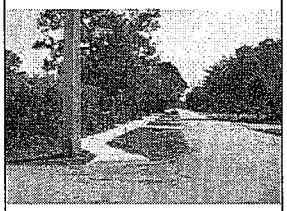
Staff Name	Title	Years Experienc	Licenses	Certifications	Other
Robert L Weigt R.L. Weigt Environmental Consultants, Inc.	President	35	Professional Association of Diving Instructors, License # 641 Registered Gopher Tortoise Agent # GTA-09-00153	FL Certified Environmental Assessor - Certification # CFEA 118, Registration # REPA 5572 International Society of Technical & Environmental Professionals, Inc. LEP #101	BS – Science MS – Biological Sciences FDOT Project Development & Environment Manual course Wetland Soils & Hydrology, Disturbed & Problem Areas Hydric Soils Seminar 3-Day Asbestos Building Inspector Training Course 30+ years experience in pre-permitting environmental site assessments & feasibility studies; endangered & threatened species surveys; environmental assessments; environmental impact statements; wetland delineations & wetland permitting; mitigation design, construction management & monitoring; 404(b)(1) compliance; environmental permitting & compliance monitoring for applications with Federal, State & local environmental agencies; project management, graphic design & technical writing.
Freda R. Posin R.L. Weigt Environmental Consultants, Inc.	Senior Environmental Specialist	26		Registered gopher tortoise assistant	BS – Botany, Ecology Wetland Identification & Delineation Extensive experience in Federal, State and local environmental permitting; 404(b)(1) compliance including cumulative impacts analysis and alternative sites analysis; scientific research; mitigation design; natural resource inventory mapping; preserve area management plans; endangered and threatened species surveys and management plans, project management, graphic design and technical writing.

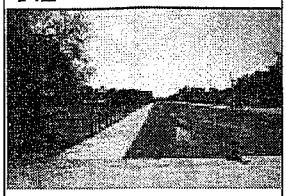
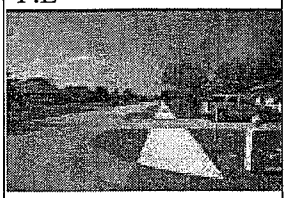
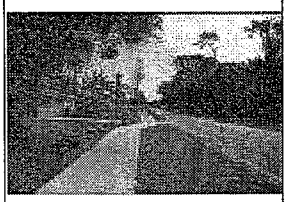
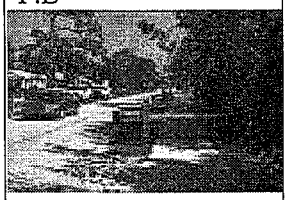
Staff Name	Title	Years Experienc	Licenses	Certifications	Other
Andrew Bie R.L. Weigt Environmental Consultants, Inc.	Senior Environmental Specialist	24		Florida Restricted Use Herbicide Certification (Aquatic & ROW) NAUI, Scuba Diver Certification Registered gopher tortoise assistant	Extensive experience in wetland delineations, environmental assessments, endangered and threatened species surveys, endangered and threatened species relocations, environmental permitting and compliance, seagrass surveys, environmental impact statements, mitigation monitoring, graphic design and technical writing.
David Andre AACE	President/ Principal Engineer	19	PE#52969		Project Mgr. for Geotechnical Services on numerous CPSL Sidewalks including Thornhill Dr., Morningside Blvd., Darwin Blvd. and Tiffany Ave.
Peter Andersen AACE	Vice President/ Principal Engineer	14	PE#57956		Project Mgr. for Geotechnical Services on numerous local sidewalks and bridges including 10-Mile Creek Bridge and the Tesoro A-2 Pond Bridge.
Jeffrey D. McGee, PE, SI TRC	Principal, Division Manager	22	PE#45944	Special Inspector#1114	

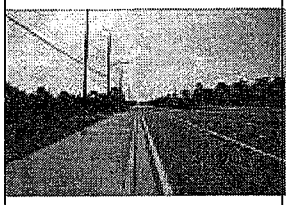
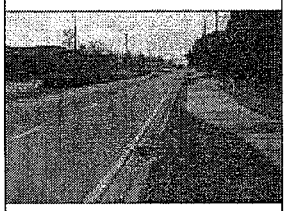
5. *List the experience of the staff assigned to this project with the design of sidewalks on a residential corridor with swale drainage.*

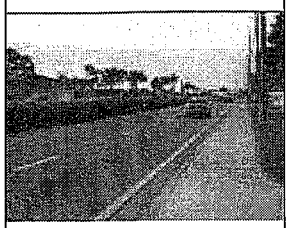
Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Joseph W. Capra, P.E. Etienne B. Bourgeois, P.E. 	CAPTEC	Floresta Drive Elkam Pedestrian Bridge and Sidewalk: services included design, permitting and limited CEI for a 100-foot pedestrian bridge with abutments at each end, 350 feet of new concrete sidewalk, four cul-de-sacs, and swale drainage improvements. A pre-fabricated bridge was installed, with a clear span over the existing canal adjacent to an existing roadway bridge. Two existing intersections were closed with cul-de-sacs, drastically improving safety in the area. Improvements to the swale drainage system were constructed to accommodate the new roadway and sidewalk features. Design documents were prepared and submitted to the City for approval and an FDEP No Notice permit was obtained. US Coast Guard permitting was not required. Survey, environmental and geotechnical sub-consultant coordination was provided.	City of Port St. Lucie Kim Graham, PE 772.344.4014
Joseph W. Capra, PE Etienne B. Bourgeois, P.E. 	CAPTEC	**Darwin Boulevard / Tulip Boulevard Intersection Improvements & Signalization:** Plan preparation, drainage, roadway, signal design, permitting, bid assistance & cost estimate services. Design included widening the intersection to incorporate turn lanes, 8 ft. wide sidewalks and signalization equipment including mast arm structures. Roadway design included minor drainage improvements, utility adjustments, pavement marking & signing improvements, and signalization design. Sidewalk was designed with both swale and curbed drainage.	City of Port St. Lucie Kim Graham, PE 772.344.4014
Etienne B. Bourgeois, P.E. Diana Spriggs, E.I.	CAPTEC	**Lyngate Drive Sidewalk Design Improvements:** Completed final design plans started by City Staff for sidewalks on the south side of Lyngate Drive extending from Midport Road to U.S. Highway 1 to replace existing asphalt sidewalks with 6 ft. concrete sidewalks near the same location. Sidewalks were adjusted to place crosswalks closer to Lyngate Drive at cross streets. Drainage was designed to accommodate proposed	City of Port St. Lucie Dennis Madebach 772.344.4103

		sidewalk locations to prevent ponding. Final construction plans and quantities of improvements were also provided. Sidewalk was designed with swale drainage	
Etienne B. Bourgeois, P.E. Diana Spriggs, E.I.	CAPTEC	**Veteran's Memorial Parkway Sidewalk Design Improvements**: CAPTEC provided design plans for sidewalk construction on the west side of Veteran's Memorial Parkway between Port St. Lucie Boulevard & US-1 to replace existing concrete sidewalks with new concrete sidewalks of the same width (typically 8 ft) in the same general location providing for adherence to ADA guidelines. Utility coordination and drafting services for the City's surveyor were also performed. Final construction plans and quantities of improvements were provided. Sidewalk was designed with swale drainage.	City of Port St. Lucie Dennis Madebach 772.344.4103

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Joseph W. Capra, PE Etienne B. Bourgeois, P.E. Diana Spriggs, E.I. 	CAPTEC	**Tiffany Sidewalk Design Improvements:** provided design plans to include sidewalk plan view, general notes and details for an 8 ft. sidewalk on the south side of Tiffany Ave. to match recently installed sidewalk on the north side of Tiffany Ave. from the Hospital sidewalk terminus eastward to the sidewalk west of Lennard Rd. Associated survey services were coordinated. CEI services included bid assistance, part time inspection services, monthly pay request review and certification . Sidewalk was designed with swale drainage.	City of Port St. Lucie Mr. Jesse Quirion, E.I. 772.871.5177
Joseph W. Capra, PE Etienne B. Bourgeois, P.E. Diana Spriggs, E.I. 	CAPTEC	**Green River Parkway:** design & permitting of a 2-lane undivided roadway to extend Green River Parkway from the previous terminus at Jensen Beach Boulevard south to S.R. 707. The project included a large public involvement factor, combined with a new signalized intersection design, a roundabout design, a signalized intersection modification, sidewalk design, stormwater management design and water main design. The 10-foot wide sidewalk incorporated into this project was designed with both swale and curbed drainage.	Martin County BOCC Don Donaldson, PE 772.288.5927
Etienne B. Bourgeois, P.E. 	CAPTEC	**Cable Drive Sidewalk Improvements** CAPTEC designed a concrete sidewalk along the east side of S.E. Cable Drive from Salerno Road to Cove Road within the existing right-of-way. The sidewalk was designed with swale drainage in this residential neighborhood. Grades were calculated for slight adjustments to swales, as required. Coordination with a sub-consultant surveyor was also provided.	Martin County BOCC Ken Vreeland 772.288.5927

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Etienne B. Bourgeois, P.E 	CAPTEC	**Hammock Creek Sidewalk Improvements:** designed a concrete sidewalk along the east side of S.W. High Meadow Avenue from SW Martin Highway to the existing sidewalk connection at the Hammock Creek Subdivision in the existing right-of-way. Sidewalk was designed with swale drainage. Coordinated with sub-consultant surveyor.	Martin County BOCC Ken Vreeland 772.288.5927
Etienne B. Bourgeois, P.E 	CAPTEC	**Oleander Street Sidewalk Improvements:** designed a concrete sidewalk along the north side of S.E. Oleander Street from U.S. Highway 1 to Dixie Highway in the existing right-of-way. Sidewalk was designed with swale drainage on a residential street. Coordinated with sub-consultant surveyor.	Martin County BOCC Ken Vreeland 772.288.5927
Etienne B. Bourgeois, P.E	CAPTEC	**Church Street Sidewalk Improvements** designed a concrete sidewalk along the north side of S.E. Church St. from U.S. 1 to Dixie Highway in the existing right-of-way. Sidewalk was designed with swale drainage on a residential street. Coordinated with sub-consultant surveyor.	Martin County BOCC Ken Vreeland 772.288.5927
Etienne B. Bourgeois, P.E 	CAPTEC	**Ellendale Sidewalk Improvements** designed a concrete sidewalk along the north side of SE Ellendale St. from SE Dixie Hwy. to Evergreen St. in the existing right-of-way. Sidewalk was designed with swale drainage on a residential street. Coordinated with sub-consultant surveyor.	Martin County BOCC Ken Vreeland 772.288.5927
Etienne B. Bourgeois, P.E 	CAPTEC	**Lillian Court Sidewalk Improvements** designed a concrete sidewalk along one side of S.E. Lillian Court from the existing sidewalk south of US-1 to the existing sidewalk south of S.E. Lower Street in the existing right-of-way. Sidewalk was designed with swale drainage on a residential street. Coordinated with sub-consultant surveyor.	Martin County BOCC Ken Vreeland 772.288.5927

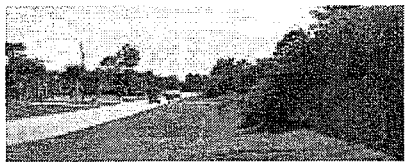
Joseph W. Capra, PE Etienne B. Bourgeois, P.E. Diana Spriggs, E.I. 	CAPTEC	**Becker Road Widening**: provided Preliminary/ Final Design & Permitting for this 3.6 mile major arterial project. The project included creating a gateway atmosphere for this section of roadway that connects recently constructed interchanges at Florida's Turnpike and Interstate 95. Roadway design services included widening from a 2 Lane Rural Undivided Roadway to a 4-Lane Divided Urban Arterial. Extensive modifications were required to existing utility lines. Permitting was obtained from SFWMD, ACOE, FWCC & FDEP. Design included 5 new Signalized Intersections and Pedestrian/Street lighting along the entire corridor. Stormwater improvements included addition/expansion of 10 Stormwater Detention Ponds. The project was constructed in 4 Segments and also involved Expert Witness Testimony. Improvements included sidewalk installation.	City of Port St. Lucie James Angstadt, PE 772.344.4239
Joseph W. Capra, PE Etienne B. Bourgeois, P.E. 	CAPTEC	**Lennard Road Expansion:** Designed reconstruction of a 2-lane roadway to a 4-lane divided curb & gutter section for a distance of ±2 miles. Roadway and drainage infrastructure improvements were designed for a future 6-lane roadway. Use of existing outfall areas along the corridor provided a cost savings to the City & improvements were provided in the existing right of way. Coordinated with sub-consultants. Participated in public meetings and assisted in preparation of public notices. ERP from the SFWMD, St. Lucie County Signal/ Roadway Permit Modifications for Walton Rd intersection and ACOE permits were obtained. Final roadway, drainage, signals, pavement marking, signing, construction cost estimates & technical specifications were provided. Improvements included sidewalk installation.	City of Port St. Lucie Kim Graham, PE 772.344.4014

Joseph W. Capra, PE Etienne B. Bourgeois, P.E. 	CAPTEC	**Bayshore Boulevard Expansion**: from Port St. Lucie Blvd 3.2 miles north to Prima Vista Blvd. Designed & permitted a 2-lane roadway to a 4-lane divided curb & gutter section. Design considered future 6-lanes. Analyzed roadway typical sections, roadway geometry, access management, conceptual stormwater management system design, drainage area maps, identified parcels for stormwater management facility acquisition, coordinated with permitting agencies & utilities. CAPTEC coordinated Public Meetings to solicit area resident/commercial input. Permitting was coordinated/obtained through the City, FDEP, FDOT & SFWMD. Coordinated with the St. Lucie County School District and commercial properties along Bayshore. Improvements included sidewalk installation.	City of Port St. Lucie Patricia Roebling, PE 772.871.5174

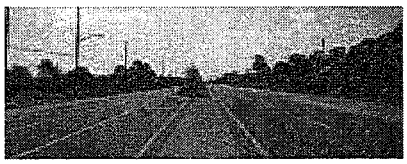
6. *Identify and discuss the challenges and issues associated with the design of the Savona Boulevard Sidewalk.*

Safety: As part of the Safe Routes to School program, it is essential that this project is designed with safety as the #1 priority. The existing 100 foot wide right-of-way provides adequate room to design this project with an extremely high level of safety. Sidewalks should be located as far away from the roadway as possible to achieve maximum safety; however, it is important to bring the sidewalks close to the roadway at intersections to keep crossing pedestrians in view of motorists. The FDOT Plans Preparation Manual suggests that sidewalks should be placed as far away from the roadway as practical in the following sequence of desirability:

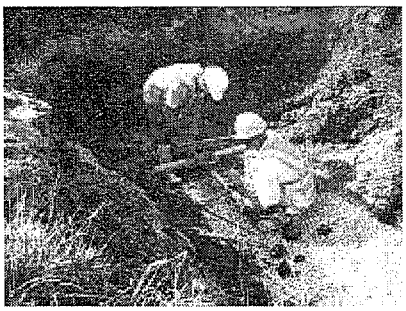
1. As near the right of way line as possible
2. Outside the clear zone
3. 5 feet from the shoulder point on flush shoulder roadways
4. As far from the edge of traffic lane as practical



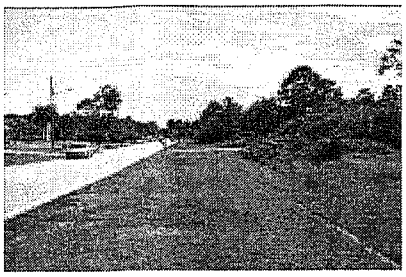
Clear Zone: The roadway Clear Zone defines the area adjacent to the roadway that should be free from obstacles to provide safety for motorists. In the same respect, it is important to locate sidewalks outside of the clear zone, whenever possible, to reduce the chances of a pedestrian being involved in a vehicular crash. The speed limit on Savona Blvd. is 40 MPH which requires an 18-foot wide Clear Zone per FDOT standards for State roadways. The desirable 18 foot wide clear zone can be achieved on Savona Blvd. within the existing available right-of-way.



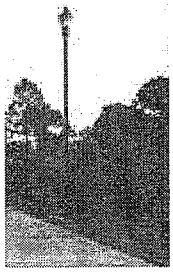
Future Widening: The existing 100-foot wide right of way on Savona Blvd. suggests that this roadway may be widened at some point in the future. The roadway could be widened to a 4-lane section similar to Airoso Blvd. or Becker Rd. within the existing right of way. If the sidewalk in this project is constructed at the back of the right-of-way, it would be possible to salvage most of these improvements during the widening of Savona Blvd. Constructing the sidewalks closer to the roadway may cause them to require replacement should future widening occur.



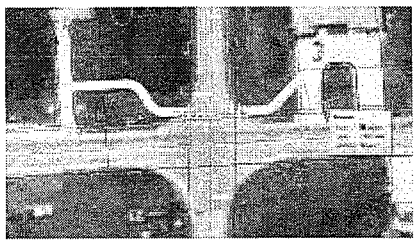
Underground Utilities: Multiple utilities are located within the project limits. From our records and field visits, we have determined that there are aerial power and cable facilities located on the west side of Savona Blvd south of Babcock Ave., where the aerial lines cross over to the east side heading north. A 16 inch diameter water main is located on the east side of Savona Blvd for the limits of this project and a 12 inch diameter force main on the west. The west side also features a low pressure force main south of Abingdon Street. Between Abingdon Street and Dalton Ave., a manifold system supplies potable water service on both sides of the street. It is important to consider the location of the existing utilities when designing the sidewalk. Placing the sidewalk at the back of right of way may conflict with power poles on the south end of the project and water meters, fire hydrants and valves near the north end. Designing the sidewalk with 18 feet of clearance to the road would avoid most utility appurtenances.



Swale/ Culvert Relocation: The existing drainage swales along the project vary in distance from the existing roadway. North of the E-8 Canal, the swale centerlines are ±25 feet from the edge of pavement. South of the E-8, the clearance from the swale centerlines varies between 15 & 25 feet. Depending on the preferred location of the new sidewalk, the existing swales and culverts can be shifted east or west to accommodate the drainage requirements, and maintain safe side slopes. Near Bougainvillea Ave., the swales are deep and may require the construction of a short pipe system to collect and transport stormwater runoff. The crossings at intersections may also require culverts to be placed beneath the sidewalk in order to bring the sidewalks and associated crosswalks closer to the Savona Blvd. roadway.

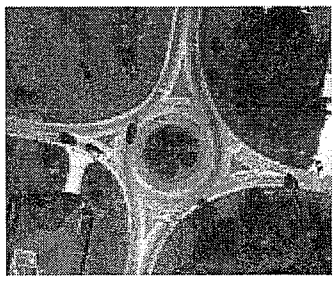


Lighting: This section of Savona Blvd. features cobra head street lights mounted on wooden power poles with spacing of ±400 feet. Additional lighting, primarily at intersections may greatly increase the safety of this project.



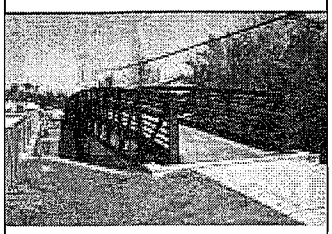
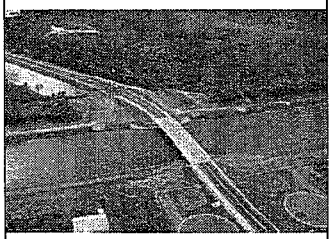
Sight Distance: It is extremely important that pedestrians remain visible to motorists, especially at roadway crossing points. Whether it is at an intersection or a mid-block crossing, crossing locations should be within the drivers sight distance. Placing cross walks close to adjacent roads puts crossing pedestrians in a location where they cross in front of all cars and can be seen by motorists on all approaches. Additionally, it should be noted that the closer a crosswalk is placed to an intersection, the closer the stop bar on the respective approach can be placed to the adjoining road. This results in better sight distance for the vehicle at the stop sign.

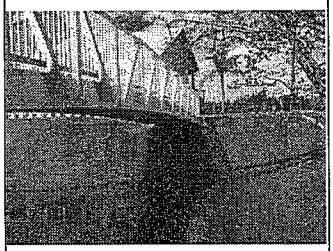
Savona Blvd. Crossings: Both the east and west sides of Savona are flanked by residential neighborhoods. Since this sidewalk needs to support all neighboring residents, it is important that provisions are made to allow pedestrians to safely cross Savona Blvd. Crossings can easily be accommodated at Abingdon Ave., Dalton Ave., Ackard Ave. and Babcock Ave. or, one or two mid-block crossings could be implemented. Push button activated flashing beacons could be used at these crossings to bring additional awareness to drivers.



Abingdon Ave Roundabout: Channelizing islands of the existing roundabout are small and do not provide for ADA accessible passage. Modification to the channelizing islands is needed to provide pedestrian refuge area and proper signage for pedestrian crossings.

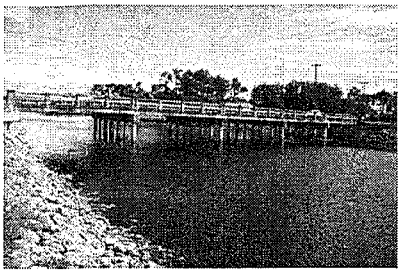
7. *List the experience of the staff assigned to this project with the design and permitting of pedestrian bridges with SFWMD, US Coast Guard, and other applicable agencies.*

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Joseph W. Capra, P.E. Etienne B. Bourgeois, P.E. 	CAPTEC	**Floresta Drive Elkam Pedestrian Bridge and Sidewalk:** services included design, permitting and limited CEI for a 100-foot pedestrian bridge with abutments at each end, 350 feet of new concrete sidewalk, four cul-de-sacs, and swale drainage improvements. A pre-fabricated bridge was installed, with a clear span over the existing canal adjacent to an existing roadway bridge. Two existing intersections were closed with cul-de-sacs, drastically improving safety in the area. Improvements to the swale drainage system were constructed to accommodate the new roadway and sidewalk features. Design documents were prepared and submitted to the City for approval and an FDEP No Notice permit was obtained. US Coast Guard permitting was not required. Survey, environmental and geotechnical sub-consultant coordination was provided.	City of Port St. Lucie Kim Graham, PE 772.344.4014
Joseph W. Capra, P.E. Etienne B. Bourgeois, P.E. Rhett Keene, P.E. 	CAPTEC	**Western Palm City Corridor (Citrus Boulevard) Design:** Upon completion of route analysis efforts, CAPTEC provided phased design/permitting/CEI services project for this new 5.6 mile 2-lane undivided corridor between Martin and St. Lucie Counties. Services include design and permitting of two traffic signals, stormwater treatment area, precast concrete arch crossing, and a bridge crossing the C-23 canal. The C-23 Canal Bridge Crossing required a SFWMD right-of-way permit. No Coast Guard Permit was required because the crossing is upstream of a non-navigable control structure.	Martin County BOCC Don Donaldson, PE 772.288.5927

Staff Name	Company	**Project Name & Description**	Project Owner and Telephone Number
Joseph W. Capra, P.E. Rhett Keene, P.E. Diana Spriggs, E.I. Jeff McGee, PE Robert Weigt Freda Posin David Andre, PE Peter Andersen, PE	CAPTEC TRC RLW RLW AACE AACE	**Tropical Farms:** provided preliminary research, design, permitting & CEI services for this stormwater improvement project. Services included design of a pedestrian bridge at the new 10 acre lake / STA. Permitting was obtained through SFWMD and design approvals were obtained from Martin County. Coordinated with the Florida Department of Historical Resources to verify that there would be no disturbance to areas of historical significance.	Martin County BOCC Greg Nolte, E.I. 772.221.2380
Joseph W. Capra, P.E. Rhett Keene, P.E. Diana Spriggs, E.I.  Jeff McGee, PE Robert Weigt Freda Posin David Andre, PE	CAPTEC TRC RLW RLW AACE	**Warner Creek Retrofit**: provided preliminary research, design, modeling, permitting & CEI services for this stormwater retrofit project. Design services included the design of abutments for an 80' span pedestrian bridge installed across Warner Creek serving the Beacon 21 development. The pedestrian bridge was a specialty engineer aluminum bridge, 6 foot wide. Abutments were concrete retaining walls with concrete wing walls; foundations were concrete grade supported spread footings. Permitting was obtained through SFWMD, Army Corps of Engineering and FDEP; approvals were obtained from Martin County Engineering. This project was partially funded by FDEP grant funding.	Martin County BOCC Scott Webber, PE 772.288.5472

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Joseph W. Capra, P.E. Rhett Keene, P.E. Diana Spriggs, E.I.. Jeff McGee, PE Robert Weigt Freda Posin This bridge will be the same type as installed on the Warner Creek Retrofit project, above.	CAPTEC TRC RLW RLW	**<u>Danforth Creek Retrofit</u>**: design services for this stormwater retrofit project included redirecting the Danforth Creek main channel into a retrofit lake and then discharging through a weir downstream of a new detention lake. Provided design services for bridge abutments for an 80' clear span pedestrian bridge designed to cross Danforth Creek. The pedestrian bridge was a specialty engineer aluminum bridge, 6 foot wide. Abutments were concrete retaining walls with concrete wing walls; foundations were concrete grade supported spread footings. The project is currently out to bid. Permitting was obtained through Florida Fish & Wildlife Conservation Commission, FDEP, Army Corps of Engineers and the SFWMD. This project was partially funded with SLRIT grant funding.	Martin County BOCC Greg Nolte, E.I. 772.221.2380

8. *Identify and discuss the challenges and issues associated with the design and permitting of the Savona Boulevard pedestrian bridge*



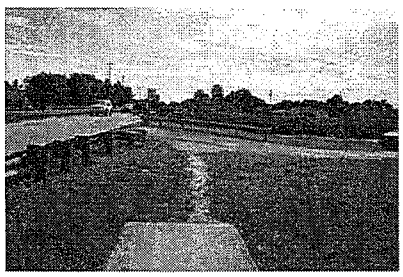
Location: The pedestrian bridge will be located to the west of the existing roadway bridge crossing the C-24 canal. Due to the location of the existing 12" Force Main Crossing the C-24, we believe that the pedestrian bridge should be located at least 25 feet west of the existing bridge. It may be desirable to provide even more space between the roadway and pedestrian bridge to allow the pedestrian bridge to remain in place during and following the future Savona Road widening construction.

Size: The existing roadway bridge is ±200 feet long and consists of 5 equal spans. The channel is ±30 feet narrower at the existing bridge than it is to the east and west. We believe the pedestrian bridge will need to be approximately 220 feet long. Although a 220 foot clear span is possible for this crossing, constructing a 3 span crossing will be the most economical option. Since the South Florida Water Management District will require us to align the piles of the pedestrian bridge with those of the roadway bridge, we envision a single 40-foot center span with two 90-foot outside spans. The pedestrian bridge will be 8 feet wide to allow access

Materials: The pedestrian bridge will utilize concrete intermediate piers and abutments supported by pre-cast piles. The remainder of the bridge structure will be determined during design, but a variety of options are available for the bridge decking and railing which may be composed of concrete, steel, aluminum, wood, or composites.

Safety: We believe that the pedestrian bridge may need fencing on the sides and top. The bridge will be designed not only to withstand pedestrian loads, but also loadings commensurate with maintenance vehicles such as mowers that could use this crossing.

Planned Work: The design is complete for improvements to the C-24 Canal at the Savona Blvd. crossing. The planned work consists of some minor re-grading and installation of Articulated Concrete Block (ACB) Mats to eliminate channel erosion. Since these improvements will be completed by the commencement of the bridge construction, it is important that they are considered in the bridge design.



Permitting: Having successfully completed permitting for the C-23 Canal Roadway Bridge Crossing at the southern end of Port St. Lucie Blvd. and for the Pedestrian Bridge Crossing on Floresta Blvd. over the Elcam Canal, CAPTEC is experienced in the permitting requirements for this work. We understand that, since the Savona crossing is upstream of a non-navigable control structure, the U.S. Coast Guard will not require a permit. We will, however, provide a notice of the work to the Coast Guard as a courtesy.

The South Florida Water Management District will require a new Right of Way Permit for this crossing as it entails construction of a new structure. We have confirmed this with SFWMD staff. Please also note that the construction of this bridge will need to maintain access for SFWMD to all areas within their right-of-way. Currently there are curb cuts on Savona Blvd. to allow SFWMD access to their gates. The proposed bridge design will need to enhance these driveways but cannot impede the SFWMD access

Construction: The construction of the bridge will require the use of several large pieces of equipment. The installation of piles can be completed from the canal itself with the help of equipment on a floating barge. Once the bridge begins going vertical from the water with the construction of piers and abutments, it may be necessary to use multiple cranes mounted both on land and on barge. We expect that whether the bridge is pre-constructed or built on-site, that the bridge deck will be constructed separately and hoisted in place once constructed. Since the construction or placement of the deck will require cranes to be located on the roadway bridge, the method of hoisting a pre-constructed deck into place will allow this section of Savona Boulevard to only be closed for one day. It should be noted that the City of Port St Lucie owns a parcel adjacent to the proposed bridge location, which provides an optimum staging location.

Utility Conflicts: The proposed location of the pedestrian bridge is extremely close to a 12" Force Main buried under the Canal. Since test holes cannot be performed under water to locate this utility pipe, we must be certain that we are providing enough separation by another method. We will work closely with the PSLUSD to devise a way of accurately locating this pipe.

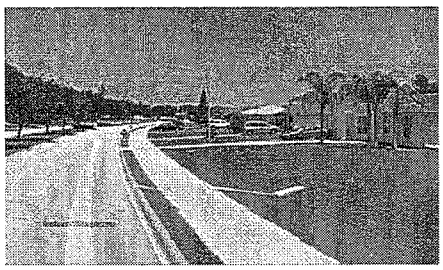
9. *Identify and discuss the challenges and issues associated with public notification and addressing public concerns for this project. Secondly, provide examples that staff assigned to this project have encountered and how the situation was resolved.*

Constant Updates – Once a project is publicized to members of the community, some members may be anxious to constantly know the status of the project. It is not feasible to continuously hold public meetings since they are costly and consume a lot of time and resources. Public meetings also tend to only be convenient for a small percentage of residents to attend. An alternate, more cost effective and convenient way to handle public meetings is to post a video presentation on the world wide web and provide a way for comments to be submitted. A simple web page or website could also be created to support updates of the project. Mailers and/or door hangers could be used to introduce residents to the project and notify them of how to gain more information.

Sidewalk Location – Residents may be concerned with the location of the sidewalk. Homeowners on Savona Blvd. may not want the sidewalk on their side since it reduces the usable length of their driveways. Residents in the neighboring communities, however, will likely want the sidewalk closest to them so they do not need to cross Savona Blvd. in order to use the sidewalk.

Proper notification – A public notification plan should be created for this project. At a minimum, it should include a schedule for public notification milestones and defined public notification tasks. For this project, at a minimum, one public notification meeting should be held to present the proposed plan, and Variable Message Boards should be installed prior to commencement of construction. Optional items such as mailers, door hangers, a web site, and on-site community meetings can be added to the plan as well.

Examples of Public Concern Issues:



Tiffany Avenue Sidewalks – Joseph Capra, P.E. / Etienne Bourgeois, P.E.: The initial design of sidewalks along Tiffany Avenue placed the sidewalks at the back of the existing right-of-way. Several of the homes along Tiffany Ave were built 30+ years ago and many garages are less than 25 feet from the right-of-way line. When Tiffany Ave. residents were informed of the planned location of the sidewalks, they expressed concern over being able to park vehicles in their driveway without blocking the sidewalk. CAPTEC created a new plan which moved the sidewalk closer to the road, utilizing a combination of curbing and flumes to collect stormwater runoff.

Becker Road Widening – Joseph Capra, P.E. / Etienne Bourgeois, P.E.: Following the direction of City Council, CAPTEC prepared design plans for Becker Road that entailed acquiring over 200 adjacent properties. Although there were not many public complaints relative to design, when the City began making offers to property owners, several owners did not accept their offers and therefore, took the City to Court in an attempt to halt eminent domain proceedings.. Joe and Etienne were issued subpoenas as expert witnesses and ultimately, although the City Attorney felt that a positive verdict for the City was pending, City Council decided to redesign the road / minimize the number of properties to be acquired, thereby eliminating the delay the property owners may have caused the project.

10. *Identify the challenges associated with meeting the submittal deadlines outlined by the FDOT schedule for this project. Secondly, provide examples that staff assigned to this project have encountered and the outcome.*

This project is scheduled to receive FDOT funding for Safe Routes to School in 2013. The 2013 fiscal year begins July 1, so it would be in the best interest of the City to obtain the LAP agreement as close to July 1, 2012 as possible.

Typically, FDOT will take up to 30 days to review submittals and provide comments via the ERC process. Luckily, we receive comments as soon as reviewers post them which allows us to make revisions as comments are made. Since the LAP process involves quite a bit of paperwork, we would want to start the paperwork as soon as possible and keep documents updated ahead of the design so it does not cause delays with submittals.

If a Notice to Proceed is Issued in December 2011, we would expect the following schedule:

- Preliminary submittal – January 2012
- Preliminary Comments – February 2012
- Initial Submittal – April 2012
- Initial Comments – May 2012
- Constructability Submittal – July 2012
- Constructability Comments – August 2012
- Final Submittal – September 2012*
- Bidding – September 2012
- Construction NTP - October 2012

*The Executed LAP Agreement is included in the Final Submittal.

Etienne Bourgeois recently completed the design of the City of Stuart Pedestrian Improvement project in Stuart, Florida. This project, which used over $200,000 of Transportation Improvement Funds followed the LAP process and Etienne was responsible for providing all submittal documents. After the constructability submittal, the draft LAP agreement was provided along with no further comments. At this time, Martin County requested to add a significant amount of drainage work to the project, delaying the 100% submittal past FDOT's deadline. We submitted an updated project scope history that provided a revised timeline for all remaining project milestones, which was accepted by FDOT and extended our project timeline.

11. List the experience of the staff assigned to this project with the FDOT LAP.

Staff Name	Role	Project Name & Description	Project Owner and Telephone Number
Joseph W. Capra Etienne B. Bourgeois Gina Colonna CAPTEC	Quality Control Project Manager Project Coordinator	Westmoreland Fiber Optic Loop Design: Design/permitting of a Fiber Optic Loop connecting existing Fiber Optics at Pine Valley St. and Westmoreland Blvd. to a splice location at US-1 & Lennard Rd. for the City's Intelligent Transportation System.	CPSL Engineering Dept. Jennifer Gent, P.E. 772.871.7340
		E. Ocean Crosswalks: enhance existing crosswalks in downtown Stuart, primarily on Flagler Ave., E. Ocean Blvd and Colorado Ave. to include installing Solar-powered flashing pavement markers, upgrading existing pedestrian crossing signs to fluorescent green colored signs, adding crosswalk signs, adding crosswalk ahead signs with flashing beacons at downtown entrances, and adding several crosswalks on E. Ocean Boulevard at strategic locations.	City of Stuart Public Works Sam Amerson, PE 772.288.5331
		Assisted the Town in applying for $369,445.92 in FDOT Transportation Enhancement Funding for improvements to include intersection crosswalk improvements at River Rd & S. Sewall's Point Rd, creation of new landscaped areas, driveway apron enhancement for pedestrian walkways, corridor pedestrian lighting and landscaping improvements.	Town of Sewall's Point Robert Kellogg, Town Manager 772.287.2455
Etienne B. Bourgeois CAPTEC	Project Manager	Dixie Highway Sidewalk: assisted the City of Stuart on a pro bono basis by providing documents for submittal to FDOT, in accordance with LAP procedures, to successfully obtain Transportation Enhancement Program Funding.	City of Stuart Public Works Sam Amerson, PE 772.288.5331

Staff Name	Role	Project Name & Description	Project Owner and Telephone Number
David P. Andre, P.E. AACE	Geotechnical – Project Manager	CPSL/LAP Sidewalk Project – Morningside Blvd., Floresta Dr. and Westmoreland Blvd.	CPSL Engineering Dept. Jennifer Gent, P.E. 772.871.7340
		CPSL/CAPTEC – Hillmoor Dr. Pedestrian Bridge at East Lake Village	CPSL Engineering Dept. Kim Graham, P.E. 772.344.4014
		CPSL – Floresta Drive Pedestrian Bridge	
Peter G. Andersen, P.E. - AACE	Geotechnical – Senior Project Engineer	CPSL Sidewalk and ADA Ramp Geo. and Testing, Airoso and Lakehurst, Morningside and Post Office, CPSL City Hall	CPSL Engineering Dept. Mr. Jesse Quirion (Attn.: Kim Graham, P.E.) 772. 344.4014
		Tesoro A-2 Pond Bridge Geotechnical Engineering	Mr. Rich Campbell w/The Ginn Co. 772.370.7695
Robert Weigt R.L. Weigt Environmental Consultants	Project Manager	Jetty Park Phase I	City of Ft. Pierce, John R. Andrews, City Engineer, (772) 460-2200
Robert Weigt R.L. Weigt Environmental Consultants	Project Manager	Jetty Park Phase II	City of Ft. Pierce, John R. Andrews, City Engineer, (772) 460-2200
Freda Posin R.L. Weigt Environmental Consultants	Environmental Assessment, Permitting, Agency coordination	Jetty Park Phase II	City of Ft. Pierce, John R. Andrews, City Engineer, (772) 460-2200

12. *Identify the challenges associated with FDOT LAP design projects. Secondly, provide examples that staff assigned to this project have encountered and the outcome.*

Paperwork – The FDOT LAP procedures require more paperwork than typical City projects. Project Scope History Memos, Environmental Memos, a Right-of-Way certification, and design exceptions are just a few of the items that need to be submitted and maintained by the Department throughout the process.

Environmental – The LAP Agency is responsible for evaluating the environmental concerns to the point where NEPA 1969 criteria is met.

Schedule – Any changes to the project schedule must be brought to the attention of the FDOT ASAP. It is easy for the Department to revise commitment dates as needed, as long as the request is made prior to the commitment date.

Specifications – Any variations to the standard FDOT Specifications must be approved by the FDOT.

Electronic Review Comments (ERC) – Etienne Bourgeois has access to the ERC database. All FDOT comments and responses are transmitted through the ERC system.

Etienne Bourgeois recently completed the design of the City of Stuart Pedestrian Improvement project in Stuart, Florida. This project, which used over $200,000 of Transportation Improvement Funds followed the LAP process and Etienne was responsible for providing all submittal documents. After the constructability submittal, the draft LAP agreement was provided along with no further comments. At this time, Martin County has requested the addition of a significant amount of drainage work to the project, delaying the 100% submittal past FDOT's deadline. CAPTEC submitted an updated project scope history that provided a revised timeline for all remaining project milestones, which was accepted by FDOT without exception and successfully extended the project timeline.

13. *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.*

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 12 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 8 miles from the project site and can respond within 30 minutes.

14. *Does your firm accept payment by Credit Card (yes or no)?* Yes

15. *List past five (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.

16. *List the design projects awarded by the City to your firm in the past 12 months.*

Project	Date of Award	Responsibility	Is Work Completed?	Amount of Contract	Balance of Contract
# 20100072, Amendment 1 Watershed A/B	11/10	Design, permitting & pre-construction services for 4th phase of this FEMA HMGP grant funding assisted project. Design prepared in subset plans to allow the City to obtain individual or group bids for these improvements.	95%	$491,150.00	$26,249.79
#20100025 EWIP CO#2	12/10	Preparation of multiple construction plans sets, additional stormwater modeling and permitting services, additional environmental services, irrigation design/permitting services, multiple bid packages, post design services, and grant applications.	Yes	$228,250.00	$0
#20100050 Lyngate Sidewalks	3/11	Provided final design plans started by City Staff for sidewalks extending from Midport Road to U.S. Highway 1 on Lyngate Drive. This replaces existing asphalt sidewalks with 6 ft. concrete sidewalks within the same location with sidewalks adjusted to place crosswalks closer to Lyngate Drive at all cross streets.	Yes	$11,500.00	$0
#20100050 St. James Pedestrian Signal	5/11	Provided final design plans for pedestrian facilities at the St. James Drive/ St. James Blvd. intersection.	Yes	$6,500.00	$0
#20110060 E8 Waterway Design	5/11	Design repair of 10 stormwater infrastructure areas along the City's E-8 Canal relative to piping, inlets, headwalls, canals, and/or control structures.	91%	$67,000.00	$27,042.09*
#20100050 Veteran's Memorial Sidewalk	6/11	Designed sidewalk replacement of existing concrete sidewalks with new concrete sidewalks on Veteran's Memorial Parkway between Port St. Lucie Boulevard and US1	Yes	$24,000.00	$0
#20100025 EWIP CO	7/11		Yes	$33,500.00	$0
#20100050 Westmoreland Fiber Optic Loop Design	8/11	Design/permitting of a Fiber Optic Loop connecting existing Fiber Optics at Pine Valley St. and Westmoreland Blvd. to a splice location at US-1 & Lennard Rd. for the City's Intelligent Transportation System.	80%	$12,500.00	$2,892.00
Total:				**$874,400.00**	**$56,183.88**

**$23,489.59 of this amount is for reimbursable expenses/sub-consultant allowance.*

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

Addendum Number	Date Issued
1	10/19/11

CERTIFICATION:

This E-Bid is submitted by: **Joseph W. Capra** 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)

QUESTIONNAIRE
E-Bid #20120005

Design and Permitting of Savona Boulevard Sidewalk and Pedestrian Bridge from Bougainvillea Avenue to north of the C-24

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, Engineer, 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 **25th** day of **October, 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. This project will require an FDOT pre-qualified design engineer to complete the design of the sidewalk and pedestrian bridge. List FDOT prequalification(s), applicable to this project, held by the firm and assigned staff for this project.

Creech Engineers relevant prequalifications are listed in ***"italicized bold"*** below:

Group 3 - Highway Design – Roadway
3.1 Minor Highway Design
3.2 Major Highway Design
Group 6 - Traffic Engineering and Operations Studies
6.1 Traffic Engineering Studies
Group 7 - Traffic Operations Design
7.1 Signing, Pavement Marking & Channelization
Group 8 - Survey & Mapping
8.1 Control Surveying
8.2 Design, Right of Way & Construction Surveying
8.4 Right of Way Mapping
Group 10 - Construction Engineering Inspection
10.1 Roadway Construction Engineering Inspection
10.3 Construction Materials Inspection
Group 13 – Planning
13.6 Land Planning / Engineering

3. List subconsultants proposed for this project.

Firm Name	Type of Work	Years Experience	Office Location	FDOT Pre-qualifications
Atkins North America Inc.	**Sidewalk Design, Structures Design, Utility Coordination, LAP Coordination / FDOT Compliance, QA/QC**	**52 years**	**Fort Pierce, West Palm Beach, Fort Lauderdale, Miami**	**Atkins relevant prequalifications** are listed in **"bold"** below

Group 2 – Project Development and Environmental (PD&E) Studies
Group 3 - Highway Design – Roadway
3.1 Minor Highway Design
3.2 Major Highway Design
3.3 Complex Highway Design
Group 4 - Highway Design – Bridges
4.1.1 Miscellaneous Structures
4.1.2 Minor Bridge Design
4.2.1 Major Bridge Design - Concrete
4.2.2 Major Bridge Design – Steel
4.2.3 Major Bridge Design - Segmental
Group 5 – Bridge Inspection
5.1 Conventional Bridge Inspection
5.3 Complex Bridge Inspection
5.4 Bridge Load Rating

Group 6 - Traffic Engineering and Operations Studies
6.1 Traffic Engineering Studies
6.2 Traffic Signal Timing
6.3.1 Intelligent Transportation Systems Analysis and Design
6.3.2 Intelligent Transportation Systems Implementation
6.3.3 Intelligent Transportation Traffic Engineering Systems Communications
6.3.4 Intelligent Transportation Systems Software Development
Group 7 - Traffic Operations Design
7.1 Signing, Pavement Marking & Channelization
7.2 Lighting
7.3 Signalization
Group 8 - Survey & Mapping
8.1 Control Surveying
8.2 Design, Right of Way & Construction Surveying
8.4 Right of Way Mapping
Group 10 - Construction Engineering Inspection
10.1 Roadway Construction Engineering Inspection
10.3 Construction Materials Inspection
10.4 Minor Bridge & Miscellaneous Structures CEI
10.5.1 Major Bridge CEI – Concrete
10.5.2 Major Bridge CEI – Steel
Group 11 – Engineering Contract Administration and Management
Group 13 – Planning
13.3 Policy Planning
13.4 Systems Planning
13.5 Subarea / Corridor Planning
13.6 Land Planning / Engineering
13.7 Transportation Statistics
Group 14 – Architect
Group 15 – Landscape Architect
Group 20 – Appraisal
Group 21 – Acquisition, Negotiation, Closing, and Order of Taking
Group 24 – Acquisition Relocation Assistance
Group 25 – Right of Way Clearing and Leasing

Firm Name	Type of Work	Years Experience	Office Location	FDOT Pre-qualifications
Andersen Andre Consulting Engineers, Inc. (AACE)	**Geotechnical Engineering**	**6 years**	**Port St. Lucie**	**AACE relevant prequalifications** are listed in **"bold"** below

Group 9 – Soil Exploration, Material Testing & Foundations
9.1 – Soil Exploration
9.2 – Geotechnical Laboratory Testing
9.4.1 – Standard Foundation Studies

4. List applicable credentials of the staff assigned to this project.

Staff Name	Title	Years Experience	Licenses	Certifications	Other
Richard Creech, PE, PSM Creech Engineers, Inc.	**Principal-in-Charge**	**35 years**	**Florida PE Florida PSM**	**FDEP Qualified Stormwater Management Inspector**	
Jeffrey Norris, PE Creech Engineers, Inc.	**Chief Engineer**	**32 years**	**Florida PE**	**FDEP Qualified Stormwater Management Inspector**	
Howard Ehrsam, EI Creech Engineers, Inc.	**Sr. Project Manager**	**22 years**	**Florida, EI, CGC**		**Extensive experience with various types of hardscapes**
Jerry Compton Creech Engineers, Inc.	**Branch Manager**	**25 years**	**N/A**	**FDEP Qualified Stormwater Management Inspector**	
Patrick Meeds, PSM Creech Engineers, Inc.	**Director of Surveys**	**34 years**	**Florida, PSM**		**Served as and adjunct facility instructor for the AS Surveying degree program at Palm Beach Community College**
Staff Name	Title	Years Experience	Licenses	Certifications	Other
Dominic Novello III, PE Atkins N America, Inc	**Sr. Engineer**	**17 years**	**Florida PE**	**Advanced MOT**	**Extensive experience with FDOT deliverable requirements**
Raul Andujar, PE Atkins N America, Inc.	**Sr. Engineer**	**12 years**	**Florida PE**	**Advanced MOT**	**Extensive experience with FDOT deliverable requirements**
Ricardo Castro, PE Atkins N America, Inc.	**LAP Coordinator**	**10 years**	**Florida PE**	**Advanced MOT**	**Extensive LAP experience with FDOT deliverable requirements**
Erik Boyer, PE Atkins N America, Inc.	**Project Engineer**	**7 years**	**Florida PE**	**Advanced MOT**	**Extensive experience with FDOT deliverable requirements**
Allan Berry, PE Atkins N America, Inc.	**Lead Structural Engineer**	**26 years**	**Florida PE**		
Prakash Ganesh, PE Atkins N America, Inc.	**Structural Engineer**	**7 years**	**Florida PE**		
Hector Lopez, PE Atkins N American, Inc.	**Structural Engineer**	**6 years**	**Florida PE**		
Edward Mecsery Atkins N America, Inc.	**CADD Tech**	**41 years**	**N/A**		

Staff Name	Title	Years Experience	Licenses	Certifications	Other
David Andre, PE AACE	**Principal Engineer**	**19 years**	**Florida PE**		**Geotechnical Services on numerous CPSL Sidewalks including Thornhill Drive, Morningside Blvd., Darwin Blvd. and Tiffany Avenue**
Peter Andersen, PE AACE	**Principal Engineer**	**14 years**	**Florida PE**		**Geotechnical Services on numerous local sidewalks and bridges including10-Mile Creek Bridge and the Tesoro A-2 Pond Bridge**

5. List the experience of the staff assigned to this project with the design of sidewalks on a residential corridor with swale drainage.

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Richard Creech, PE, PSM	**Creech Engineers, Inc.**	**Wright Boulevard - Road widening, sidewalk modifications, turn lanes and intersection improvements for City of Stuart LAP project**	**City of Stuart 772-288-5308**
		East Stuart - Right-of way improvements including sidewalks for Martin Luther King Boulevard	**Martin County 772-288-5927**
		Salerno Road - Design of right-of-way improvements for approximately 13,500 ft., including new and relocated sidewalk, road widening and bike lanes	**Martin County 772-288-5927**
		West Jensen Sidewalks - Multiple development projects within West Jensen PUD including approximately 10,000 ft. of sidewalk on US #1 and 4,500 ft. of sidewalk on NE Jensen Beach Boulevard. and 6,900 feet of sidewalk on NE Golden Rod Road	**Dacar Management 954-927-4885**
		Green River Parkway North - Approximately 1.25 miles of multi-modal path, drainage, and roadway design and construction	**Martin County 772-288-5927**
		Lowe's Palm Bay, FL - Existing right-of-way improvements including approximately 1,000 ft. of sidewalk on San Filippo Drive and 1,200 ft. of sidewalk on Community College Parkway	**Lowe's Home Centers 336-658-2862**

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Jeffrey Norris, PE	**Creech Engineers, Inc.**	**Wright Boulevard - Road widening, sidewalk modifications, turn lanes and intersection improvements for City of Stuart LAP project** **Salerno Road - Design of right-of-way improvements for approximately 13,500 ft., including new and relocated sidewalk, road widening and bike lanes** **West Jensen Sidewalks - Multiple development projects within West Jensen PUD including approximately 10,000 ft. of sidewalk on US #1 and 4,500 ft. of sidewalk on NE Jensen Beach Boulevard and 6,900 feet of sidewalk on NE Golden Rod Road** **Green River Parkway North - Approximately 1.25 miles of multi-modal path, drainage, and roadway design and construction** **Lowe's Palm Bay, FL - Existing right-of-way improvements including approximately 1,000 ft. of sidewalk on San Filippo Drive and 1,200 ft. of sidewalk on Community College Parkway**	**City of Stuart 772-288-5308** **Martin County 772-288-5927** **Dacar Management 954-927-4885** **Martin County 772-288-5927** **Lowe's Home Centers 336-658-2862**
Howard Ehrsam, EI	**Creech Engineers, Inc.**	**Tradition, Florida** **Central Park sidewalks** **Gazebo and sidewalks** **Con-Span Bridges** **Interactive Water Feature** **Village Center at Tradition** **Shoppes of Tradition (Publix)** **The Landing at Tradition**	**Fishkind & Associates. 772-340-3500**

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Jerry Compton	**Creech Engineers, Inc.**	**Wright Boulevard - Road widening, sidewalk modifications, turn lanes and intersection improvements for City of Stuart LAP project**	**City of Stuart 772-288-5308**
		East Stuart - Right-of way improvements including sidewalks for Martin Luther King Boulevard	**Martin County 772-288-5927**
		Salerno Road - Design of right-of-way improvements for approximately 13,500 ft., including new and relocated sidewalk, road widening and bike lanes	**Martin County 772-288-5927**
		West Jensen Sidewalks - Multiple development projects within West Jensen PUD including approximately 10,000 ft. of sidewalk on US #1 and 4,500 ft. of sidewalk on NE Jensen Beach Boulevard and 6,900 feet of sidewalk on NE Golden Rod Road	**Dacar Management 954-927-4885**
		Green River Parkway North - Approximately 1.25 miles of multi-modal path, drainage, and roadway design and construction	**Martin County 772-288-5927**
		Lowe's Palm Bay, FL - Existing right-of-way improvements including approximately 1,000 ft. of sidewalk on San Filippo Drive and 1,200 ft. of sidewalk on Community College Parkway	**Lowe's Home Centers 336-658-2862**

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Dominic Novello, III, PE	**Atkins N America, Inc.**	**Atlantic Boulevard Sidewalk installation – provided missing sidewalk along Atlantic Boulevard in Pompano Beach** **Dixie Highway Pedestrian walkway over the Hillsboro Canal – this installation is part of a larger roadway project that includes sidewalk installation with swale drainage**	**Ms. Vanita Saini, PE** **FDOT Project Manager** **954 777-4468** **Ms. Nadir Rodrigues, PE** **FDOT Project Manager** **954 777-4385**
Raul Andujar, PE	**Atkins N America, Inc.**	**Atlantic Boulevard Sidewalk installation – provided missing sidewalk along Atlantic Boulevard in Pompano Beach** **Dixie Highway Pedestrian walkway over the Hillsboro Canal – this installation is part of a larger roadway project that includes sidewalk installation with swale drainage** **Reviewed multiple plan sets for sidewalk construction within residential communities while acting on behalf of FDOT while working in the LAP office**	**Ms. Vanita Saini, PE** **FDOT Project Manager** **954 777-4468** **Ms. Nadir Rodrigues, PE** **FDOT Project Manager** **954 777-4385** **Ms. Ellen Daniel** **FDOT LAP Coordinator** **954 777-4480**

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Ricardo Castro, PE	**Atkins N America, Inc.**	**Coconut Creek Educational Corridor – provided missing sidewalk section along Coconut Creek Parkway, specifically within the residential section of the corridor.** **Reviewed numerous "Safe Routes to Schools" applications and plans for compliance with FDOT requirements** **Reviewed over 25 plan sets for sidewalk construction within residential communities while acting on behalf of FDOT while working in the LAP office**	**Ms. Liz Aguiar** **City Project Manager** **954 973-6756** **Ms. Ellen Daniel** **FDOT LAP Coordinator** **954 777-4480** **Ms. Ellen Daniel** **FDOT LAP Coordinator** **954 777-4480**
Erik Boyer, PE	**Atkins N America, Inc.**	**Atlantic Boulevard Sidewalk installation – provided missing sidewalk along Atlantic Boulevard in Pompano Beach**	**Ms. Vanita Saini, PE** **FDOT Project Manager** **954 777-4468**

6. Identify and discuss the challenges and issues associated with the design of the Savona Boulevard Sidewalk.

   There are several key issues that must be addressed when constructing a sidewalk in any existing residential neighborhood. These include: pedestrian safety issues, drainage concerns, intersection crossings, driveway crossings, utility conflicts, grading considerations, ADA requirements, right-of-way issues, conflicts with landscaping and other impediments, maintaining access to properties and traffic maintenance. The proposed sidewalk on SW Savona Boulevard will extend along the west side of Savona Boulevard from the existing sidewalk just south of SW Bougainvillea Avenue (at the PNC Bank) to the existing sidewalk on the north side of the C-24 Canal. All of these items must be considered in the design of this new sidewalk.

   Sidewalk design and construction must always give a first priority to pedestrian safety issues. This includes: grading design issues, pedestrian access issues, and appropriate signage and marking. Although proper signage is important at all intersections, it is particularly important at the roundabout intersection at SW Abingdon Avenue Although there are many roundabouts in the area, drivers are often not accustomed to navigating through these intersections and therefore applicable pedestrian warning signs must be included in the sidewalk design.

The existing drainage patterns (flow path and capacity) of the roadside swales must be maintained. The design of the SW Savona Boulevard sidewalk specifically must take into consideration the existing roadway culverts at the intersection of SW Savona Boulevard and SW Bougainvillea Avenue, cross culverts at the ditch section between SW Bougainvillea Avenue and SW Babcock Avenue and the canal crossing and culverts between SW Ackard Avenue and SW Dalton Avenue. It may be necessary to install some additional culverts and inlets in order to accommodate the existing swales, culverts, ditches and canal in these areas. In addition, the design of the sidewalk must accommodate the existing swales at the five (5) roadway intersections on SW Savona Boulevard (SW Bougainvillea Avenue, SW Babcock Avenue, SW Ackard Avenue, SW Dalton Avenue, and the roundabout at SW Abingdon Avenue).

The design of the sidewalk must fit with the existing driveways, yard grades and swale grades without creating drainage issues or safety issues due to steep adjacent slopes. There are approximately five (5) driveway crossings along the proposed sidewalk on the west side of SW Savona Boulevard. It may be necessary to re-construct some of these driveways to accommodate cross-slope requirements and adjustments to driveway culvert locations. The side slopes adjacent to the new walk should be no steeper that 4 ft. horizontal to 1 ft. vertical and flatter if possible. There are some vacant lots along the new sidewalk path that also must be considered. Grading of the new walk should take into account future grading of these lots so that the sidewalk will not have to be re-constructed in these areas when they are developed.
The sidewalk location may conflict with other existing facilities such as power poles, telephone boxes, fences, mailboxes, underground utilities, landscaping and irrigation. Property owners often maintain the area from their property line to the edge of pavement and are not exactly aware of the limits of the road right-of-way. Conflicts with existing facilities should be minimized not only to reduce cost but also to reduce possible interruptions of services. There are power poles along the west side of SW Savona Boulevard north of SW Bougainvillea Avenue but the overhead lines cross to the east side between SW Babcock Avenue and SW Ackard Avenue. It does not appear that the power lines will conflict with the proposed sidewalk location. There are also underground wastewater facilities along SW Savona Boulevard but again these do not appear to present any conflicts with the proposed sidewalk. The initial design plans will identify right-of-way limits and conflicts with any existing facilities that need to be addressed with the layout of the new sidewalk.

All sidewalk grades must be carefully designed in accordance with ADA requirements. This includes designing the sidewalk with a maximum cross slope of 2% and ideally keeping longitudinal slopes on the walk at less than 5%. If the slope exceeds 5% then the design must take into account ADA ramp considerations including handrails and maximum ramp lengths and landings. Although the route along the west side of SW Savona Boulevard is relatively flat there are some slope issues at certain driveways and particularly a the south end of the project. The existing sidewalk adjacent to the PNC Bank site south of SW Bougainvillea Avenue is higher than the existing grades at the intersection and may require design of a ramp section at this location.

Also, during the design process, the potential impacts to the residents during construction should be given careful consideration to minimize access and service interruptions. This includes not only access to individual residences but also traffic maintenance to all side streets during construction and minimizing any traffic impacts along SW Savona Boulevard.

7. List the experience of the staff assigned to this project with the design and permitting of pedestrian bridges with SFWMD, US Coast Guard, and other applicable agencies.

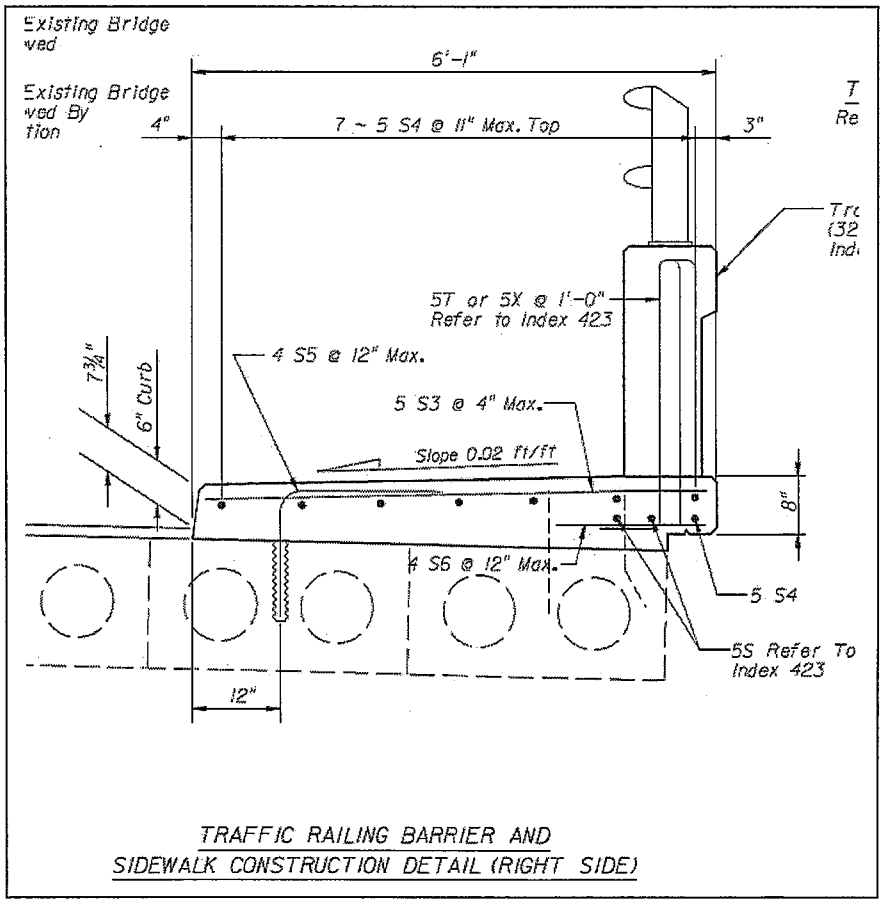
Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Richard Creech, PE, PSM	**Creech Engineers, Inc.**	**C-51 Bridge Crossing Tamiami Trail Bridge Crossing**	**Lowe's Home Centers 336-658-2862**
Jerry Compton	**Creech Engineers, Inc.**	**C-51 Bridge Crossing Tamiami Trail Bridge Crossing**	**Lowe's Home Centers 336-658-2862**
Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Dominic Novello III, PE	**Atkins N America, Inc.**	**Atlantic Boulevard Sidewalk installation – provided missing sidewalk along Atlantic Boulevard in Pompano Beach. Permitting entities included SFWMD** **Dixie Highway Pedestrian walkway over the Hillsboro Canal – Permitting entities included SFWMD, US Coast Guard, and Army Corp of Engineers**	**Ms. Vanita Saini, PE FDOT Project Manager (954) 777-4468** **Ms. Nadir Rodrigues, PE FDOT Project Manager (954) 777-4385**
Raul Andujar, PE	**Atkins N America, Inc.**	**Atlantic Boulevard Sidewalk installation – provided missing sidewalk along Atlantic Boulevard in Pompano Beach. Permitting entities included SFWMD** **Dixie Highway Pedestrian walkway over the Hillsboro Canal – Permitting entities included SFWMD, US Coast Guard, and Army Corp of Engineers**	**Ms. Vanita Saini, PE FDOT Project Manager (954) 777-4468** **Ms. Nadir Rodrigues, PE FDOT Project Manager (954) 777-4385**
Ricardo Castro, PE	**Atkins N America, Inc.**	**FDOT LAP Support – Provided in-house review and support services for all LAP projects; efforts included confirmation of compliance with all permitting requirements, including SFWMD, US Coast Guard, Army Corp of Engineers, and all local water control districts**	**Ms. Ellen Daniel FDOT LAP Coordinator (954) 777-4480**

8. Identify and discuss the challenges and issues associated with the design and permitting of the Savona Boulevard pedestrian bridge

Our structural design team has carefully reviewed the existing conditions for the C-24 canal crossing and developed a design solution that minimizes impacts to the existing structure, permitting agencies and project schedule. Our approach will involve upgrading the existing post-and-rail bridge barriers to meet the required crash criteria, and eliminating the existing guardrail. We propose cantilevering a new sidewalk off of the existing bridge deck, eliminating the need for any substructure or superstructure modifications. This is a solution we have provided on FDOT projects in the past, most recently on the bridge crossing over the Dania Cutoff Canal (FDOT project No. FM# 413830-1; bridge structure no. 860001).

The existing concrete barrier, raised curb, and guardrail will be removed and a new 6' raised sidewalk will be cast in place. The new crashworthy barrier system will cantilever over the edge of the existing deck slab. Not only will a new pedestrian walkway be provided, but the structure itself will be upgraded with the new crash-worthy barrier system. The guardrail will not be required since the new walls meet the latest crash criteria. This operation is viewed by SFWMD and the US Coast Guard as a maintenance activity and therefore permitting efforts are drastically reduced (salvaging precious time in the project schedule). Vertical clearances will not be compromised. By providing a retrofit to the existing bridge structure, the proposed solution provides the most economically feasible design with minimal impacts to the existing conditions.

Example of Sidewalk Cantilever Design



9. Identify and discuss the challenges and issues associated with public notification and addressing public concerns for this project. Secondly, provide examples that staff assigned to this project have encountered and how the situation was resolved.

Good communication has always been recognized as the key element of successful projects. This includes not only communication between the Design Team and the Client (City of Port St. Lucie) but more importantly, it includes good communication with the residents, property owners and business owners that may be affected by the design and construction of the project. With large, complex projects, we usually prepare a multi-pronged approach to notify the property owners and residents. Initially, this often involves coordinating with the Client for local media coverage and public meetings to inform the residents of upcoming projects. Since not all residents attend these meetings, we have in the past coordinated a mailer notification or provided door hanger flyers with general information on the project. Each of these items includes contact information for the Design Team and the Client with phone numbers, email addresses and web sites that the residents can easily access for answers to questions on the project. The web site will include project information, access to view the construction plans and photographs so that property owners can see exactly how the project may affect their individual site. In some instances, communication with the public can be enhanced by use of social media outlets such as Facebook and/or Twitter accounts that would help distribute information.

The SW Savona Boulevard sidewalk project should affect a relatively small number of property owners and residents. Therefore, it may not be necessary to use media sources or public meetings to notify property owners. With the idea that their input in the initial design process is vitally important, we believe that direct face to face communication would be the best alternative for this project. This would involve knocking on doors to discuss potential issues with individual residents so that their concerns can be addressed with the design and location of the sidewalk. Often the residents are not exactly aware of the limits of their property as it relates to the adjacent road right-of-way and may have installed certain features such as fences, landscaping and irrigation facilities within the right-of-way. In some instances, property owners may have concerns about safety and security issues with proposed sidewalk construction. Meeting with the residents at their site and showing them where and how the sidewalk improvements are proposed to be constructed will help alleviate any concerns that could later on affect the schedule and construction of the sidewalk. For any property owners that are not readily available, door hanger flyers or mail notification will be provided. Regardless of the method of communication, contact information (phone hot line, email and web site) will be provided to the residents so that they can have a place where they can ask questions, view the proposed plans, and express any concerns; a place where they feel that their voice will be heard. Responses to questions and comments are done quickly, accurately and efficiently. If there appears to be any objections to the sidewalk project or common concerns among many of the residents, we have usually coordinated a neighborhood meeting in order to discuss and resolve any outstanding issues.

10. Identify the challenges associated with meeting the submittal deadlines outlined by the FDOT schedule for this project. Secondly, provide examples that staff assigned to this project have encountered and the outcome.

    Please provide information for both the published FDOT schedule and the general FDOT LAP requirements.

    Our Team understands the importance of meeting a schedule for any project. When the funding source is dependent on the project schedule, this importance is exponentially critical. This project will have oversight by the Florida Department of Transportation's (FDOT) Local Agency Program (LAP) Office to assure all of the federal and local requirements are met in the design and construction phases. As a part of this oversight, FDOT has assigned a job number (FM 427612-1) and a project schedule that must be adhered to. Our team has already obtained a copy of this schedule and has identified the critical path elements. These critical path elements represent the challenges our team will address and overcome in the successful implementation of the design phase.

    When reviewing the attached FDOT project schedule, it can be noticed that plans production process (Activity ID 2K06101030) was set to start on August 2011. This means that the project is already behind schedule as the design efforts have not begun yet. However, to overcome this challenge our design team has thoroughly reviewed the project schedule and we are confident we can still meet the initial, constructability and final submittals scheduled for August, October and December 2012 respectively. Some of the measures that will be taken to optimize the time and meet FDOT's expectations are explained below.

    The first challenge will be the survey effort. Creech Engineers, Inc. survey division has provided professional surveying and mapping services for FDOT District Four, under continuing services contracts fort he past ten (10) years. Our office will utilize the latest technology, within the FDOT format, to compress the schedule, including GPS VRS Project Control, Leica C-10 Laser Scanning, and field to finish total station data collection. This technique allows our team to assign multiple crews to any project, collecting consistent data, across multiple platforms. The final product will be a professional survey product, tied to local State Plane Coordinates, completed ahead of schedule that meets and exceeds the FDOT standards for surveys.

    While waiting for the survey to be completed, our team will not remain idle awaiting the survey data. We will begin our preliminary design efforts, which include hosting a team kickoff meeting, attending kickoff meetings with the City and with FDOT, developing general details for the sidewalk installation, preparing a public informational workshop, if required, and other prudent tasks. By concurrently and simultaneously working on tasks while the survey is ongoing, this alleviates another timing challenge in the project schedule.

The most significant design component challenge will be the pedestrian crossing over the C-24 canal. This effort will encompass several different disciplines such as geotechnical exploration, environmental permitting and structural analysis. Each of these elements will begin as quickly as possible and will run concurrently to optimize the available time in the schedule. Public input collected in advance of the design will help establish the aesthetics of the structure. Geotechnical data will be collected once the pier alignment is set. Permitting packages will be completed and submitted to SFWMD once the conceptual design is finalized.

Another challenging component to the project schedule is the FDOT review period. While this duration is not a negotiable timeframe, our team has worked with FDOT on prior projects and understands exactly what the expectations are for each deliverable. We will prepare all deliverables, including checklists, design documentation and construction plans, in advance of the FDOT review. We will then utilize our team members that have previously worked within the FDOT's LAP office to perform reviews such as this, and we will have them perform an in-house review. This review will help our team identify and resolve any issues that FDOT may have. This added step will be seamless in our design process and will not take up any additional time on our project schedule. In the end, the product delivered to FDOT will receive fewer comments and will move forward at a quicker pace.

For the past three years, our team has worked with the FDOT's District Four office as liaisons between local agencies, such as the City of Port St. Lucie, and the District's LAP Office. Our responsibility is to assist the local agencies in understanding the scheduling challenges and deliverable requirements helping to keep them abreast of critical dates in the project schedule. We have worked alongside of the District staff to help develop the LAP checklists and schedule template that are imperative to the success of any LAP project. We have reviewed hundreds of funding applications and plan submittal packages. This project will reap the benefits of our extensive experience.

The staff shown below have each worked alongside of the District's LAP staff in a variety of roles and responsibilities. Each of these team members will carefully monitor this project and work with the City and with FDOT to assure the success of this sidewalk project.

11. List the experience of the staff assigned to this project with the FDOT LAP.

Staff Name	Role	Project Name & Description	Project Owner and Telephone Number
Richard Creech, PE, PSM Creech Engineers, Inc.	**Principal-in Charge**	**Wright Boulevard City of Stuart LAP project including road widening, sidewalk modifications, turn lanes, and intersection improvements**	**City of Stuart (772) 288-5308**
Jeffrey Norris, PE Creech Engineers, Inc.	**Chief Engineer**	**Wright Boulevard City of Stuart LAP project including road widening, sidewalk modifications, turn lanes, and intersection improvements**	**City of Stuart (772) 288-5308**
Jerry Compton Creech Engineers, Inc.	**Project Manager**	**Wright Boulevard City of Stuart LAP project including road widening, sidewalk modifications, turn lanes, and intersection improvements**	**City of Stuart (772)288-5308**
Staff Name	Role	Project Name & Description	Project Owner and Telephone Number
Ricardo Castro, PE Atkins N America, Inc.	**LAP Coordinator**	**FDOT LAP Support – Provided in-house review and support services for all LAP projects; Acted as the District's Project Manager for LAP projects throughout the Treasure Coast area.**	**Ms. Ellen Daniel FDOT - LAP Coordinator (954) 777-4480**
Raul Andujar, PE Atkins N America, Inc.	**Sr. Engineer**	**FDOT LAP Support - Provided in-house review and support services for LAP project application reviews.**	**Ms. Ellen Daniel FDOT - LAP Coordinator (954) 777-4480**
Erik Boyer, PE Atkins N America, Inc.	**Project Engineer**	**FDOT LAP Support – Provided in-house review and support services for all LAP projects;**	**Ms. Ellen Daniel FDOT - LAP Coordinator (954) 777-4480**

Staff Name	Role	Project Name & Description	Project Owner and Telephone Number
David Andre, PE AACE	**Geotechnical/Project Manager**	**CPSL/LAP Sidewalk Project – Morningside Boulevard, Floresta Drive, and Westmoreland Boulevard**	**CPSL Engineering Dept Jennifer Gent, PE (772) 871-734**
David Andre, PE AACE	**Geotechnical/Project Manager**	**CPSL/CAPTEC – Hillmoor Drive Pedestrian Bridge at East Lake Village**	**CPSL Engineering Department Kim Graham, PE (772) 344-4014**
David Andre, PE AACE	**Geotechnical/Project Manager**	**CPSL – Floresta Drive Pedestrian Bridge**	**CPSL Engineering Dept Kim Graham, PE (772) 344-4014**
Peter Andersen, PE AACE	**Geotechnical/ Sr. Project Manager**	**CPSL/LAP Sidewalk and ADA Ramp Geotechnical and Testing, Airoso and Lakehurst, Morningside and Post Office, CPSL City Hall**	**CPSL Engineering Dept Jesse Quirion (772) 344-4014**
Peter Andersen, PE AACE	**Geotechnical/ Sr. Project Manager**	**Tesoro A-2 Pond Bridge Geotechnical Engineering**	**The Ginn Company Rich Campbell (772) 370-7695**

12. Identify the challenges associated with FDOT LAP design projects. Secondly, provide examples that staff assigned to this project have encountered and the outcome.

As stated earlier in our proposal, our Design Team will be providing individual staff that has worked in the FDOT LAP office providing review and project management services for many LAP projects. We can confidently say that we are the ONLY team with this type of extensive experience, and we thoroughly understand the LAP process this project must follow.

In Atkins years of support services provided to FDOT's LAP office, we have encountered many types of challenges on similar projects. We understand exactly what the specific requirements are related to the project schedule, funding stipulations and other critical elements. We will work closely with the City to assure that this project successfully overcomes all of the challenges this project encounters. We will work diligently to proactively resolve any issues that develop.

Ricardo Castro, PE and Raul Andujar, PE have been a part of the FDOT LAP Enhancement Cycle, reviewing LAP Application Packages from different municipalities throughout south Florida. These LAP applications include various project types, and our team members have been extensively involved in the applications involving sidewalk construction within residential communities. Our team is well versed in the LAP application process and is knowledgeable of the criteria that an Application Package must meet to be considered eligible.

Over the past year, the Atkins team has been involved with the following projects:

- **12 LAP projects in Broward County, 8 of which include proposed sidewalk**
- **8 LAP projects in Palm Beach County, 5 of which include proposed sidewalk**
- **1 LAP project in Martin County which includes proposed sidewalk**
- **3 LAP projects in St. Lucie County, 2 of which include proposed sidewalk and 1 a pedestrian bridge**
- **1 LAP project in Indian River County which includes a 8' multi-use bike/pedestrian trail**

Atkins has worked with the City of Port St. Lucie on several occasions in the past, most notably on the project application on Melaleuca Boulevard Sidewalk Improvements from Lennard Road to Camden Street. We are familiar with the City's projects and staff, and we will work with the City to assure all required components for each phase deliverable will be satisfactory to FDOT.

13. 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.

Howard Ehrsam, E.I., will serve as the Sr. Project Manager of Creech Engineers, Inc., Port St. Lucie, Florida 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 Creech Engineers, Inc. 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.

Our team understands the importance of meeting the FDOT requirements for this project. To aid in this capacity, our team will utilize Atkins staffing that is located next door to the FDOT District office. This will optimize our team's LAP coordination and help expedite and resolve any FDOT concerns that may arise.

We will attend all design progress meetings as requested by the City. Our team will also travel to the project site throughout construction to make sure the final product is adhering to the design plans.

14. Does your firm accept payment by Credit Card (yes or no)? **Yes**

15. List past five (5) years of litigation history. **N/A**

16. List the design projects awarded by the City to your firm in past 12 months. **None**

Project	Date of Award	Responsibility	Is Work Completed?	Amount of Contract
			Total Amount	**0.00**

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

Addendum Number	Date Issued
# 1	10/19/11

CERTIFICATION:

This E-Bid is submitted by: Name **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:

_____

_____

_____

_____

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)

CREECH ENGINEERS, INC.
STATE OF FLORIDA

CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS

Project 11-282
Contract 20120005
Sender's Email: bterpening@ct-eng.com

October 25, 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: Savona Boulevard Sidewalk and Pedestrian Bridge
City of Port Saint Lucie Contract # 20120005

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 Savona Boulevard Sidewalk and Pedestrian Bridge from Bougainvillea Avenue to north of the C-24. *Culpepper & Terpening, Inc.* has developed a proven Project approach which has resulted in over **481,000 feet (92 miles)** of public improvements projects constructed within City, County and State rights of ways which were 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, Inc* and our team consisting of *American Consulting Professional, LLC, Ardaman and Associates,* and *EW Consulting* are best qualified to deliver this project successfully for the following reasons:

- **Understanding of the Project Scope, Schedule and Budget;**
- **A innovative bridge design alternatives;**
- Significant past firm and staff experience on this exact type of work;
- Familiarity with the City Staff & Project Stakeholders procedures;
- **FDOT LAP experience** and approval 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.

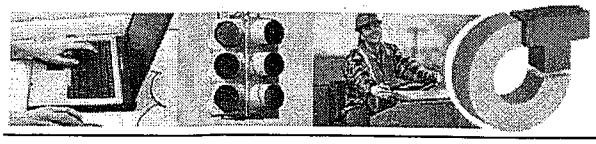
Sincerely,

CULPEPPER & TERPENING, INC.

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

CULPEPPER & TERPENING, INC.

Stefan K. Matthes, P.E.
Senior Vice President



"A City for All Ages"

CITY OF PORT ST. LUCIE

Sealed Electronic Proposal #20120005
(E-Bid)

Design and Permitting of

Savona Boulevard Sidewalk and Pedestrian Bridge

from Bougainvillea Avenue to north of the C-24

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 #20120005

Design and Permitting of Savona Boulevard Sidewalk and Pedestrian Bridge from Bougainvillea Avenue to north of the C-24

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, Engineer, 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 25 day of October, 2011

Culpepper & Terpening, Inc.
Name of Organization / Proposer

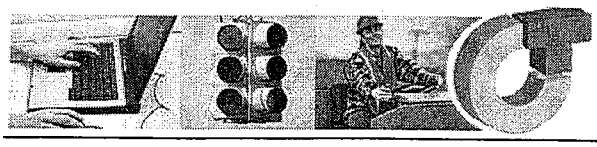
1. Firm's office address, telephone, fax number, e-mail address and contact person for this project

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.

CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS

American CONSULTING
Ardaman & Associates, Inc.

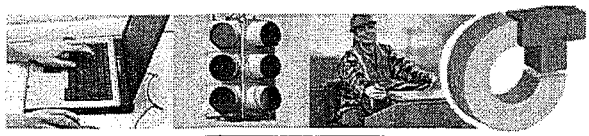
CONSULTANTS, INC.
NATURAL RESOURCE MANAGEMENT, WETLAND, AND ENVIRONMENTAL PERMITTING SERVICES



2. This project will require an FDOT pre-qualified design engineer to complete the design of the sidewalk and pedestrian bridge. List FDOT prequalification(s), applicable to this project, held by the firm and assigned staff for this project.

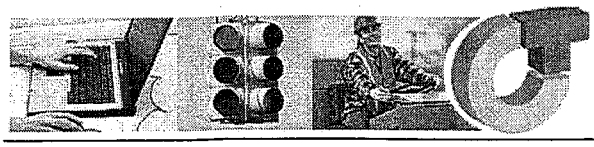
Work Group	Code	Type
Group 3 Highway Design - Roadway	3.1	Minor Highway Design
Group 3 Highway Design - Roadway	3.2	Major Highway Design
Group 4 Highway Design - Bridges	4.1.1	Miscellaneous Structures
Group 4 Highway Design - Bridges	4.1.2	Minor Bridge Design
Group 4 Highway Design - Bridges	4.2.1	Major Bridge Design – Concrete
Group 4 Highway Design - Bridges	4.2.2	Major Bridge Design-Steel
Group 6 Traffic Engineering & Operations Studies	6.1	Traffic Engineering Studies
Group 6 Traffic Engineering & Operations Studies	6.2	Traffic Signal Timing
Group 7 Traffic Operations Design	7.1	Signing, Pavement Marking and Channelization
Group 7 Traffic Operations Design	7.3	Signalization
Group 8 Survey & Mapping	8.1	Control Surveying
Group 8 Survey & Mapping	8.2	Design, R/W & Construction Surveying
Group 8 Survey & Mapping	8.4	Right of Way Mapping
Group 9 Soil Exploration, Material Testing and Foundations	9.1	Soil Exploration
Group 9 Soil Exploration, Material Testing and Foundations	9.2	Geotechnical Classification Lab Testing
Group 9 Soil Exploration, Material Testing and Foundations	9.3	Highway Materials Testing
Group 9 Soil Exploration, Material Testing and Foundations	9.4.1	Standard Foundation Studies
Group 9 Soil Exploration, Material Testing and Foundations	9.4.2	Non-Redundant Drilled Shaft Bridge Foundation Studies
Group 9 Soil Exploration, Material Testing and Foundations	9.5	Geotechnical Specialty Lab Testing
Group 10 Construction Engineering Inspection	10.1	Roadway Construction Engineering Inspection
Group 10 Construction Engineering Inspection	10.3	Construction Materials Inspection
Group 13 Planning	13.4	Systems Planning
Group 13 Planning	13.5	Subarea/Corridor Planning

Staff Name	Role	Pre-qualifications
Butch Terpening, P.E.	Principal	3.1, 6.1, 10.1, 13.3, 13.4, 13.5
Stefan Matthes, P.E.	Project Manager	3.1, 3.2, 6.1, 6.2, 7.1, 7.3, 10.1, 13.4, 13.5
Richard Hunter, P.E.	Project Structural Engineer	4.1.1,4.1.2,4.2.1 and 4.2.2
Dan Zaluzec, P.E.	Geotech Engineer	9.1,9.2,9.3,9.4.1,9.4.2,9.5 and 10.3
Nate Willbur, P.E.	Project Engineer	n/a
Mike Kolodziejczyk, PSL	Project Surveyor	8.1, 8.2, 8.4
Marcelo Dimitriou, P.E.	Project CEI Manager	10.1



3. List subconsultants proposed for this project.

Firm Name	Type of Work	Years Experience	Office Location	FDOT Pre-qualifications	
American Consulting Professionals, LLC	Structural	20	West Palm Beach	4.1.1	Miscellaneous Structures
American Consulting Professionals, LLC	Structural	20	West Palm Beach	4.1.2	Minor Bridge Design
American Consulting Professionals, LLC	Structural	20	West Palm Beach	4.2.1	Major Bridge Design – Concrete
American Consulting Professionals, LLC	Structural	20	West Palm Beach	4.2.2	Major Bridge Design-Steel
Ardaman & Associates, Inc.	Geotechnical	52	Port St. Lucie	9.1	Soil Exploration
Ardaman & Associates, Inc.	Geotechnical	52	Port St. Lucie	9.2	Geotechnical Classification Lab Testing
Ardaman & Associates, Inc.	Geotechnical	52	Port St. Lucie	9.3	Highway Materials Testing
Ardaman & Associates, Inc.	Geotechnical	52	Port St. Lucie	9.4.1	Standard Foundation Studies
Ardaman & Associates, Inc.	Geotechnical	52	Port St. Lucie	9.4.2	Non-Redundant Drilled Shaft Bridge Foundation Studies
Ardaman & Associates, Inc.	Geotechnical	52	Port St. Lucie	9.5	Geotechnical Specialty Lab Testing
Ardaman & Associates, Inc.	Geotechnical	52	Port St. Lucie	10.3	Construction Materials Inspection
E.W. Consultants, Inc.	Environmental	20	Stuart	n/a	Natural Resource and Environmental Consulting, AICP



4. List applicable credentials of the staff assigned to this project.

Our proposed Project team is:

- Butch Terpening, P.E., Principal Engineer
- Stefan Matthes, P.E., Project Manager
- Richard Hunter, P.E., Project Structural Engineer
- Nate Willbur, P.E. Project Engineer
- Dan Zrallack, P.E., Project Geotechnical Engineer
- Will Cornelius II, P.E., Project Geotechnical Engineer
- Ed Weinberg, President
- Paul Ezzo, Project Environmentalist
- Chris Roelandts, Scientist
- Marcelo Dimitriou, P.E., QC Manager
- Mike Kolodziejczyk, PLS, Project Surveyor

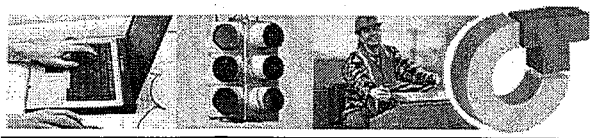
CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS

American CONSULTING

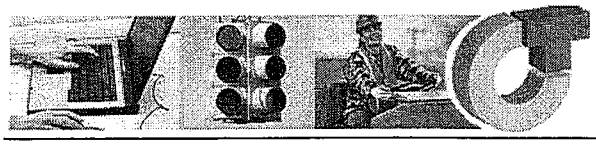
Ardaman & Associates, Inc.

EW CONSULTANTS, INC.
NATURAL RESOURCE MANAGEMENT, WETLAND, AND ENVIRONMENTAL PERMITTING SERVICES

Staff Name	Title	Years Exp	Licenses	Certifications	Other
Butch Terpening, P.E.	President	37	FL Prof. Eng. License No. 24276	Green Street Design, 2010.	
Stefan Matthes, P.E.	Vice President	30	FL Prof. Eng. License No. 38723	Advanced Work Zone Traffic Control Certification (FDOT), 2009; FDOT Certification of Completion EEO, DBE and payroll Compliance of local Area Projects Including USDOT, OIG Video: "Fraud Awareness: False Statements and Claims", 2010; FDOT ADA for Roadway Design Course, 2009.	
Richard Hunter, P.E.	Senior Structural Engineer	20	PE, FL - 50601 PE, VA - 0402047403 PE, MI – 6201054027 PE, GA – 31814	MathCAD, Microstation, ATLAS, Conspan,RC-Pier, PIER, Georgia Skew, Merlin-Dash BDGS, BASIC, Fortran, Pascal	



Nate Willbur, P.E.	Project Engineer	5	FL Prof. Eng. License No.72236	Intermediate Work Zone Traffic Control Certification (FDOT), 2008; FDOT ADA for Roadway Design Course, 2009	
Mike Kolodziejczyk, PSL	Survey Division Manager	41	FL Prof. Land Surveyor License. No. 3864	Minimum Technical Standards Certificate of Completion, 2010; Plat Law Certificate of Completion, 2011; ALTA/ACSM Land Title Survey Standards Certificate of Completion, 2011	
Marcelo Dimitriou, P.E.	CEI Division Manager	21	FL Prof. Land Surveyor License No. 59005	Advanced Work Zone Traffic Control Certification (FDOT), 2010; FDOT Certification of Completion EEO, DBE and payroll Compliance of local Area Projects Including USDOT, OIG Video: "Fraud Awareness: False Statements and Claims", 2010; FDOT ADA for Roadway Design Course, 2009; Quality Control Manager Certificate of Completion, 2008	
Dan Zrallack, P.E.	Branch Manager, Senior Geotechnical Engineer	14.5	FL Prof. Eng. License No. 63911	FDOT Pre-qualifications 9.1, 9.2, 9.3, 9.4.1, 9.4.2, 9.5 and 10.3.	Substantial geotechnical experience in vicinity of project, including roadway repair at Savona/C-24 bridge approach slabs.
Will B. Cornelius II, P.E.	Project Geotechnical Engineer	7.5	FL Prof. Eng. License No. 63911	FDOT Pile Driving Inspector, FDOT Pre-qualifications 9.1, 9.2, 9.3, 9.4.1, 9.4.2, 9.5 and 10.3.	Substantial geotechnical experience in vicinity of project, including roadway repair at Savona/C-24 bridge approach slabs.



Ed Weinberg	President, EW Consultants, Inc.	22	Natural Resources	Professional Wetland Scientist	Substantial jurisdictional determination experience, in Public right of ways.
Paul Ezzo	Project Planner, EW Consultants, Inc.	20	ACIP	American Institute of Certified Planners	Substantial ACOE and SFWMD permitting experience, in City and State right of ways.
Chris Roelandts	Scientist	15	Biologist	Gopher Tortoise Agent, State of FL	Substantial protected species experience, in Public right of ways.

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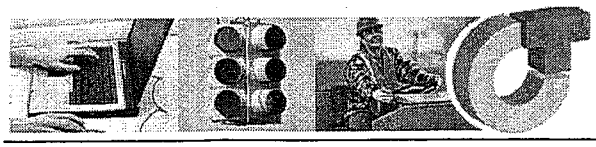
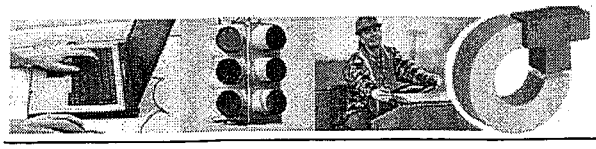


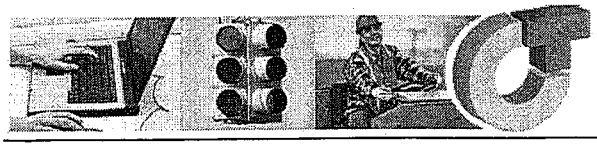
5. List the experience of the staff assigned to this project with the design of sidewalks on a residential corridor with swale drainage.

Culpepper & Terpening, Inc., has designed over 200 miles of sidewalks within the Treasure Coast and has design & construction experience within the City's Rights of Ways of over 600 miles of improvements. Our experience insures that the City will not pay a consultant for the "learning curve" associated with the design constraints encountered in the City of Port St. Lucie's rights-of-ways. The team of ***Culpepper & Terpening, Inc., American Consulting Professional, LLC, Ardaman and Associates,*** **and** ***EW Consulting*** are the "Best Positioned" firms to successfully complete the sidewalk design project because of our extensive local knowledge, a comprehensive understanding of the scope and vast experience with similar projects in the City and the Treasure Coast.

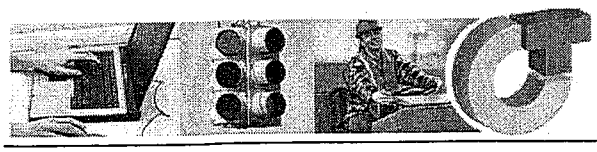
Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T	*The following Projects were completed with the Culpepper & Terpening Staff assigned to this project:*	See below
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T	At the request of the City Culpepper & Terpening, Inc. is providing a "fast tract" design which required the completion of 80% by the end of October. The 80% plans submittal was completed in 8 weeks, 4 weeks ahead of the contract schedule. The Marion Sidewalk project was funded under the County's LAP and SRTS program. The design entailed the placement of sidewalks along 4,900 feet along Marion Avenue a rural residential roadway within the City. The design included swale and stormwater improvements, water & sewer utilities, overhead utilities, and driveways every 80 feet. The project connected Bayshore Boulevard to North Port Middle School and Port St. Lucie Elementary School.	City of Port St. Lucie Roxanne Chesser, P.E. 772-871-5186
Butch Terpening, P.E., Stefan Matthes, P.E.,	C&T	As part of the City's Tesoro Special Assessment District (SAD) Culpepper & Terpening, Inc. design of 2,500 feet of pedestrian wetland crossing within the Tesoro Project and the extension of the Southbend Boulevard Sidewalk 2.4 miles along the Florida Turnpike. The design entailed the placement of a median 8 foot sidewalk including 2 major canal crossings and swale improvements, water & reuse water mains, overhead utilities.	City of Port St. Lucie Roxanne Chesser, P.E. 772-871-5186



Butch Terpening, P.E., Stefan Matthes, P.E., Nate Wilber, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T	Culpepper & Terpening, Inc. recently completed the Weatherbee Road Safety Project – Sidewalk Enhancement for St. Lucie County which was funded under the County's LAP and SRTS program. The design entailed the placement of sidewalks along 2.8 miles of rural residential roadways within a restrained corridor which included swale drainage, water & sewer utilities, overhead utilities, and driveways every 80 feet. The project connected both US Highway No. 1 and Midway Road to the Weatherbee Elementary School.	St. Lucie County Patrick Dayan, P.E. 772-462-2153
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T	Culpepper & Terpening, Inc. recently completed the redesign of the Oleander Boulevard & Sunrise Boulevard – Sidewalk and Bike Path Improvements for the City of Ft. Pierce was funded under the County LAP Agreement for the City. The re-design entailed the placement of sidewalks and bike paths along 8 tenths of a mile of rural residential roadways with swale drainage, concrete driveways, underground and overhead utilities all within a constrained right–of–way. The project connected Virginia Avenue to the round-a-bout at the intersection of Oleander Boulevard and Sunrise Boulevard.	City of Ft. Pierce Tracy Telle 772-460-2200 x 142
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T	Culpepper & Terpening, Inc. recently submitted 100% plans for the CR 707 Sidewalk & Landscaping Improvements for the City of Stuart and is funded under the County's LAP Agreement for the City. The design entailed the placement of a 6 foot sidewalk approximately 2,500 feet along a rural collector roadway. The Project included swale drainage, underground water & sewer utilities, overhead utilities, FEC Right-of Way crossing, driveway connections and intersection improvements. The project provides for the interconnection of two existing sidewalks, residential neighborhoods and active recreational fields.	City of Stuart Sam Amerson P.E. 772-288-5331
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T	Culpepper & Terpening, Inc. is currently completing the 30% plans for the Palm City CRA Sidewalk & Landscaping Improvements for Martin County and is funded under the County's LAP Agreement. The design	Martin County Krysti Brotherton 772-288-5777



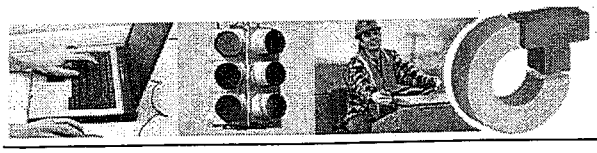
		entailed the placement of a 6 foot sidewalk approximately 3,400 feet along SW Butler Avenue and SW 35th Street; both rural roadways have swale drainage, underground water & sewer utilities, overhead utilities, and driveway connections. The project provides for the interconnection between residential communities to the new **Indian Street Bridge.**	
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T	Culpepper & Terpening, Inc. recently completed Phase 1 of the Seabranch East Coast Greenway Pedestrian Pathway the project was funded under the County's LAP Agreement. The design entailed the placement of a 12 foot pathway along 4,400 feet of SR A-1-A adjacent to the entrance of the Seabranch State. The work included swale drainage, water & sewer utilities, overhead utilities, and driveways. The project connected a residential neighborhood to the Seabranch Preserve State Park.	Martin County Krysti Brotherton 772-288-5777
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T	Culpepper & Terpening, Inc. are currently completing 80% plans for Phase II of the Seabranch East Coast Greenway Pedestrian Pathway for Martin County. The project was funded under the County's LAP Agreement. The design entailed the placement of a 6 foot to 12 foot pathway thru the Seabranch State Preserve corridor and connects to Peck Lake Park along Gomez Avenue for a distance of 2.4 miles. The Project includes a **pedestrian bridge** over jurisdictional wetlands.	Martin County Krysti Brotherton 772-288-5777
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T	Culpepper & Terpening, Inc. has submitted the 80% plans for the Jensen Beach Sidewalk & Landscaping Improvements for Martin County and is funded under the County's LAP Agreement. The design entailed the placement of a 6 – 8 foot sidewalk approximately 2,900 feet along Savanna Preserve State Park. The design included transitional roadway section having swale drainage, underground water & sewer utilities, overhead utilities, and driveway connections. The project included pedestrian signalization improvements at Pinecrest Lakes Boulevard.	Martin County Krysti Brotherton 772-288-5777



Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Dan Zrallack, P.E.	Ardaman & Associates, Inc.	Moore's Creek Pedestrian Bridge (2010)	City of Fort Pierce 772-460-2200
	Ardaman & Associates, Inc.	Old Dixie Highway Pedestrian Bridge (2010)	Indian River County Engineering 772-567-8000
	Ardaman & Associates, Inc.	Indian River State College Mueller Campus Bridge over Lateral A Canal (2006)	Indian River State College 772-462-7224
	Ardaman & Associates, Inc.	Savannah Road Sidewalks and Pedestrian Bridges (2006)	Martin County Engineering 772-288-5927

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Will Cornelius II, P.E.	Ardaman & Associates, Inc.	Moore's Creek Pedestrian Bridge (2010)	City of Fort Pierce 772-460-2200
	Ardaman & Associates, Inc.	Old Dixie Highway Pedestrian Bridge (2010)	Indian River County Engineering 772-567-8000
	Ardaman & Associates, Inc.	Indian River State College Mueller Campus Bridge over Lateral A Canal (2006)	Indian River State College 772-462-7224
	Ardaman & Associates, Inc.	Savannah Road Sidewalks and Pedestrian Bridges (2006)	Martin County Engineering 772-288-5927
	Ardaman & Associates, Inc.	Floresta Pedestrian Bridge (2004)	City of Port St. Lucie 772-871-5174

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Paul Ezzo	EW Consulting, Inc.	Becker Road East of Turnpike	St. Lucie Land 954-627-5015
	EW Consulting, Inc.	The Floridian Bridges and Pedestrian Paths	The Floridian 409-351-4658
	EW Consulting, Inc.	The Promenade	Riverwalk Developers 772-879-2765
	EW Consulting, Inc.	Tesoro Bridges and Pedestrian Paths	Ginn-LA St. Lucie Ltd., LLLP Brian Lacusky 772-345-4500



6. Identify and discuss the challenges and issues associated with the design of the Savona Boulevard Sidewalk.

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;
- Obtained and reviewed the City's Drainage Basin Study for Watershed "B";
- Obtained and reviewed the Approved Site Plan for the Gas Station and Bank properties on the Northeast and Northwest corner of Savona Boulevard and Gatlin Boulevard.
- Obtained and reviewed the St. Lucie County School Board Bus Transportation Routes along Savona Boulevard;
- Obtained and reviewed the St. Lucie County School Board Safe Routes to School Infrastructure Application;
- Obtained and reviewed the SFWMD Right-of-Way Permit for the Directional Bore crossing the C-24 Canal;
- Obtained and reviewed the SFWMD Right-of-Way Permit for the bank restoration and armoring of the Savona Boulevard bridge over the C-24 Canal;
- Obtained and reviewed the City's USA No. 5 Plans and Specifications for Utilities Extensions;
- Obtained and reviewed the "As-Built" drawings for the Directional Bore Bridge Crossing;
- Obtained and reviewed the "As-Built" drawings for the Savona Boulevard Bridge crossing
- Obtained and reviewed Bridge Structure Number 945256 Inspection Reports
- Obtained and reviewed the SFWMD e-8 Waterway NRCS EWP Repairs

Identify any issues specific to this project.

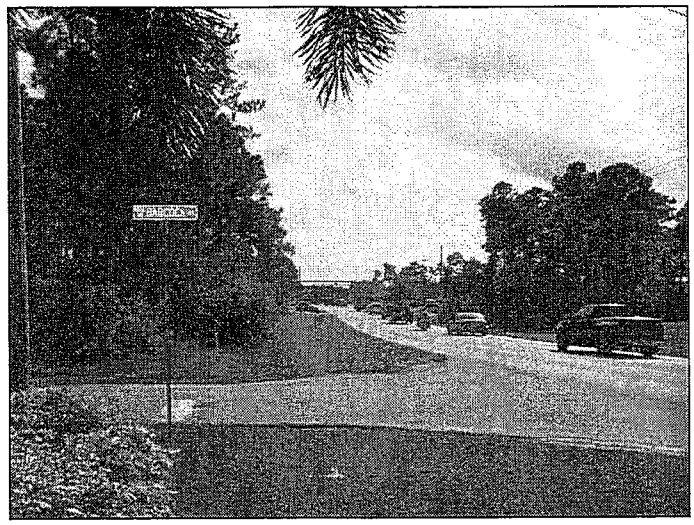
Culpepper & Terpening, Inc. has extensive institutional knowledge of the project area. Our firm provided the Engineering and Surveying services for the following projects that will be of benefit in the project design:

- The City's USA 5 Utility Expansion Project
- The City's subaqueous crossing of SFWMD Canal C-24
- Designed Gatlin Boulevard and Pedestrian Sidewalk along Gatlin.

1. The design of the sidewalk on west side requires the crossing of 5 existing driveways and potentially 17 driveways. Pedestrian safety of driveway crossings suggests that a location abutting the north right of way line would not be in the driver's blind spot.

2. The sidewalk location and grade can significantly impact the City's existing drainage system. We will establish a location at the right of way line so that the swale invert is not affected and the side yard swales are maintained.

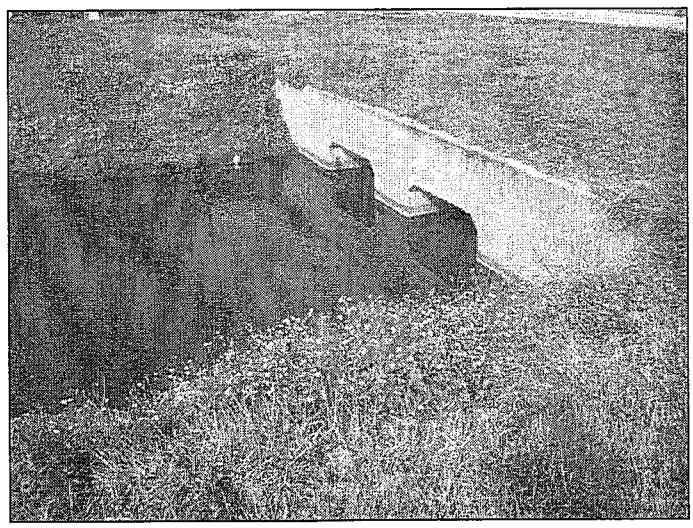
3. Safety enhancement for Pedestrian crossing of Savona Boulevard at major side streets such as Bougainville Ave., Babcock Ave., Calder Street and the roundabout at Abingdon Ave. We recommend consideration of an alignment shift of the sidewalk from the west right-of-way to a location abutting the stop sign and stop bar.



4. Consideration of the Existing 11 designated School Bus Stops within our project area.

5. ADA design requirements are always a design restraint in sidewalks. Transitions with existing driveways, roadways and connections to existing sidewalks require special consideration.

6. Crossing of the City's E -8 Waterway may require the installation of hand rails on the west side and guardrail along the roadway for a safe clear zone.



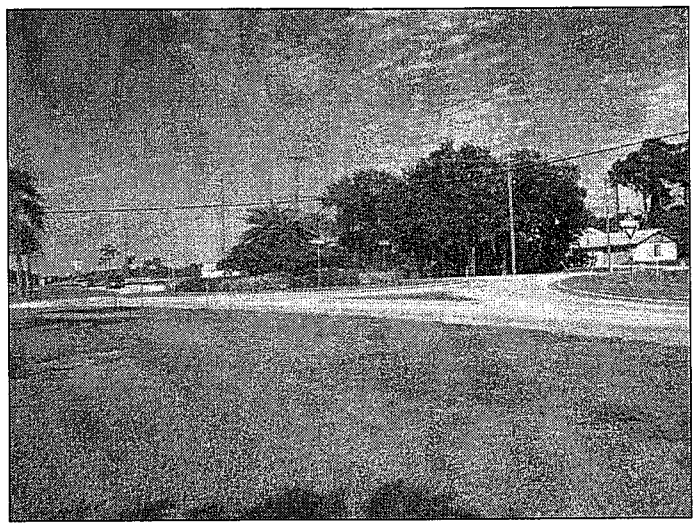
7. SFWMD preapplication meeting with Right of Way department to establish right of way use agreement requirements.

8. SFWMD preapplication meeting with Environmental Resource Permit staff to establish "wetland impacts."

9. The project is exempt from SFWMD permit under rule 40E-4.051(11) (a) Sidewalks. Confirmed by our firm with Mr. Hugo Carter, P.E., Senior Supervising Engineer, SFWMD.

10. Project Surveying is important to keep the project on schedule and to field locate critical design elements. C & T having in-house surveying services allows quick response and quality control.

11. Pedestrian crossing of roundabouts offers many design challenges in alignment, location and grading. We have extensive knowledge gained in the design of Fort Pierce's A-1-A and Indian River Dr. roundabouts, which were both FDOT projects.



12. A 12" sewer transmission main is located along the west side of project corridor, approximately 5 feet off the edge of pavement, thus the design must consider impacts to valves, services, and future access for maintenance.

13. C&T has provided design solutions to our Clients to the issues outlined above. These design solutions were reviewed and accepted by the FDOT as part of the Electronic Review Comments (ERC) process. We are experienced and intimately knowledgeable with the ERC protocol and acceptance process

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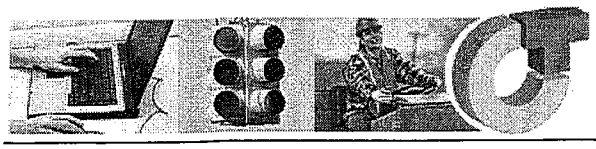
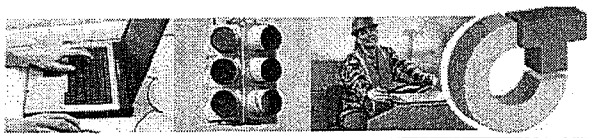
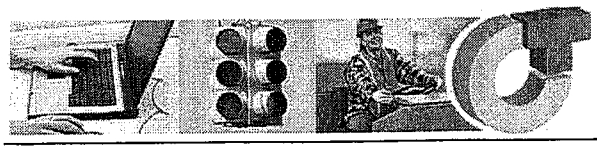


7. List the experience of the staff assigned to this project with the design and permitting of pedestrian bridges with SFWMD, US Coast Guard, and other applicable agencies.

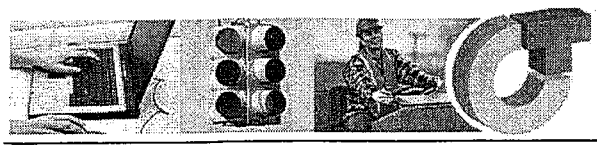
Staff Name	Company	Project Name	Description	Project Owner and Telephone Number
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T		*The following Projects were completed with the Culpepper & Terpening Staff assigned to this project:*	
Butch Terpening, P.E., Stefan Matthes, P.E.,	C&T	Midway Road Bridge	Served as the Project Principal for the survey; design and permitting of the widening and rehabilitation of the existing 120 foot span bridge over the North Fork of the St. Lucie River. Additional scope included the preparation of the construction plans for the widening of Midway Road from US Highway No. 1 to 25th Street to a 4-lane urban section. Project permitting was done through St. Lucie County, SFWMD, US Coast Guard, FIMA and U. S. Army Corps of Engineers. The Project Budget was valued at approximately $1.5 million.	St. Lucie County Jeff Kettler, P.E., County Engineer 772-462-1707
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E.	C&T	Riverwalk Boardwalk	Served as the Project Principal for design, permitting and construction engineering for improvements and expansion of an existing boardwalk located over the North Fork of the St. Lucie River within the Rivergate City Park. The improvements included a new fishing platform and widening of the existing 6' wide boardwalk to a 10' wide section. The boardwalk traversed the mangrove fringe and provides open water access to the resident of the City. Project permits included procurement of USACOE, SFWMD, and FDEP for the installation of the new widened boardwalk. This phase of the Project was estimated at $2.1 million.	Port St. Lucie Brad Keen, CPRP 772-344-4005
Butch Terpening, P.E., Stefan Matthes, P.E., Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T	Walton Road	Served as the Project Principal for 4-lane construction of an existing 2-lane roadway. The work included roadway re-construction, drainage, lake excavation,	St Lucie County Mike Powley, P.E. County Engineer 772-462-1707



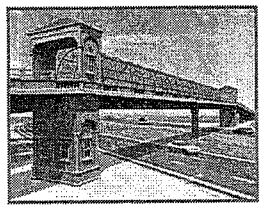
			utilities, sidewalks, signalization, street and pedestrian lighting, irrigation and landscaping. Construction also included the installation of 1,100 LF of (up to 72") culverts and headwalls. The canal slopes were reinforced with Articulated Lock Mats. The project was completed on budget and on schedule. The construction value was approximately $4.4 million.	
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS	C&T	Coconut Cove Bridge	Served as the Project Principal for the survey, design, permitting and CEI (CEI defined as Construction Engineering & Inspection, including and identified interchangeably within this document as construction management and construction services) for a 225 foot span bridge and approach roadways over FEC Railroad and Old Dixie Highway in northern St. Lucie County. The design included intersection design and signalization modifications to the project access location at US Highway No. 1 at Kings Highway, street lighting and approach roadway to the Project. Project permitting was done through St. Lucie County, FDOT, SFWMD, and FEC. Bridge is 361' long 2 lanes with sidewalk constructed with continuous steel plate girders and concrete deck. The project was completed on budget and on schedule. The construction value was approximately $2.7 million.	Coconut Cove, LLC Richard Siemens 561-362-9205
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E.	C&T	C23 Bridge County Line Turnpike	Served as the Project Principal for the first privately funded interchange in the Florida Turnpike and was the first approved "Sun Pass Only" Interchange. The Project included issuance of Special Assessment Bonds, surveying, deign coordination and CEI for the removal of an existing 2-lane bridge over the Florida Turnpike, the construction of new 140 foot span 4-lane bridge over the Turnpike, the additional on one new lane on the existing bridge over the SFWMD Canal C-23 for the Southbound travel way, Interchange Ramps, reconstruction of Becker Road to 4-lanes, and 3 signals. In addition the scope of services also	Port St. Lucie Kim Graham, P.E. 772-344-4014

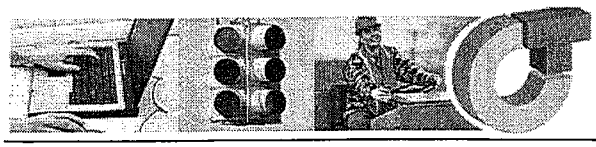


			included the Design and Surveying of the approach roadways including the design of both urban and rural sections, drainage, storm water attenuation, a 24 inch potable water main, a 16 inch wastewater main, a 16 inch reuse main, street lighting, bike paths , sidewalk, signalization, signage and landscaping & irrigation and Turnpike Right-of-Way mapping. Project permitting was done through The Turnpike Authority, City of Port St. Lucie, FDOT, and SFWMD. The construction value was approximately $25 million.	
Butch Terpening, P.E., Stefan Matthes, P.E.,	C&T	St. Lucie West Turnpike Overpass	Served as the Project Principal for the survey, design, permitting and construction inspection services for the widening of the 250 foot span of the St. Lucie West Boulevard Bridge over the Florida Turnpike from a 2 lane roadway to a 6 lane divided arterial highway from Bayshore Boulevard to Cashmere Boulevard. The project included a bridge over the Florida's Turnpike and intersection improvements at both Bayshore Boulevard and Cashmere Boulevard. Project permitting was done through the City of Port St. Lucie, Florida Turnpike Authority, and SFWMD. The construction value was approximately $2.1 million.	Core Communities Jim Anderson 772-345-5101
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E. Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS		River Park Marina Project	Served as the Project Principal for the design, permitting and construction engineering for improvements to the existing County Park. The improvements included a new fishing pier and boat docks along the North Fork of the St. Lucie River, nature trail, new restroom facilities with potable water and fire protection. Project permits included procurement of USACOE, SFWMD, and FDEP for the installation of the new fishing pier and docks. This phase of the Project was estimated at $550,000.	St Lucie County Mike Powley, P.E. County Engineer 772-462-1707
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E.	C&T	13th Street Bridge	Served as the Project Principal for full CEI (CEI defined as Construction Engineering & Inspection, including and	Fort Pierce Ed Seissiger, 772-460-2200



Marcelo Dimitriou, P.E Mike Kolodziejczyk, PLS			identified interchangeably within this document as construction management and construction services) for an ARRA project for re-construction of approximately ½ mile of 13th Street, an existing roadway. The work included roadway re-construction, drainage, utilities, sidewalks, pedestrian lighting, bridge modifications and landscaping. The project included drainage connections to the canal headwalls. Modifications to the existing Moore's Creek bridge were also performed as a part of the 13th Street improvements. The project is ongoing and is on budget and on schedule. The construction value is approximately $660,000.	
Marcelo Dimitriou, P.E	C&T	Savannah Road Bridge Improvement	CEI Project Engineer for installation of 2-100 LF steel pedestrian bridges and modifications to vehicular bridge, including addition of traffic railing.	Martin County Paul Bangs, P.E., 772-288-5987
Butch Terpening, P.E., Stefan Matthes, P.E.,	C&T	Manatee Observation/ Moore's Creek	Design and CEI for the City's Pedestrian Crossing of Moor's Creek The work included roadway re-construction, drainage, pedestrian lighting and bridge modifications. The construction value is approximately $125,000.	Fort Pierce Jack Andrews, PE 772-460-2200
Butch Terpening, P.E., Stefan Matthes, P.E., Nate Willbur, P.E.	C&T	Riverpoint (Tesoro Preserve)	Design and CEI for the Riverpoint two Pedestrian Crossing of the tributaries of the North Fork of the St. Lucie River. The construction value is approximately $325,000.	Ginn-LA St. Lucie Ltd., LLLP Brian Lacusky, (772) 345-4500

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Richard Hunter, PE	American Consulting Professional, LLC	 **FDOT District 1: Legacy Trail Pedestrian Overpass over US 41 in Sarasota County** Richard Hunter was the Project Manager for this Design/Build project. Construction has recently completed on this high profile project which consisted of the design, permitting and construction of an aesthetically pleasing pedestrian trail bridge to directly connect the north and south segments of Legacy Trail in Sarasota County. The new pedestrian bridge has a clear width of 12 feet on the bridge and approaches, while a 12' foot sidewalk is used to connect the landing point of Legacy Trail Bridge to the sidewalks that run along US 41. Extensive coordination was performed by American with SWFWMD for permitting and both the City of Venice and Sarasota County concerning the aesthetic requirements of the bridge.	FDOT District 1, Scott Guthrie (941) 359-7351.
	American Consulting Professional, LLC	**FDOT District 7: Upper Tampa Bay Trail Bridge over Gunn Highway, Hillsborough County, Florida. (Individual Experience)** Mr. Hunter served as Structural Engineer for this LAP project, responsible for the design of most of the superstructure elements, including the steel box girder (slab, beams, bearing pads) and some of the substructure elements (end bent caps, columns). This steel box girder/Florida U-Beam bridge with drilled shaft foundations used seven 80'-0" approach spans supported by Florida U-Beams with a main span of 171'-0" using a steel box girder for a total bridge length of 731'-0". This project required coordination with Hillsborough County and several utility owners.	FDOT District 7: **Contact:** Jose Danon, PE (813) 975-6130
	American Consulting Professional, LLC	**FDOT District 7: CR 581 over Trout Creek and Cypress Creek Pedestrian Bridges, Hillsborough County, Florida. (Individual Experience)** Mr. Hunter served as Lead Structural Engineer for these LAP projects, responsible for the design of the two trail bridges and the coordination with various outside agencies, including Hillsborough County, City of	FDOT District 7: **Contact:** Jose Danon, PE (813) 975-6130



		Tampa and several utility companies. A 15" CIP flat slab with drilled shaft foundations carry the seven spans at 50' each for a total bridge length of 350'. Of particular interest with the project was a last minute redesign of the foundation from piles on the Cypress Creek bridge to eccentric shafts within three months to avoid a water main.	

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Dan Zrallack, P.E.	Ardaman & Associates, Inc.	Moore's Creek Pedestrian Bridge (2010)	City of Fort Pierce 772-460-2200
	Ardaman & Associates, Inc.	Old Dixie Highway Pedestrian Bridge (2010)	Indian River County Engineering 772-567-8000
	Ardaman & Associates, Inc.	Indian River State College Mueller Campus Bridge over Lateral A Canal (2006)	Indian River State College 772-462-7224
	Ardaman & Associates, Inc.	Savannah Road Sidewalks and Pedestrian Bridges (2006)	Martin County Engineering 772-288-5927

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Will Cornelius II, P.E.	Ardaman & Associates, Inc.	Moore's Creek Pedestrian Bridge (2010)	City of Fort Pierce 772-460-2200
	Ardaman & Associates, Inc.	Old Dixie Highway Pedestrian Bridge (2010)	Indian River County Engineering 772-567-8000
	Ardaman & Associates, Inc.	Indian River State College Mueller Campus Bridge over Lateral A Canal (2006)	Indian River State College 772-462-7224
	Ardaman & Associates, Inc.	Savannah Road Sidewalks and Pedestrian Bridges (2006)	Martin County Engineering 772-288-5927
	Ardaman & Associates, Inc.	Floresta Pedestrian Bridge (2004)	City of Port St. Lucie 772-871-5174

8. Identify and discuss the challenges and issues associated with the design and permitting of the Savona Boulevard pedestrian bridge.

1. Free standing SFWMD Canal crossing requires special consideration of the subaqueous utility lines so that the piles do not damage the City's mains.

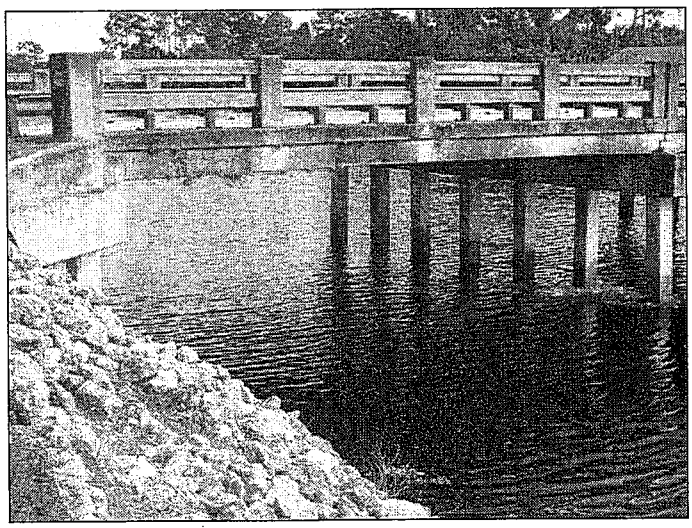
2. Evaluation of utilization of the existing bridge sub structure for design option of a connection and deck extension. CT utilized a similar approach for St. Lucie County's Midway Road crossing of the North Fork of the St. Lucie River.

3. SFWMD preapplication meeting with Right of Way department to establish right of way use agreement requirements.

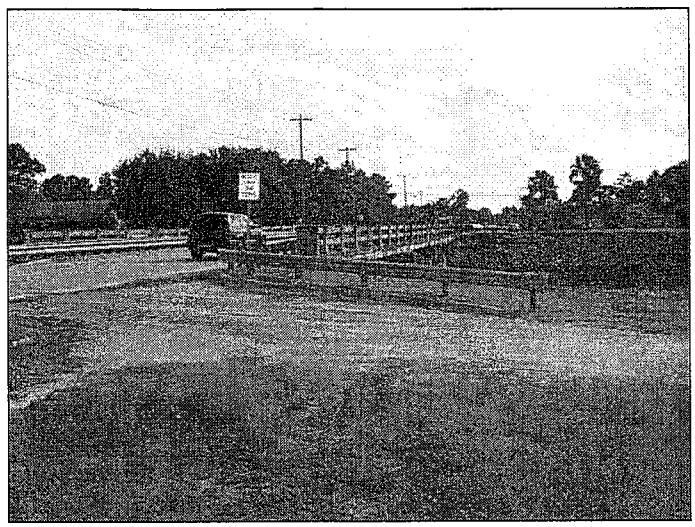
4. SFWMD preapplication meeting with Environmental Resource Permit staff to establish "wetland impacts."

5. The project is exempt from SFWMD permit under rule 40E-4.051(11) (a) Sidewalks. Confirmed by our firm with Mr. Hugo Carter, P.E., Senior Supervising Engineer, SFWMD

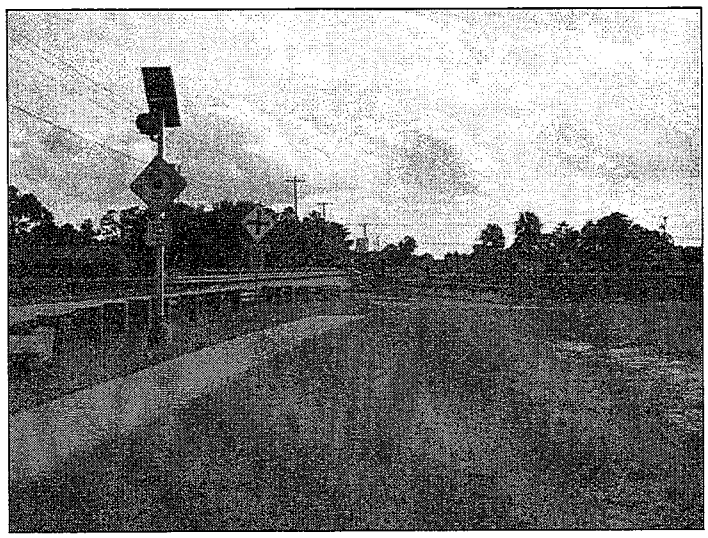
6. Maintaining of the SFWMD Canal C-24 vertical and horizontal clearances within the waterway. We will establish the lowest member of the bridge no lower than the deck slab.



7. Maintaining of the SFWMD Canal C-24 maintenance access points and grading. The existing canal rail will be aligned with appropriate end caps.



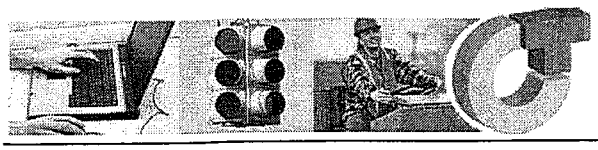
8. The sidewalk terminus connection on Savona Boulevard requires special consideration of pedestrian safety and Canal C-24 access. Horizontal and vertical alignment will be to ADA standards.



9. ACOE submittal of a Nationwide Permit exemption for a linear transportation crossing, which allows for impacts up to one tenth (1/10) acre.

10. A 12" sewer transmission main is located along the west side of project corridor, approximately 5 feet off the edge of pavement, thus the design must consider impacts to valves, services, and future access for maintenance.

11. As with any bridge, the selection of the optimum structure type is a compromise between cost, aesthetics, maintainability, constructability and functionality. There can be no compromise in safety but there is a wide range of solutions that can serve the purpose of providing an elevated path. Pedestrian bridges add an additional challenge in the need to meeting the ADA requirements. Even in accomplishing this there are compromises such as saving money by using the steep longitudinal grades (8.33%) with 5' landing classified as ramps within the ADA or using a more gradual slope (less than 5°) that is more accommodating for the elderly and handicapped. Our team will work with the City of Port St. Lucie to find the optimum solution for the community that will use this bridge daily.



9. Identify and discuss the challenges and issues associated with public notification and addressing public concerns for this project. Secondly, provide examples that staff assigned to this project have encountered and how the situation was resolved.

1. Public meeting during the design stage often identities concerns such as location and neighborhood impacts. We have utilized social media such as Facebook and Twitter to inform the public of the projects design issues.
2. Ground-truthing and face to face meetings with the homeowners are important to address driveway repairs, designer driveways and landscaping concerns.
3. A one on one meeting with the homeowners establishes a line of communications for addressing residential and commercial concerns.
4. One of the main challenges with public notification and addressing public concerns is trying to satisfy the wide range of desires of the individual citizens. This is especially difficult when aesthetics are being discussed. This was the case on a recently constructed pedestrian bridge in Sarasota County. The residents in the City of Venice place a high importance on the aesthetics of the Legacy Bridge which allowed our design build team to design and construct this beautiful bridge.

10. Identify the challenges associated with meeting the submittal deadlines outlined by the FDOT schedule for this project. Secondly, provide examples that staff assigned to this project have encountered and the outcome.

In the last 18 months our proposed Project team has successfully designed or provided Construction Engineering Inspection on approximate $9,200,000 of construction value in LAP Projects for City of Port St. Lucie, St. Lucie County, Martin County, the City of Fort Pierce, and the City of Stuart. These projects included sidewalks and pedestrian pathways with a total length of approximately 10.1 miles.

Culpepper & Terpening has no "learning curve" for FDOT LAP projects. We know the submissions requirements and have successfully submitted the required initial submission, the (30%) plan submission, the (80%) plan submission and the (100%) plan submission. The submissions are made to the FDOT in both electronic submission and hard copies.

It has been our experience that the LAP Projects schedules are generally compressed and driven by the agreement; we have successfully met all of our Clients milestone submissions.

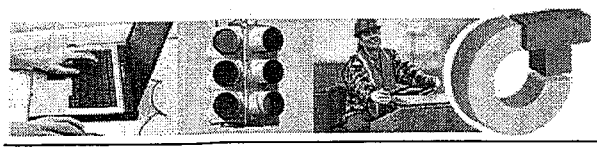
11. List the experience of the staff assigned to this project with the FDOT LAP.

Marion Avenue Safety Project – Sidewalk Enhancement

- Butch Terpening, P.E., Principal Engineer, St. Lucie County, Patrick Dayan, P.E. (772) 462-2153
- Stefan Matthes, P.E., Project Manager, St. Lucie County, Patrick Dayan, P.E. (772) 462-2153
- Marcelo Dimitriou, P.E., QC Manager, St. Lucie County, Patrick Dayan, P.E. (772) 462-2153
- Nate Willbur, P.E., Project Engineer, St. Lucie County, Patrick Dayan, P.E. (772) 462-2153
- Mike Kolodziejczyk, PLS, Project Surveyor, St. Lucie County, Patrick Dayan, P.E. (772) 462-2153

Weatherbee Road Safety Project – Sidewalk Enhancement

- Butch Terpening, P.E., Principal Engineer, St. Lucie County, Patrick Dayan, P.E. (772) 462-2153
- Stefan Matthes, P.E., Project Manager, St. Lucie County, Patrick Dayan, P.E. (772) 462-2153
- Marcelo Dimitriou, P.E., QC Manager, St. Lucie County, Patrick Dayan, P.E. (772) 462-2153
- John Adair, E.I., Project Engineer, St. Lucie County, Patrick Dayan, P.E. (772) 462-2153
- Mike Kolodziejczyk, PLS, Project Surveyor, St. Lucie County, Patrick Dayan, P.E. (772) 462-2153



Oleander Boulevard & Sunrise Boulevard – Sidewalk and Bike Path Improvements

- Butch Terpening, P.E., Principal Engineer, City Ft. Pierce, Tracy Telle (772) 460-2200 x 142
- Stefan Matthes, P.E., Project Manager, City Ft. Pierce, Tracy Telle (772) 460-2200 x 142
- Marcelo Dimitriou, P.E., QC Manager , City Ft. Pierce, Tracy Telle (772) 460-2200 x 142
- Nate Willbur, P.E., Project Engineer, City Ft. Pierce, Tracy Telle (772) 460-2200 x 142

13th Street Roadway Reconstruction Project

- Marcelo Dimitriou, P.E., Const Manager, City Ft. Pierce, Ed Seissiger (772) 460-2200 x 157
- Stefan Matthes, P.E., Const Engineer, City Ft. Pierce, Ed Seissiger (772) 460-2200 x 157
- Chris Frederick, Inspector, City Ft. Pierce, Ed Seissiger (772) 460-2200 x 157

Seabranch East Coast Greenway Pedestrian Pathway Phase I

- Butch Terpening, P.E., Principal Engineer, Martin County, Krysti Brotherton (772) 288-5777
- Stefan Matthes, P.E., Project Manager, Martin County, Krysti Brotherton (772) 288-5777
- Marcelo Dimitriou, P.E., QC Manager, Martin County, Krysti Brotherton (772) 288-5777
- John Adair, E.I., Project Engineer, Martin County, Krysti Brotherton (772) 288-5777

Seabranch East Coast Greenway Pedestrian Pathway Phase II

- Butch Terpening, P.E., Principal Engineer, Martin County, Krysti Brotherton (772) 288-5777
- Stefan Matthes, P.E., Project Manager, Martin County, Krysti Brotherton (772) 288-5777
- Marcelo Dimitriou, P.E., QC Manager, Martin County, Krysti Brotherton (772) 288-5777
- John Adair, E.I., Project Engineer, Martin County, Krysti Brotherton (772) 288-5777

CR A-1-A (CR707) Sidewalk & Landscaping Improvements

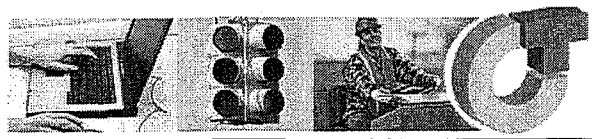
- Butch Terpening, P.E., Principal Engineer, C&T, City of Stuart, Sam Amerson P.E. (772) 288-5331
- Stefan Matthes, P.E., Project Manager, C&T, City of Stuart, Sam Amerson P.E. (772) 288-5331
- Marcelo Dimitriou, P.E., QC Manager, C&T, City of Stuart, Sam Amerson P.E. (772) 288-5331
- John Adair, E.I., Project Engineer, C&T, City of Stuart, Sam Amerson P.E. (772) 288-5331
- Mike Kolodziejczyk, PLS, Project Surveyor, C&T, City of Stuart, Sam Amerson P.E. (772) 288-5331

Palm City CRA Sidewalk & Landscaping Improvements

- Butch Terpening, P.E., Principal Engineer, C&T, Krysti Brotherton (772) 288-5777
- Stefan Matthes, P.E., Project Manager, C&T, Krysti Brotherton (772) 288-5777
- Marcelo Dimitriou, P.E., QC Manager, C&T, Krysti Brotherton (772) 288-5777
- Nate Willbur, P.E., Project Engineer, C&T, Krysti Brotherton (772) 288-5777

Jensen Beach Sidewalk & Landscape Improvements

- Butch Terpening, P.E., Principal Engineer, Martin County, Krysti Brotherton (772) 288-5777
- Stefan Matthes, P.E., Project Manager, Martin County, Krysti Brotherton (772) 288-5777
- Marcelo Dimitriou, P.E., QC Manager, Martin County, Krysti Brotherton (772) 288-5777
- Nate Willbur, P.E., Project Engineer, Martin County, Krysti Brotherton (772) 288-5777
- Mike Kolodziejczyk, PLS, Project Surveyor, Martin County, Krysti Brotherton (772) 288-5777



12. Identify the challenges associated with FDOT LAP design projects. Secondly, provide examples that staff assigned to this project have encountered and the outcome.

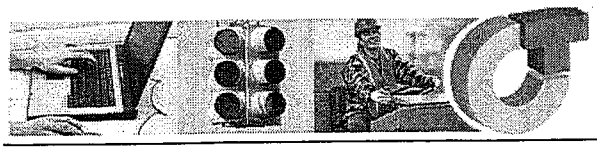
1. Plan submission requirements are required in FDOT formatting, we have been successful in submission of progress plans with minimal review comments.

2. The Engineer's estimate of probable cost at every submission requires an extensive knowledge of the FDOT pay items and specifications. We have successfully received approvals of our cost estimates by FDOT.

3. Plan submission requirements justification of related improvements required by the project such as related drainage and roadway projection improvements. We have been successful in submission and have received approval of the incidental items for our Clients.

4. Scope change requires design justification and plan submission of project impacts to justify the changes. We have been successful and our Clients have received approval of expansion the project's scope.

5. The primary challenge associated with LAP projects is the need to meet the requirements from various entities and finding acceptable compromises when some of these desires from one organization conflicts with the desires of another organization. One example of this was on the CR 581 over Cypress Creek Bridge when the City of Tampa Water Department determined that a water main was located under the bridge with only a few weeks before the projects was to be released for bidding by the contractors. Unfortunately, the location of the trail bridge was fixed due to the future widening plans of CR 581 by the City of Tampa and the letting of the project could only be push out three months. Fortunately, more core borings were able to be taken and the substructure was re-designed from a pile bent to a hammerhead shaft with eccentric positioning to avoid impacting the water line. This design work was able to be completed within one allowing the project to be let within the fiscal year and not requiring the water main to be relocated.



13. 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 12.6 miles or 24 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 9.3 miles or 21 minutes from the Project.
Mr. Matthes, our Project Manager, lives only 11.8 miles or 23 minutes from the Project.
Mr. Willbur, our Project Engineer, lives only 13.5 miles or 20 minutes from the Project.
Mr. Kolodziejczyk, our Project Surveyor, lives only 1.5 miles or 5 minutes from the Project.
Mr. Dimitriou, our CEI Manager, lives only 10.8 miles or 23 minutes from the Project.

14. Does your firm accept payment by Credit Card (yes or no)?

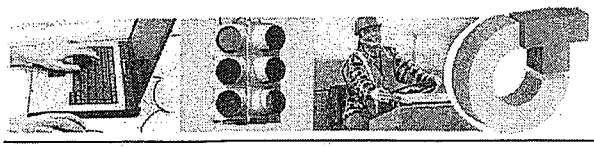
YES

15. List past five (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.

16. List the design projects awarded by the City to your firm in past 12 months.

Project	Date of Award	Responsibility	Is Work Completed?	Amount of Contract
Marion Sidewalk Design	8/8/2011	Prime	No	$67,450.50
Midway & Selvitz	9/26/2011	Prime	No	94,750.00
			Total Amount	$162,200.50



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

Addendum Number	Date Issued
#1	10/19/2011

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:

_____

_____

_____

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 #20120005

Design and Permitting of Savona Boulevard Sidewalk and Pedestrian Bridge from Bougainvillea Avenue to north of the C-24

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, Engineer, 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 **25th** day of **October, 2011**

Infrastructure Engineers, Inc.
Name of Organization / Proposer

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

Firm:	Infrastructure Engineers, Inc.
Address:	The Main Street Professional Building
	1069 Main Street, Suite 112
	Sebastian, Florida 32958
Phone:	(772) 388-1661
Fax:	(772) 388-1623
Contact:	Frank Hickson, PE
Email:	fhickson@infrastructureengineers.com

2. This project will require an FDOT pre-qualified design engineer to complete the design of the sidewalk and pedestrian bridge. List FDOT prequalification(s), applicable to this project, held by the firm and assigned staff for this project.

   Infrastructure Engineers is prequalified with FDOT in the following applicable categories:

   3.1 – minor highway design
   3.2 – major highway design
   3.3 – controlled access highway design
   4.1.1 – miscellaneous structures
   4.1.2 – minor bridge design
   4.2.2 – major bridge design, steel
   6.1 – traffic engineering studies
   6.2 – traffic signal timing
   7.1 – signing, pavement marking & channelization
   7.2 – lighting
   7.3 – signalization

3. List subconsultants proposed for this project.

Firm Name	Type of Work	Years Experience	Office Location	FDOT Pre-qualifications
CivilSurv Design Group, Inc.	Sidewalk Design and QC Drainage QC Survey and mapping	30	Port St. Lucie, FL	3.1 – minor highway design 3.2 – major highway design 6.1 – traffic engineering studies 6.2 – traffic signal timing 7.1 – signing, pavement marking & channelization 7.3 - signalization 8.1 – control surveying 8.2 – design, right of way, and construction survey 8.4 – right of way mapping
E Sciences, Inc.	Environmental Permitting	11	Orlando , FL	2.0 – project development & environmental (PD&E) studies 3.1 – minor highway design 15.0 – landscape architecture
Dunkelberger Engineering & Testing, Inc.	Geotechnical Engineering	17	Port St. Lucie, FL	9.1 – soil exploration 9.2 – geotechnical classification lab testing 9.3 – highway materials testing 9.4.1 – standard foundation studies 9.4.2 – non-redundant drilled shaft bridge foundation studies 9.5 – geotechnical specialty lab testing
Miller Legg & Associates, Inc.	Subsurface Utility Exploration Utility Coordination Landscape/ streetscape design	16	Port St. Lucie, FL West Palm Beach, FL	3.1 – minor highway design 3.2 – major highway design 8.1 – control surveying 8.2 – design, right of way, & construction survey 8.4 – right of way mapping 15.0 – landscape architecture

4. List applicable credentials of the staff assigned to this project.

Staff Name	Title	Years Experience	Licenses	Certifications	Other
Frank Hickson, PE *Infrastructure Engineers*	Project Manager/Public Involvement Liaison	15	Florida PE #57478 South Carolina PE #27606 Pennsylvania PE #077470 Ohio PE #75361 Michigan PE #6201057275	Advanced MOT Certified FDOT – ADA Designing Pedestrian Facilities for Accessibility FDOT LAP Certification	Software: • MicroStation • GEOPAK • MS Project • Primavera • Auto Turn • LOS Software
Greg Peschong, PE *Infrastructure Engineers*	QA Manager	27	Florida PE #42692 Michigan PE #6201057969	FDOT – ADA Designing Pedestrian Facilities for Accessibility Highway Safety Manual Culvert Service Life Estimator	Software: • MicroStation • GEOPAK • AutoCAD • Highway Safety
John Howle, PE *CivilSurv Design Group*	Sidewalk and Drainage QC	36	Florida PE #27584	Numerous FDOT certifications	Former county engineer
Scott Radecki, PE *Infrastructure Engineers*	Structures QC	15	Florida PE #60222		Software: • MicroStation • AutoCAD • RC-Pier • Conspan • FB-MultiPier • Mathcad • Smart Bridge, STAAD • FDOT structures design software • BARS-PC • SPW911 • SP Column (Old PCA Column) • Atlas
Kenneth Glass, PSM *CivilSurv Design Group*	Survey QC	29	Florida #LS5713		Former FDOT District Six surveyor
Christopher Murphy, PE *CivilSurv Design Group*	Sidewalk Task Leader	17	Florida PE #54689	MS in Engineering; Construction Management	Former stormwater utility manager

Robert Bullinger, PE *CivilSurv Design Group*	Sidewalk Designer	8	Florida PE #72264	DEP Stormwater Management Inspector	Extensive sidewalk and multi-purpose trail designs
Michael Mohler, PE *Infrastructure Engineers*	Sidewalk Designer	19	Florida PE #52034	Advanced MOT Certified	Software: • MicroStation • GEOPAK • Suretrak
David Bennett, PE *Infrastructure Engineers*	Drainage Task Leader	24	Florida PE #54769	FDOT LAP Certification	Software: • GEOPAK Drainage • GEOPAK • MicroStation • ADICPR • ASAD • Ponds
Christopher Howard, PE *Infrastructure Engineers*	Structural Task Leader	28	Florida PE #54161 South Carolina PE #29184 New Jersey PE #04110 Pennsylvania PE #079206		Software: • AutoCAD • FB-MultiPier • MathCAD • MicroStation • Smart Bridge • STAAD • FDOT structures design software • TBAR • BARS-PC
Hani Samaan, EI *Infrastructure Engineers*	Structural Designer	12			Software • AutoCAD • FB-MultiPier • MathCAD • MicroStation • RC-Pier LA • SAP 90 • Smart Bridge • STAAD
Craig Dunkelberger, PE *Dunkelberger Engineering & Testing*	Geotechnical Task Leader	19	Florida PE #49932		Court qualified geotechnical engineering expert
Robert Johnson, PSM *CivilSurv Design Group*	Survey Task Leader	10	Florida #LS6540	FDOT Maintenance of Traffic	
Adam Swaney, PE, LEED AP *Miller Legg & Associates*	Utility Coordinator	6	Florida PE #72235		

David Reyes, CST III *Miller Legg & Associates*	SUE Coordinator	19	N/A	Certified Survey Technician, Level III FDOT Intermediate Work Zone Traffic Control FDOT Maintenance of Traffic	
Eric Harrison *Miller Legg & Associates*	Landscape Designer	11	N/A		• Roadway/sidewalk landscaping and irrigation • Residential and commercial corridors
Gisele L. Colbert, MS, LEP *E Sciences*	Environmental Task Leader/ Senior Scientist	16	N/A	Licensed Environmental Professional #25	• 40-Hour Course in Wetland Identification and Delineation • Florida Unified Mitigation Assessment Method Training, SFWMD • OSHA 40-Hour HAZWOPER/OSHA 8-HR Site Supervisor • PADI Diver

5. List the experience of the staff assigned to this project with the design of sidewalks on a residential corridor with swale drainage.

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Frank Hickson, PE *Project Manager/Public Involvement Liaison*	Infrastructure Engineers	**US 301 Design from Dade City Avenue to US 98 Bypass, Dade City, FL:** Served as public transportation liaison/coordinator and study leader for providing alternatives and design services for pedestrian and transit facilities along this segment of US 301. As part of this project, the team looked at origins and destinations, evaluated timber bridge structures vs. fill with floodplain compensation, evaluated bus stop facilities for ADA compliance, evaluated business access vs. safety, and designed the resulting facilities including sidewalks, gravity walls, box culvert and headwall extensions, signal, and striping upgrades.	Florida Department of Transportation – District Seven, Stephanie Pierce (813) 975-6177

		Hoagland Boulevard Segment II LAP Project, Osceola County, FL: Served as the project manager for the design and permitting for the newly aligned Hoagland Boulevard, a four-lane urban typical section with bicycle lanes, an eight-ft. sidewalk and a ten-ft. bicycle path. The project included a 300-ft., two-span bridge for the new overpass over the CSX railroad. Permits were obtained from the South Florida Water Management District and the US Army Corps of Engineers.	Osceola County, FL, Linette Matheny, PE (407) 343-2621
		SR 527 (Orange Avenue) from Sand Lake Road to Gore, Orange County, FL **: Served as the lead project engineer for a milling and resurfacing project that included the design of sidewalks for a five-lane undivided rural arterial, four-lane divided urban arterial, and five-lane undivided urban arterial. Design elements included field data, drainage improvements, chemical pipe grouting and pipe lining, converting an open ditch drainage system to a closed system, safety improvements, signal replacements, ADA upgrades, on-street parking removal, bike lanes, public involvement, superelevation correction, utility coordination, railroad coordination, and quantities.	Florida Department of Transportation – District Five, George Borchik, PE (386) 943-5000
Greg Peschong, PE *QA Manager*	Infrastructure Engineers	**US 301 Design from Dade City Avenue to US 98 Bypass, Dade City, FL:** Served as project manager for providing alternatives and design services for pedestrian and transit facilities along this segment of US 301. As part of this project, the team looked at origins and destinations, evaluated timber bridge structures vs. fill with floodplain compensation, evaluated bus stop facilities for ADA compliance, evaluated business access vs. safety, and designed the resulting facilities including sidewalks, gravity walls, box culvert and headwall extensions, signal, and striping upgrades.	Florida Department of Transportation – District Seven, Stephanie Pierce (813) 975-6177
		Hoagland Boulevard Segment II LAP Project, Osceola County, FL: Served as the lead engineer for the design and permitting for the newly aligned Hoagland Boulevard, a four-lane urban typical section with bicycle lanes, an eight-ft. sidewalk and a ten-ft. bicycle path. The project included a 300-ft., two-span bridge for the new overpass over the CSX railroad. Permits were obtained from the South Florida Water Management District and the US Army Corps of Engineers.	Osceola County, FL, Linette Matheny, PE (407) 343-2621

		State Road 189, Okaloosa County, FL: Project manager for the replacement design of two structurally deficient bridges and approach roadways on State Road 189 over Five Mile Bayou in Okaloosa County. The design includes sidewalks designed to current ADA standards.	Florida Department of Transportation – District Three Dean Mitchell (850) 638-2288
John Howle, PE *Sidewalk & Drainage QC*	CivilSurv Design Group	**Johnson Middle School Sidewalk, Manatee County, FL:** This was an FDOT LAP project for the design and permitting of 3,370 linear feet of sidewalk.	Manatee County, FL Walter Sowa, III (941) 708-7450
		Rowlett Elementary/ Southeast School Sidewalk, Manatee County, FL: Design and permitting of 4,020 linear feet of sidewalk and drainage improvements.	Manatee County, FL Walter Sowa, III (941) 708-7450
Christopher Murphy, PE *Sidewalk Task Leader*	CivilSurv Design Group	**Flatbush Road and Belvedere Road:** Sidewalk with drainage swales in residential neighborhood.	Boys and Girls Club Michael Sanchez (561) 691-4552
		St. Lucie County Historical Museum: Sidewalk and grading for outdoor exhibit area.	St. Lucie County, FL Jody Bonet (772) 462-2548
Robert Bullinger, PE *Sidewalk Designer*	CivilSurv Design Group	**Johnson Middle School Sidewalk, Manatee County, FL:** This was an FDOT LAP project for the design and permitting of 3,370 linear feet of sidewalk.	Manatee County, FL Walter Sowa, III (941) 708-7450
		Rowlett Elementary/ Southeast School Sidewalk, Manatee County, FL: Design and permitting of 4,020 linear feet of sidewalk and drainage improvements.	Manatee County, FL Walter Sowa, III (941) 708-7450
Michael Mohler, PE *Sidewalk Designer*	Infrastructure Engineers	**SR 5 (US 1) Streetscape from Big Tree Road to Beville Road, South Daytona Beach, FL*:** Served as the project manager and lead engineer for removing the existing 5-ft. concrete sidewalk and designing a new 6-ft. sidewalk at the back of the existing curb line to provide more green space to landscape the corridor. This resulted in conflicts with existing drainage structures, utilities and curb cut ramps. All of these had to be evaluated on a case by case basis, and often times required specific detail at each location. The project also consisted of running irrigation within the project limits. Close coordination with the power company was required because the overhead electric was going to be buried within the project limits. Legal descriptions and sketches were prepared to acquire easements as necessary.	City of South Daytona Beach, FL Les Gillis (386) 322-3080
		Sand Lake Road, Segment 1, Seminole County, FL*: Served as the project manager and lead engineer for realigning the intersection of Old Lake Brantley Road and	Seminole County, FL Brett Blackadar, PE (407) 665-5702

		Sand Lake Road, as well as constructing sidewalk along the north side of Sand Lake Road from Hunt Club Blvd. to Old Lake Brantley Road, and along both sides of the road between Old Lake Brantley Road and West Lake Brantley Road. This 1.1-mile long section of roadway consists of both urban and rural drainage systems and was predominantly residential in nature. Accommodating existing drainage was a challenge. This project required piping of existing swales that were filled in by the sidewalk construction. Additionally, reshaping and grading of existing swales was required for drainage to flow to newly-constructed back of sidewalk inlets. This project included right-of-way survey and mapping.	
		SR 405 - SR 50 to US 1 and Fox Lake Road to North of Fox Lake Drive, Brevard County, FL*: Served as the project manager and lead engineer for this task that consisted of curb cut ramp replacement, design of a section of new sidewalk along the south side of SR 405, milling and resurfacing to provide cross slope correction, pavement rehabilitation, signalization, signing and pavement marking, utility coordination and several box culvert and culvert extensions. The project traversed through residential uses in the southern limits and commercial uses on the northern half of the project. The specific challenge with this project was very tight right-of-way at numerous side street connections, creating challenges for providing ADA-compliant curb cut ramps.	Florida Department of Transportation – District Five Kathy Enot, PE (386) 943-5000
David Bennett, PE *Drainage Task Leader*	Infrastructure Engineers	**Regan Avenue, Marietta Street, Montezuma Trail and Westfall Drive Sidewalk Projects, Orange County, FL*:** Served as the project manager and lead drainage engineer for four sidewalk projects for the Orange County Public Works Department. Each project consisted of approximately ¼ mile of sidewalk design along a residential roadway. Along with new sidewalk construction, existing driveways were replaced to meet current design and ADA criteria. The roadway drainage, which consisted of open swales, was modified to accommodate the new sidewalk construction without reducing its effective capacity. Closed storm sewer was constructed in areas where the existing right-of-way was insufficient to allow for both	Orange County Public Works Department Juan Curi, PE (407) 836-7919

		proposed sidewalks and open swales. These areas were minimized in order not to exceed permit exemption thresholds. Existing side drains, cross drains and pipe end treatments were modified and/or replaced as required to meet current design criteria.	
		Hoagland Boulevard Segment II LAP Project, Osceola County, FL: Served as the drainage engineer for the design and permitting for the newly aligned Hoagland Boulevard with a four-lane urban typical section with bicycle lanes, an eight-ft. sidewalk and a ten-ft. bicycle path. The project included a 300-ft., two-span bridge for the new overpass over the CSX railroad. Permits were obtained from the South Florida Water Management District and the US Army Corps of Engineers.	Osceola County, FL, Linette Matheny, PE (407) 343-2621
		10th Street from Myrtle Avenue to US 1, Volusia County, FL: Served as the drainage engineer for final design engineering services to widen 10th Street from a two-lane, undivided roadway to a four-lane, divided roadway for a distance of approximately 0.5 miles. The final design phase included implementing the agreements and conclusions reached during the preliminary engineering phase and preparation of a set of bid-able roadway construction plans. This phase also included coordination with the Florida Department of Transportation, the Cities of New Smyrna Beach and Edgewater, the affected utility owners, and obtaining a stormwater permit from the St. Johns River Water Management District.	Volusia County, FL Jim White, PE (386) 736-5967 Ext. 2511
Craig Dunkelberger, PE	Dunkelberger Engineering & Testing	**Avenue D Sidewalk from Angle Road to the NSLRWCD Canal No. 2, Fort Pierce, FL:** Served as the principal in charge of the geotechnical investigation for the design and construction of 1,100 ft. of new sidewalk located along the north side of Avenue D. The sidewalk serves to connect existing sidewalks located just east of Angle Road and just east of NSLRWCD Canal No. 2 in Fort Pierce, FL. Drainage improvements, including extension of the existing culvert at Canal No. 2, were required to accommodate the sidewalk construction.	St. Lucie County, FL Mike Harvey (772) 462-1707
Adam Swaney, PE, LEED AP David Reyes, CST III	Miller Legg & Associates	**Congress Avenue from Lantana Road to Melaleuca Lane:** Congress Avenue was a one-mile roadway project that widened the four-lane roadway to six lanes from Lantana Road to Melaleuca Lane. In addition to widening the roadway, the project added landscaping	Palm Beach County Engineering and Public Works Department Omelio Fernandez (561) 684-4071

		and an improved sidewalk network along this heavily traveled corridor. Services provided included roadway design, associated swale drainage, transit improvements, traffic engineering analysis, mitigation analysis and design, wetland jurisdictional determination, widening and/or replacement of the northbound and southbound bridges over the L-14 and L-16 Canals, intersection improvements, signalization, pavement marking, utility adjustment and coordination, cost estimating, permitting, and public awareness.	
		Spencer Drive Improvements, West Palm Beach, Florida: This roadway improvement project from Okeechobee Boulevard to Palm Beach Lakes Boulevard, in the City of West Palm Beach, Florida, consisted of widening the existing two-lane roadway to provide improved traffic flow, drainage, lighting, increased water and sewer system capacities, and beautifying the corridor with landscape vegetation. Additional improvements included drainage, water mains, and sewer mains. Services provided incorporated traffic engineering, surveying, roadway design, drainage design, landscape and irrigation plans, public participation, and utility coordination and construction observation services. Permitting agencies included South Florida Water Management District, Palm Beach County Engineering Roadway Production Division, Florida Department of Transportation, Florida Department of Environmental Protection (FDEP), Palm Beach County Health Department, Environmental Protection Agency, and FDEP for National Pollution Discharge Elimination System compliance.	Village of Wellington Capital Improvements Department Rick Greene (561) 791-4079
Gisele L. Colbert, MS, LEP	E Sciences	**Biscayne Point Neighborhood Improvement Project, City of Miami Beach, Florida:** E Sciences is providing environmental support on this neighborhood improvement project that includes upgrading the stormwater system, landscaping and sidewalks. Ms. Colbert worked with the design engineers as the project plans were developed to evaluate designs that avoided to the extent practical impacts that would require permits. Outfalls discharge into Biscayne Bay; therefore E Sciences performed a seagrass survey that was required for the Miami-Dade County Department of Environmental Resources	EAC Consulting, Inc. Michael Adeife, PE (305) 264-2557

		Management (DERM) Class II Drainage Permit. Seagrass beds were observed in the area of the outfalls, however because the flow volume will not increase, impacts are not anticipated. Seagrass monitoring will be conducted to determine if impacts occur over time.	
		Update to Environmental Impact Statement Support Documents [Contamination Screening Evaluation Reports (CSER), Wetland Evaluation Report (WER), and Endangered Species Biological Assessment (ESBA)], Florida Department of Transportation – District Four, Martin County, Florida: This FDOT District Four project in Martin County consists of road widening and installation of drainage features. This project runs east along Martin Highway, and crosses the South Fork of the St. Lucie River with a new bridge structure to tie into the existing Indian Street corridor at Willoughby Boulevard. Ms. Colbert led the field effort and reporting results of the assessment of contamination and natural resource issues (wetlands and listed species) related to the proposed road widening and pond and drainage features locations along the project corridor including a seagrass survey performed at the proposed bridge location.	Florida Department of Transportation – District Four David Bogardus (954) 777-4339
		SR 5/US1 Lateral Ditch Reconstruction Permitting, Florida Department of Transportation – District Four, Florida: This project in Indian River County consists of reconstruction of a stormwater management ditch that sustained major damage from hurricane activity. Permitting work for this project includes delineation of wetlands and mangroves, creation and submittal of ERP application to the South Florida Water Management District (SFWMD) and US Army Corp of Engineers (USACE) and design of mitigation measures.	Florida Department of Transportation – District Four David Bogardus (954) 777-4339

** Staff member served as the project manager and EOR on these projects performed with a previous employer*

***Project performed as an employee at FDOT District Five*

6. Identify and discuss the challenges and issues associated with the design of the Savona Boulevard Sidewalk.

The **Infrastructure Engineers-CivilSurv team** performed field reviews and a detailed review of the scope and other pertinent documents. As a result of our joint field review and research, we have identified several challenges associated with this project; some of these challenges are similar to our previous Marion Avenue

sidewalk pursuit and some are new challenges that are distinct to this project corridor. This section lists issues that are associated with this particular question. Other issues will be identified in other areas of this submittal.

a.) **Proper origin and destination:** Setting logical termini is important to developing a proper system. It is important with tight budgets to develop a system that links hubs to attract system users. This project is very logical in that it fills in a gap in the sidewalk system that exists along other sections of Savona Boulevard. More specifically, there are existing sidewalks that terminate south of Bougainvillea Avenue and another that terminates north of the SFWMD C-24 drainage canal. In the existing condition, pedestrians walk south along Savona Boulevard and cross the bridge along a 2-ft. sidewalk section along the bridge, then must navigate the roundabout and walk along the roadside until they reach the new sidewalk system at the south end of the project limits. This project will provide a continuous system along this roadway and will provide safe crossings at the roundabout.

b.) **Right of way:** Is there sufficient right of way to construct the sidewalk within the corridor? In some cases, right of way is clearly defined through recorded documents or easements, while in other cases it is recorded through a maintenance map. This project has some drainage issues that will require creating some swale treatments, resulting in the construction footprint pushing the extents of the City's 100-ft. right of way. Also, there are issues with the bridge crossing of the C-24 Canal and the traversing of the roundabout.

c.) **ADA standards:** One of the biggest issues is meeting the standards set forth in the Code of Federal Regulations that relate to ADA. Since transit elements are non-existent on this route, ADA standards for horizontal roadway systems are controlling. These standards include slopes, grades, clearances, clear space, protection zones, surface tolerances, flat areas, striping, signing, and vertical obstructions to name a few. There are several challenges with these standards as they relate to this project, including the longitudinal slope transition required to tie in to the existing sidewalk system south of Bougainvillea Avenue.

d.) **Vertical tolerances:** Due to the potential for tripping, ADA has an allowable tolerance for vertical obstructions within the pedestrian clear path. This requires that sidewalks be constructed to a smooth finish surface and free from sudden bumps or lips at manholes and utility valves. Our field review noted all of these elements present along this corridor, which will need to be addressed. Utility valves or manholes can be adjusted to the finish grade or relocated out of the proposed sidewalk. We will make all attempts to design the sidewalk around the utilities, thus saving costs to the city's citizens; however, our top priority is the safety of the travelling public.

e.) **Intersection crossings:** These crossings need to provide a direct crossing across the street, and not allow pedestrians or the disabled to be directed into the center of the intersection. Additionally, truncated domes need to be installed to inform sidewalk users that they are entering an intersection with motorized traffic. Proper signing may need to be installed on the streets informing drivers of the crossings, especially if the crossing is new. Intersections will require proper striping as per the MUTCD. There has been much study with the visually-disabled as it relates to types of striping required at these intersections; it is very important to stripe them consistently so that the product correlates with how visually-disabled people are taught to identify and traverse intersections. In addition, the connection from the sidewalk to the street needs to be flat and free from drainage ponding.

f.) **Roundabout:** This project has the added challenge of crossing a roundabout. Many studies across the United States, Europe and Australia focus on pedestrian safety at roundabouts. Roundabouts are designed to use a combination of geometrics and visual cues to slow traffic on the intersection approaches. Drivers then utilize a yield at entry technique to enter the roundabout at gaps in the traffic stream. Roundabouts have a drastic effect at reducing delay and increasing capacity at intersections, but they present increased challenges for pedestrians as there are no defined stop conditions. The roundabout consists of differing design zones. For pedestrian crossings, we will focus on the deceleration area, the decision area, and the main circle. The deceleration area is located prior to the intersection. Drivers approaching the roundabout will visually see signage, an obstruction in the center of the coming intersection (the roundabout island) and the beginning of some slight geometric changes that are aimed to slow traffic. It is imperative that the pedestrian crossing occur at the edge of this area because just prior to entering the intersection, drivers are in the decision area where they are evaluating the traffic in the circle to determine whether they can enter

the traffic stream. In this area, drivers are looking left to analyze the traffic, so pedestrians on the right will go unnoticed within this decision area. In the deceleration area, drivers are more alert, are scoping the whole intersection and will be able to notice pedestrians at all quadrants. Additionally, the intersection at the roundabout may require some reconfiguration to provide a new median refuge in the event pedestrians mistime their crossing of the approach legs. The roundabout on this project includes a significant apron that pedestrians may try to utilize to cross the intersection. Landscaping can be used on the perimeter of the roundabout to prevent pedestrians from performing this dangerous maneuver. This can also be prevented by designing the sidewalk away from the circle area to channel pedestrians to the proper crossings. Signage can also be used to inform pedestrians as to the proper crossing.

g.) **Utility conflicts:** Another common challenge is conflict with utility lines, poles, boxes, conduits, pipes, or fixtures. This project is no different. We noted the valve conflicts, but we also have identified conflicts with sanitary manholes. Lastly, we will ensure that we are not excavating near any utility poles so as to not compromise the structural integrity of the poles.

h.) **Driveway crossings:** For crossing driveways, it is important to verify that the proper 2% slope is maintained. In our site review, we noted that this project will not require many driveway crossings; those that are in the limits tend to be flatter and may not require rebuilds to meet the ADA requirements.

i.) **Dropoff conditions:** For residential areas, it is a concern to have a dropoff condition adjacent to the sidewalk. For safety, FDOT has implemented the use of different types of railings to shield these hazardous conditions. However, railings are not appealing to many neighborhoods and citizens would prefer a cleaner look along residential streets. Since FDOT has new criteria addressing dropoff conditions, it is important to create a design that minimizes the need and use of railings.

j.) **Drainage:** Many times in residential areas, ponding in the area of a proposed sidewalk is evident. This occurs because owners inadvertently obstruct the positive drainage flow at their property line. Re-establishing these traditional flows will ease construction of the new sidewalk. Our review noted the low area south of the roundabout that held water in the grass area. To place a sidewalk at this location would require swale design with some drainage upgrades to keep water from spreading on the roadway post construction. There is a cross drain on the project that will require the installation of a rail to shield the dropoff condition.

k.) **Permitting:** Installing sidewalks in residential areas with swales creates a challenge of massaging design elements within permitting guidelines. While sidewalk projects are usually exempt from ERP Section 40E-4.051 (11) (a), FAC, the controlling item for this project will be the bridge. We discuss the bridge permitting under Question 8 of this questionnaire.

l.) **Maintenance of traffic:** As with the Marion Avenue sidewalk project, driveway coordination with property owners will be of great importance. The contractor will need to coordinate the needed time to remove the existing drive, place new pipe, backfill, and replace the driveway to ADA standards. Maintenance of traffic for the intersections and the roundabout will be of primary importance on this project.

m.) **Public perception:** One challenge we consistently see on sidewalk projects is public opposition. Many homeowners feel that because they maintain their lawns to the road edge, they own it. Others will be against the project because they feel that the road is encroaching onto their property. People will also ask why the sidewalk is being located on their property as opposed to across the street. Other owners bring up safety and security issues by claiming that the new sidewalks will increase crime or will generally channel more people to the area. Having a small public involvement program is essential to this type of project.

n.) **Owner installed appurtenances:** Property owners tend to want to beautify their property by installing items such as walls, flagpoles, trees, and other landscaping or hardscaping elements. Many times these items end up in the city easement or right of way. Sidewalk projects such as this one tend to conflict with these improvements; thus, therein lies a conflict. Removing such appurtenances may be required to conform to the public safety element, but it does become a challenge when working with the property owner. It would be essential to have a proactive public involvement program to work with owners on salvaging and/or relocating conflicting items.

o.) **Street lighting:** Currently the corridor has lighting on the opposite side of the road through cobra head lights attached to every other utility pole. It is unfortunate that the lights are on the opposite side of the road, but it is very fortunate to have lighting of any kind already present. It would be our recommendation to explore utilizing existing poles, especially the lateral crossing poles that are located on the west side of Savona Boulevard, to locate additional street lighting. This additional lighting will drastically increase pedestrian safety and security at night.

p.) **Sidewalk location:** The location of the sidewalk from the roadside becomes a question. It is ideal to set the sidewalk just inside the right of way line to achieve maximum safe distance from the travelling public. One challenge is defining the right of way line. Without doing a control survey, it is difficult to accurately set this line. A run of telephone pole lines in the corridor can be used as a reference to determine the apparent right of way line. For this project, we will propose to set the sidewalk as far from the travel lanes as possible with some minor changes to accommodate point conflicts or the intersection crossings.

q.) **Geotechnical elements:** For sidewalk projects, we occasionally run into cost constraints due to existing soil limitations. Constructing sidewalks on poor soils can lead to premature cracking and settling of the system, thus relegating it to substandard conditions in violation of ADA. When poor soils are identified, they need to be removed and replaced with clean fill or expensive geotextiles in low risk situations. Trucking in additional fill can sometimes inflate the price of these projects. Our geotechnical engineering subconsultant, Dunkelberger Engineering & Testing, Inc. (Dunkelberger) brings more than 17 years of local soils knowledge and FDOT experience to our team. Based on their experience and knowledge of the site area, we expect normal stripping, grading and compaction operations will be appropriate for preparation of the sidewalk subgrade, as the in-situ soils along the alignment generally consist of sands, which meet the FDOT's Standard Index No. 505 requirements for embankment and subgrade usage. However, this will be confirmed through a geotechnical investigation following the latest edition of the FDOT Soils and Foundation Handbook, with shallow soil borings drilled at approximately 250-ft. centers along the sidewalk alignment. Any unsuitable soils, such as organic or plastic soils not meeting FDOT design criteria, found during the investigation will be delineated and quantified as part of the design.

7. List the experience of the staff assigned to this project with the design and permitting of pedestrian bridges with SFWMD, US Coast Guard, and other applicable agencies.

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Christopher Howard, PE *Structural Task Leader*	Infrastructure Engineers	**Avenue J Pedestrian Bridge Design, St. Lucie County, FL:** Served as the structural design supervisor for the design of a new pedestrian feature at the end of Avenue J that provides for safe crossing of Canal No. 8. The project included the evaluation of both a spread footing and a pile supported substructure. A new prefabricated pedestrian bridge with a 14-ft. wide deck, which will span the 100-ft. wide canal, was placed within the existing right-of-way. The spread footing abutments are constructed along the banks of the canal above the normal high water elevation and protected by riprap.	St. Lucie County, FL Michael Powley, PE (772) 462-1707
		SR-615 (25th Street) over Ten Mile Creek, St. Lucie County, FL: Served as the project manager for a bridge replacement design that increased the bridge width to accommodate four lanes of traffic,	St. Lucie County, FL Michael Powley, PE (772) 462-1707

		sidewalks, bicycle lanes and a raised median. This structure is a 250-ft., five-span bridge designed with inverted T -beams with a 6-in. cast-in-place slab with 18-in. prestressed concrete piles. The bridge was constructed in a phased sequence to maintain traffic. Also provided design for retaining walls at the bridge approaches and post design services.	
		Hoagland Boulevard Segment II LAP Project, Osceola County, FL: Served as the senior structural engineer for the design and permitting of a 300-ft., two-span bridge for a new overpass over the CSX railroad that was part of a new alignment design for Hoagland Boulevard, a four-lane urban typical section with bicycle lanes, an eight-ft. sidewalk and a ten-ft. bicycle path. Permits were obtained from the South Florida Water Management District and the US Army Corps of Engineers.	Osceola County, FL, Linette Matheny, PE (407) 343-2621
Hani Samaan, EI *Structural Designer*	Infrastructure Engineers	**Avenue J Pedestrian Bridge Design, St. Lucie County, FL:** Served as the structural designer for a new pedestrian feature at the end of Avenue J that provides for safe crossing of Canal No. 8. The project included the evaluation of both a spread footing and a pile supported substructure. A new prefabricated pedestrian bridge with a 14-ft. wide deck, which will span the 100-ft. wide canal, was placed within the existing right-of-way. The spread footing abutments are constructed along the banks of the canal above the normal high water elevation and protected by riprap.	St. Lucie County, FL Michael Powley, PE (772) 462-1707
		Wekiva Springs Road Pedestrian Bridge Design, Seminole County, FL: Served as a structural designer for the design of new pedestrian features along Wekiva Springs Road that provide for safe crossing of Sweetwater Creek on both the northern and southern sides. The bridge design includes the removal of the existing southern pedestrian structure and replacing it with an 8-ft. wide prefabricated pedestrian bridge that spans the entire creek. A new prefabricated structure was placed along the north right-of-way line. Abutments are constructed along the creek banks above the normal high water elevation and protected by riprap.	Seminole County, FL Antoine Khoury (407) 665-5768

		Kissimmee Trail Pedestrian Bridge, Kissimmee, FL: Served as the structural designer for a prefabricated steel truss pedestrian bridge over a canal on the Kissimmee Trail. This 12-ft. wide bridge spans 160-ft. and has a steel through bowstring arch truss system with one diagonal per panel. Bridge materials include unpainted weathering steel, ASTM Type I high strength bolts and reinforced concrete for the bridge deck. The design included safety rails, toe plate and rubrails. Design loading elements included dead load, uniform live load, concentrated load, wind load, top chord railing load and load combinations.	City of Kissimmee, FL Stan Carroll, PE (407) 518-2169
Scott Radecki, PE *Structures QC*	Infrastructure Engineers	**Hoagland Boulevard Segment II LAP Project, Osceola County, FL:** Served as a structural engineer for the design and permitting of a 300-ft., two-span bridge for a new overpass over the CSX railroad that was part of a new alignment design for Hoagland Boulevard, a four-lane urban typical section with bicycle lanes, an eight-ft. sidewalk and a ten-ft. bicycle path. Permits were obtained from the South Florida Water Management District and the US Army Corps of Engineers.	Osceola County, FL, Linette Matheny, PE (407) 343-2621
		State Road 189, Okaloosa County, FL: Structural engineer for the replacement design of two structurally deficient bridges and approach roadways on State Road 189 over Five Mile Bayou in Okaloosa County. The design includes sidewalks designed to current ADA standards.	Florida Department of Transportation – District Three Dean Mitchell (850) 638-2288
		Lake Parker Road Bridge Study and Design, Polk County, FL: Served as a structural engineer for a study of alternatives followed by design to replace the single-span flat slab bridge on Lake Parker Road over an unnamed canal in Polk County. The study evaluated several alternatives to replacing the bridge using a variety of factors to yield a cost effective replacement options, including superstructure, substructure, traffic control, social and economic impacts, environmental and historical impacts, constructability, maintainability, and costs. The second work order involved designing the preferred alternative option: replacing the single 15 ½-ft. span cast-in-place bridge with a box culvert. The profile was lowered in this	Polk County, FL Laurie Hayes (863) 534-6705

		residential area to enhance safety and shoulders were added to provide erosion control, as well as safety to the motoring and bicycling traffic.	
Craig Dunkelberger, PE *Senior Geotechnical Engineer*	Dunkelberger Engineering & Testing	**Avenue J Pedestrian Bridge Design, St. Lucie County, FL:** Served as the principal in charge of the geotechnical investigation for the design of a new pedestrian bridge at the end of Avenue J that provides for safe crossing of Canal No. 8. The project included the evaluation of both a spread footing and a pile supported substructure. A new prefabricated pedestrian bridge with a 14-ft. wide deck, which will span the 100-ft. wide canal, was placed within the existing right-of-way. The spread footing abutments are constructed along the banks of the canal above the normal high water elevation and protected by riprap.	St. Lucie County, FL Michael Powley, PE (772) 462-1707
David Reyes, CST III	Miller Legg & Associates	**Verada Ditch Improvements, Port St. Lucie, FL:** Miller Legg provided design services for the restoration of 13,000 linear feet of the Verada Ditch including topographic and control surveying, base mapping, subsurface utility exploration, civil engineering design and traffic control plans, permitting, and coordination of subconsultants for geotechnical engineering and structural design. The assignment included coordination with the City of Port St. Lucie for traffic control and utility coordination, South Florida Water Management District, and Florida Department of Environmental Protection for expedited construction to restore the ditch cross section and repair erosion. Dewatering permit conditions required extensive water quality monitoring to avoid impacts to the North Fork of the St. Lucie River, a Florida Outstanding Water Body. This project was funded by a Natural Resources Conservation Service (NRCS) grant received by St. Lucie County. The construction documents were bid in two concurrent phases to ensure completion within approximately 12 weeks, a function of the NRCS grant expiration deadline.	St. Lucie County, FL Michael Powley, PE (772) 462-1707
Adam Swaney, PE, LEED AP	Miller Legg & Associates	**Loxahatchee River Road Bridge Replacement:** Miller Legg is responsible for wetland jurisdictional determination, seagrass survey, environmental resource permitting through the South Florida Water	Palm Beach County Engineering and Public Works Charles Rich, PE (561) 684-4071

		Management District (SFWMD) and US Army Corps of Engineers (USACE), civil engineering design, and right of way permitting through SFWMD, and US Coast Guard bridge permitting for the replacement of Loxahatchee River Road and Bridge in the Town of Jupiter, Palm Beach County. The project involves coordination with numerous agencies, including the SFWMD, USACE, Florida Department of Environmental Protection, US Fish and Wildlife Service, National Marine Fisheries Service, and the Environmental Protection Agency.	
Gisele L. Colbert, MS, LEP	E Sciences	**SR 5 Permitting Support, Florida Department of Transportation – District Four, St. Lucie and Indian River Counties, Florida:** Project activities for this road widening and improvement project in St. Lucie and Indian River Counties included wetland delineations, identifying listed species habitat, identifying federally endangered plants and multiple listed wildlife species including scrub jays and gopher tortoises, assisting FDOT engineering with permit applications and providing agency coordination with the USACE, USFWS, SFWMD and FWC.	Florida Department of Transportation – District Four David Bogardus (954) 777-4339
		Brickell Key Bridge Rehabilitation Permitting, Florida Department of Transportation – District Six, City of Miami, Florida: Ms. Colbert provided environmental permitting support for this bridge rehabilitation project to include a benthic resource survey, report writing and completing permit applications for the USACE, SFWMD and Department of Environmental Resources Management (DERM).	Metric Engineering Douglas Ruggiano, PE (305) 235–5098
		General Environmental Coordination and Support for Florida Keys Overseas Heritage Trail, Florida: Ms. Colbert provided environmental permitting and NEPA support to FDEP for the construction of the 106-mile pedestrian/bicycle path to be completed from Key Largo to Key West utilizing 23 of the historic Flagler railroad bridges.	Ms. Debra Stucki *Former project manager for the Florida Key Overseas Heritage Trail with FDEP Office of Greenways and Trails* (386) 752-2577 Ext. 4509

8. Identify and discuss the challenges and issues associated with the design and permitting of the Savona Boulevard pedestrian bridge

One of the more controlling elements for this project is the need for a pedestrian bridge to cross the C-24 Canal. While a new separate structure is called for in the scope, our team believes it is prudent to evaluate the existing structure for possibilities of widening. It may be even more prudent to work with FDOT and SFWMD to determine if the existing Savona Boulevard bridge (#945256) is in the pipeline for replacement in the near future. This bridge was built in 1972 and is currently functionally obsolete. If this bridge is in the process for replacement, then sidewalks would be installed as part of the bridge replacement. Having this direct dialogue with the bridge owner may result in some significant savings, reduced work effort and re-work effort, and a cleaner corridor with a single new structure to name a few. However, if a replacement is not in the five-year plan, then an evaluation should be made relating to widening the existing bridge (which is not posted with load restrictions) versus building a new separate structure. Each option has its own advantages and disadvantages.

Widening: Widening the existing bridge will reduce the footprint associated with a new structure. Bents can be placed in direct line with the existing bents. The bridge could be upgraded with current safety rails that separate the motoring traffic from pedestrian traffic, which will be a safety enhancement. Pedestrians will be placed in a logical alignment with the sidewalk corridor. The width of the sidewalk along the structure can be slightly tighter as opposed to a separate structure, which would be a cost savings. However, this structure is older so the life cycle costs may be much higher in the long run. Permitting the widening would be much easier when compared to a separate structure.

New Structure: Constructing the new structure presents its own challenges. We will itemize just some of these below:

a) A new structure will need to be wide enough to meet ADA guidelines for two passing wheelchairs (an 8-ft. minimum). It will also ideally need to accommodate emergency vehicles in the event that a vehicle needs to be driven along the structure to pick up a critically injured person.

b) There are several utilities within the corridor. The presence of these utilities will result in a narrow window in which to place the new substructure required for the bridge. Our team will need to know exactly where these lines are, clearances required, materials from which the pipes are constructed, and any special requirements needed for construction. To give a better representation of the buried facilities discovered at the site, we list below dimensioning for the north side of the bridge:
    a. The existing 5-ft. sidewalk was **10 ft.** from the edge of pavement.
    b. An HDPE pipe was **20 ft.** from the edge of pavement.
    c. A set of sanitary valves and manholes was **24 ft.** from the edge of pavement.
    d. A buried water line was **35 ft.** from the edge of pavement.

c) Another challenge will be maintaining the maintenance access for the C-24 Canal at the ends of the bridge. We will need to incorporate a plan to keep these access roads open while providing safe movements for pedestrians and motor vehicles. All sidewalk crossings that will experience any anticipated vehicular loads will be required to have 6-inch concrete at a minimum.

d) Since this is a residential area, pile driving may become a problem with the nearby residential structures and swimming pools. We can require the contractor to preform where possible, and we will work with the city to videotape all structures within the influence area prior to construction to mitigate false claims that could arise during construction.

e) Soil conditions can pose another problem as it relates to foundation type and selection. The subsurface conditions within the area of the C-24 Canal are not expected to impose significant constraints on the foundation design or construction of the pedestrian bridge. A geotechnical structure investigation, pursuant to the guidelines of the FDOT's Soil and Foundation Handbook, will be completed by Dunkelberger to gather data on the subsurface materials, including the materials strength and compressibility, and to develop foundation recommendations for the bridge. The subsurface investigation will include the drilling of two Standard Penetration Test (SPT) borings with one positioned on each side of the canal. Both shallow and deep foundation types will be evaluated and the most economical solution will be used for the design.

f) This project will create elevated noise levels especially during pile driving operations. A proactive public involvement effort should be implemented to inform citizens of the disturbances and educate them on what to expect, expected durations, and mitigating strategies.
g) The construction over the C-24 Canal will be considered work over a surface water as defined by the water management district and thus will require permitting. In addition to the ERP requirements, a right of way permit will be required from the SFWMD. The crossing of the canal will require a Category SP-4 permit in accordance with 40E-6, FAC for activities such as roads, trails, and sidewalks to be constructed by FDOT, a county, or municipality. The project lies within the Core Foraging Area of a known Wood Stork Colony but does not appear to contain Suitable Foraging Habitat. The C-24 Canal does not contain shallow vegetated areas that would support foraging by wood storks. The project is not likely to affect wood storks and coordination with the US Fish and Wildlife Service would be performed during the permitting phase of the project. This project will not require a US Coast Guard permit as it is a drainage canal with control structures; however, based on current field conditions, our design will accommodate required navigation clearances, both vertical and horizontal.
h) Another challenge will be achieving consensus as to fencing the structure or not. Fencing provides an additional level of safety by eliminating the possibility of people falling over the rails or purposely jumping over the rails; however, it does break down over time and can become less attractive if not maintained properly.

9. Identify and discuss the challenges and issues associated with public notification and addressing public concerns for this project. Secondly, provide examples that staff assigned to this project have encountered and how the situation was resolved.

Some of the challenges associated with public involvement surround stakeholder identification. FDOT typically touches all residents and business owners within 300 ft. of a project through direct mailings. While that approach may reach the most directly affected stakeholders, it does not include a great majority of the potential users of the system. Our project manager, Frank Hickson, PE, has utilized a variety of innovative tools to reach stakeholders. On a current project for the City of Sebastian, Mr. Hickson will set up a tent at the city's annual clambake festival with display boards, concept drawings, fact sheets, and comment forms to engage the target audience in their element. This approach should allow our design team to garner valuable feedback at the initial stages of this project. Some other innovative ideas used by our team include, but are not limited to:

a) Utilization of social media to reach audiences.
b) Developing websites.
c) Hanging flyers or distributing newsletters/fact sheets at points of interest within the affected community.
d) Utilizing schools to distribute materials to students or adding slips in municipality-owned utility bills to distribute information.
e) Attending homeowner association meetings or holding walking meetings to engage the community.
f) Setting up a kiosk on-site with a QR code that directs people to a website with information on the project, including a mechanism to send feedback to the design team.
g) Presenting at city council meetings, planning and zoning meetings, MPOs or any other agency to draw attention to the project.

To address the second part of this question that relates to addressing feedback, our team strongly encourages the City to support a 24/48 policy. This policy simply states that any comment received by the consultant or the City is shared with each other within 24 hours and that the comment will be responded to within 48 hours, even if the response merely indicates that the City is working on a more detailed response with a timeline as to when the next response is to be expected. Our team will provide responses to the City for review and approval, but we feel that the City carries the authority and that any response should be approved and signed by a City official. Residents will feel a response has more validity coming from a City Official on City letterhead as opposed to a response from a consultant.

10. Identify the challenges associated with meeting the submittal deadlines outlined by the FDOT schedule for this project. Secondly, provide examples that staff assigned to this project have encountered and the outcome. Please provide information for both the published FDOT schedule and the general FDOT LAP requirements.

Infrastructure Engineers has prided itself on delivering quality products on time and within budget even when schedules have been advanced due to a positive risk or opportunity. One example of this is our Hoagland Boulevard four-lane, urban, new alignment project with a 300-ft. bridge over the CSX railway in Osceola County (Current Contact: Linette Matheny, PE – Osceola County, FL – (407) 343-2621). This project was managed by Mr. Frank Hickson and Mr. Mike Mohler, both of whom are listed as key members for this project pursuit. This LAP project was required to go from an alternative study to signed and sealed plans with permits within an aggressive 12-month schedule.

To accomplish such a goal, our management team utilized a variety of tools to ensure success. First, Mr. Hickson stressed that communication between the consultant team and the client was paramount to project success. We implemented a weekly meeting between Osceola County, our firm's team members, affected outside agencies and utility owners, and our lower tier active subconsultants. Attendees from the County were to be at a high enough level to provide binding decisions for the project; at the consultant level, our project manager had the authority to bind our company. Having this commitment and the proper level of authority was imperative to moving the project forward briskly. This meeting was instrumental in performing look aheads, identifying controlling elements, setting roles and responsibilities, obtaining critical decisions in a timely manner, and setting resource requirements. Secondly, due to the communication efforts with outside agencies like SFWMD, we were able to advance permitting with a comfortable set of plans prior to the approved design set. This allowed our team to reduce the permitting timeline with SFWMD and USACE by two months and was a primary reason the project was permitted in the proper timeframe. Thirdly, rail coordination with the bridge was crucial. This section of the CSX line was in the process of being transferred to FDOT for Sunrail. Our project manager, having worked on the Sunrail project while at FDOT, was able to coordinate with both FDOT and CSX on all requirements from advance surveying efforts, to preliminary plans reviews and permits, to construction permitting. Mr. Hickson's understanding of rail guidelines ensured that the project was moved through smoothly. Lastly, Mr. Hickson worked closely with the County, the FDOT LAP Liaison and the FHWA Tallahassee office to meet all program requirements. Mr. Hickson needed to ensure that the alternatives approved by the County met the FHWA re-evaluation requirements for the PD&E study; he then worked closely with FDOT to verify that the LAP program specifications and submittals were in compliance with the program.

All through this project, Mr. Hickson and Mr. Mohler utilized MS Project scheduling software to schedule and track the project. They provided weekly updates to all team members at the weekly meetings as well as providing a four-week look ahead, which enabled the team to understand the immediate chain of events. This scheduling software was a valuable tool in managing the project. Any schedule changes resulting from risk or unplanned delays were immediately logged into the schedule and a new schedule was distributed to the team at the subsequent meeting, where Mr. Hickson described the events that happened, the impacts to the schedule, and the recovery plan. All team members needed to accept the new plan or provide recommendations in the event the original recovery plan had an unforeseen constraint. Mr. Hickson also took his laptop to each meeting to perform on the spot schedule updates to obtain buy in from all parties prior to leaving the meeting. This too was critical in keeping the team working on the same schedule and toward the same goals.

For this Savona Boulevard project, we understand that it will require completion under a stringent timeline. As typical with sidewalk jobs, mitigating opportunities and threats is imperative to keeping an aggressive schedule. Our team builds risk management into our processes to better anticipate potential risks; if those risks arise, we are fully prepared with approved plans to address those issues. We have successfully delivered projects in addition to the aforementioned Hoagland Boulevard project in the past year on advanced schedules, including the following:

- **US 301 Design from Dade City Avenue to US 98 Bypass, Dade City, FL:** Infrastructure Engineers designed 1.15 miles of sidewalk that included floodplain compensation, ADA and transit pad upgrades. To take advantage of ARRA funding, FDOT required this project to be placed on an aggressive schedule. Infrastructure Engineers was the first consultant at FDOT District Seven to complete a project with limited reviews and a single week turnaround between mailings. This accomplishment is made more impressive as it was our firm's first project with FDOT District Seven. We have received an interim composite *grade of 4.8 out of 5.0* on this project. (Contact: Stephanie Pierce – FDOT District Seven – (813) 975-6177)
- **Lake Parker Road Bridge Replacement Concept Study and Design in Polk County, FL:** Infrastructure Engineers was asked to perform a concept study and design for a bridge replacement in Polk County on Lake Parker Drive. Due to the need to close out the fiscal year, the study had to be completed in seven weeks and the design had to be completed in eight weeks; we were able to deliver both phases within the allotted timeframes. Infrastructure Engineers was recognized by the Polk County project manager Christopher Ray as demonstrating *"a high degree of professionalism and sensitivity to my needs as a client. They stand out above every other consultant I have worked with in that they actually listen to what I need and provide that with a high degree of quality."* (Current Contact: Laurie Hayes – Polk County, FL – (863) 534-6705)

For the US 301 project, our team utilized the concept of "crashing" to achieve the schedule. Crashing is essentially utilizing more resources and working overtime while following the same progressive schedule. This was the preferred method because the schedule advancement became a requirement midway through the project. The Lake Parker Road project utilized a method called "fast-tracking" to achieve the tight timeframes. Our team, managed by Mr. Hickson, understood from the beginning that the project needed to be completed within a tight timeframe; hence, fast-tracking was the preferred method. Under this method, work efforts that typically ran consecutively were done concurrently. It is understood that utilizing this method will result in some throw away work and some rework, but overall, it allows the project schedule to move forward quickly despite utilizing more staff hours. Utilizing this method, we were able to turn around both the study and the design within the required timelines.

11. List the experience of the staff assigned to this project with the FDOT LAP.

The following table lists specific projects that team members' have completed under the FDOT LAP program. In addition, Frank Hickson, PE and David Bennett, PE, both of Infrastructure Engineers, completed the *Local Agency Program and Federal Highway Administration Certification* training in 2011.

Staff Name	Role	Project Name & Description	Project Owner and Telephone Number
Frank Hickson, PE*	Project Manager	**Hoagland Boulevard Segment II LAP Project, Osceola County, FL:** Infrastructure Engineers provided design and permitting for the newly aligned Hoagland Boulevard, a four-lane urban typical section with bicycle lanes, an eight-ft. sidewalk and a ten-ft. bicycle path. The project included a 300-ft., two-span bridge for the new overpass over the CSX railroad. Permits were obtained from the South Florida Water Management District and the US Army Corps of Engineers.	Osceola County, FL, Linette Matheny, PE (407) 343-2621
Greg Peschong, PE	Quality Manager		
David Bennett, PE	Drainage Engineer		
Michael Mohler, PE	Engineer of Record		
Christopher Howard, PE	Lead Structural Engineer		
Scott Radecki, PE	Structural Engineer		
Hani Samaan, EI	Structural Designer		

John Howle, PE Robert Bullinger, PE	Project Manager Designer	**Johnson Middle School Sidewalk, Manatee County, FL:** This was an FDOT LAP project for the design and permitting of 3,370 linear feet of sidewalk.	Manatee County, FL Walter Sowa, III (941) 708-7450
Christopher Murphy, PE	Project Manager	**Indian River County Transit Facility:** Grant administration.	Indian River County, FL Brian Freeman, AICP (772) 226-1990
Craig Dunkelberger, PE	Geotechnical Principal	**Walton Road Improvements, St. Lucie County, FL:** Served as the principal in charge of the geotechnical investigation and the construction materials testing for the design and construction of Walton Road improvements from US Highway 1 to Lennard Road. The project involved converting the existing two-lane roadway into a four-lane travel-way (two 12-ft. wide lanes each direction) divided by a grassed median or stamped concrete. The road is flanked along its north and south side with shallow swales. A 4-ft. wide bicycle path is located adjacent to both the north and south outer lanes. Finally, a 36-ft. wide landscape buffer with lighting and sidewalks is located between the bicycle path and right-of-way limits on both the north and south sides.	St. Lucie County, FL Michael Powley, PE (772) 462-1707
Adam Swaney, PE, LEED AP	Utility Coordinator	**Emerson Avenue Sidewalk LAP Project, St. Lucie County, FL:** Miller Legg was retained by St. Lucie County to assist in the preparation of National Environmental Policy Act (NEPA) documentation. In particular, we prepared the Type I Categorical Exclusion environmental support documents for a sidewalk project. This documentation was used to comply with the federal funding requirements associated with the Federal Highway Administrations' (FHWA's) Local Agency Program (LAP). This project involved the construction of a new 0.49-mile sidewalk along Emerson Avenue in St. Lucie County. The LAP program	St. Lucie County, FL Lori Rocky, Grant Specialist (772) 462-1700

		is administered, at the state level, through the Florida Department of Transportation (FDOT). The goal of this sidewalk project was to provide pedestrian traffic to travel to Lakewood Park Regional Park from the adjacent residential neighborhoods. Miller Legg provided coordination services with agencies such as: FDOT, U.S. Fish and Wildlife Service and State Historic Preservation Officer.	
Adam Swaney, PE, LEED AP David Reyes, CST III	Utility Coordinator SUE Coordinator	**Forest Hill Boulevard Improvements Section 2 LAP, Wellington, Florida:** This project was a three-mile section of urban arterial roadway which required milling and resurfacing, expanded shoulders, new bike lanes, new sidewalks, pedestrian access improvements and swale drainage improvements. Miller Legg assisted the Village of Wellington in securing Federal Stimulus Funds through the Local Agency Program (LAP) by expediting the design and meeting aggressive permitting deadlines imposed by FDOT. Miller Legg was able to survey, design and permit the project in less than 90 days. Services provided by Miller Legg included topographic surveys, as-built surveys, utility coordination, SUE, roadway and drainage design, permitting, pedestrian signal design, environmental remediation and permitting of contaminated sites, and preparation of environmental categorical exclusion.	Village of Wellington Capital Improvements Department Rick Greene (561) 791-4079
Gisele L. Colbert, MS, LEP	Environmental Engineer/ Senior Scientist	**General Environmental Coordination and Support for Florida Keys Overseas Heritage Trail, Florida:** E Sciences provided environmental support to the Florida Department of Environmental Protection Office of Greenways and Trails (OGT) for the construction of a 106-mile pedestrian bicycle path to be	Ms. Debra Stucki *Former project manager for the Florida Key Overseas Heritage Trail with FDEP Office of Greenways and Trails* (386) 752-2577 Ext. 4509

		built in phases from Key Largo to Key West. The trail follows (to the extent possible) the old Flagler Railroad path and will eventually utilize the remaining 23 historic bridges. Ms. Colbert provided environmental permitting and NEPA support for this project.	
		King Fisher Bridge, FDOT District Four as a subconsultant to HDR: The project was originally being managed by the City of Lighthouse Point to replace Kingfisher Bridge (bridge number 867204) using the FDOT Local Agency Program; however, as a result of funding constraints, the City of Lighthouse Point turned the project over to the FDOT. Ms. Colbert is project manager for conducting a detailed marine benthic survey to determine the presence of and quality and quantity of benthic resources within the project area and to prepare an Essential Fish Habitat Assessment for this bridge replacement project.	Florida Department of Transportation – District Four David Bogardus (954) 777-4339

**While working at Florida Department of Transportation – District Five for 12 years, Mr. Hickson was involved with over 90 LAP projects with local governments across the district.*

12. Identify the challenges associated with FDOT LAP design projects. Secondly, provide examples that staff assigned to this project have encountered and the outcome.

Some of the big challenges with LAP projects are the inherent conflict between the City's needs and the FDOT and federal requirements. Our job as a consultant is to meet the requirements of the LAP program while maximizing and satisfying the concerns and goals of the City. This will require our team to work with our DOT liaison on all project issues and to alert the liaison as to the anticipated project work to head off any issues before they arise. There are occasional problems with procurement or specifications that need to meet the requirements of the program. Scheduling was formerly one of the biggest challenges with LAP programs in years past. FDOT, as an oversight agency, has to report progress on projects, even in the LAP program. Since FDOT operates on a cash flow system, delays in schedule can have an adverse impact on the five-year work program. DOT tracks their commitments monthly, so it is imperative that the schedule programmed for this project is adhered to. During our Hoagland Boulevard project, it was apparent due to the late procurement of our design services that we would have to deviate slightly from the original published schedule. Our firm implemented a process to submit a permit set to SFWMD prior to our initial design plans set. We had several meetings with SFWMD and Osceola County to gain consensus for our design. This close coordination was instrumental in eventually meeting the project's tight design schedule. Other issues typically encountered on bigger projects include NEPA requirements and the Uniform Act for right of way, which will not become an issue on this project.

13. 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.

The tables below list the office location of Infrastructure Engineers' personnel as well as our subconsultant team:

Sebastian, FL	St. Cloud, FL	Oviedo, FL	Jacksonville, FL
Frank Hickson, PE *Project Manager/ Public Involvement* David Bennett, PE *Drainage Task Leader*	Hani Samaan, EI *Structural Designer*	Greg Peschong, PE *QA Manager* Michael Mohler, PE *Sidewalk Designer*	Christopher Howard, PE *Structural Task Leader* Scott Radecki, PE *QC Structures*

Our subconsultants' offices are located in the following:

CivilSurv Design Group	Dunkelberger Engineering & Testing	Miller Legg & Associates	E Sciences, Inc.
Port St. Lucie, FL	Port St. Lucie, FL	Port St. Lucie, FL West Palm Beach, FL	Orlando, FL

Our team understands that response time for design projects is usually centered on public complaints to local officials. Our project manager and drainage task leader are typically within an hour of the city and should be able to respond within that time frame, while our St. Cloud office is less than an hour and a half from the City. Our project team was set up as a heavy partnership between Infrastructure Engineers and CivilSurv Design Group. CivilSurv will lead both the mainline design and the surveying efforts. With their staff ideally located within the city limits, their response time is within minutes. Upon Notice to Proceed, a contact card will provided to the City with names and emergency contact information (home and cell phone numbers) to reach our team leaders, including members from Infrastructure Engineers and CivilSurv Design Group. Our team's internal communication plan will be such that our design team and our project manager will be in continuous communication with each other and at any time, a task leader will be able to furnish up to date information to the City.

In the event of an emergency, our project manager and/or task leaders will make arrangements to be on-site as soon as possible. For severe situations, we can provide multiple teams of inspection personnel with equipment such as bucket trucks, fully-loaded with essential maintenance of traffic equipment, to assist city personnel or emergency responders to various situations within two hours of notification. In addition, our firm has a toll-free hotline for after-hours emergencies.

14. Does your firm accept payment by Credit Card (yes or no)? **Yes**

15. List past five (5) years of litigation history. **Not applicable.**

16. List the design projects awarded by the City to your firm in past 12 months. **Not applicable.**

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

Addendum Number	Date Issued
1	10/19/2011

CERTIFICATION:

This E-Bid is submitted by: Name (print) **Frank Hickson, 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:

_____

_____

_____

_____

If Individual:

_____
Signature

_____
Print Name

If Partnership:

_____
Print Name of Firm

By: _____
(General Partner)

If Corporation:

Infrastructure Engineers, Inc.
Print Name of Corporation

By: _____
(President)

Attest: _____
(Secretary)

"A City for All Ages"

CITY OF PORT ST. LUCIE

Sealed Electronic Proposal #20120005
(E-Bid)

Design and Permitting of

Savona Boulevard Sidewalk and Pedestrian Bridge

from Bougainvillea Avenue to north of the C-24

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

TRUTH-IN-NEGOTIATION CERTIFICATE AND AFFIDAVIT

STATE OF FLORIDA §
COUNTY OF ST. LUCIE §

Before me, the undersigned authority, personally appeared affiant Tanzer Kalayci 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 #20120005, Design and Permitting of Savona Boulevard Sidewalk and Pedestrian Bridge.

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
Name of Firm

T.A. Kalayci

By: President

The foregoing instrument was acknowledged before me by TANZER H. 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 25th day of October, 2011.

(SEAL)

DONNA M. SOUZA
Commission DD 770006
Expires March 18, 2012
Bonded Thru Troy Fain Insurance 800-385-7019

Donna M. Souza
Signature

DONNA M. SOUZA
Notary Name (typed or printed)

Title or Rank

QUESTIONNAIRE
E-Bid #20120005

Design and Permitting of Savona Boulevard Sidewalk and Pedestrian Bridge from Bougainvillea Avenue to north of the C-24

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, Engineer, 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 25th day of October, 2011

Keith and Schnars
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

6500 N Andrews Ave, Fort Lauderdale, FL 33309
Phone: (954) 776-1616 Fax: (954) 771-7690
Contact: Michael Davis, Vice President, mdavis@keithandschnars.com

2. This project will require an FDOT pre-qualified design engineer to complete the design of the sidewalk and pedestrian bridge. List FDOT prequalification(s), applicable to this project, held by the firm and assigned staff for this project.

2 Project Development and Environmental Studies
3.1 Minor Highway Design
4.1.1 Miscellaneous Structure
4.1.2 Minor Bridge Design
4.2.1 Major Bridge Design – Concrete
4.2.2 Major Bridge Design – Steel
8.1 Control Surveying
8.2 Design, Right of Way and Construction Surveying
9.1 Soil Exploration
9.2 Geotechnical Classification Lab Testing
9.3 Highway Material Testing
9.4.1 Standard Foundation Studies
10.1 Roadway Construction Engineering Inspection
10.3 Construction Materials Inspection
10.4 Minor Bridge and Miscellaneous Structures Construction Engineering Inspection

3. List subconsultants proposed for this project.

Firm Name	Type of Work	Years Experience	Office Location	FDOT Pre-qualifications
Dunkelberger Engineering & Testing, Inc.	Geotechnical	17	Port St. Lucie	9.1, 9.2, 9.3, 9.4.1, 9.4.2, 9.5, 10.3

4. List applicable credentials of the staff assigned to this project.

Staff Name	Title	Years Experience	Licenses	Certifications	Other
Mark Moshier, P.E.	Vice President	33	Professional Engineer, Florida (PE #32016)	N/A	N/A
Michel Davis	Vice President	32	N/A	N/A	N/A
C. Bryan Wilson, P.E.	S.E. Regional Director of Highways	26	Professional Engineer, Florida (PE #43447)	Advanced Work Zone Traffic Control Certification	FDOT Utility Coordinator, FDOT Specifications
Mark Kline, P.E.	Director of Highways	26	Professional Engineer, Florida (PE #44016)	Advanced Work Zone Traffic Control Certification	FDOT Specifications
Coriann Salas, P.E.	Director of Structural Engineering	10	Professional Engineer, Florida (PE #64779)	N/A	N/A
Barbara Russell, P.E.	Senior Structural Engineer	25	Professional Engineer, Florida (PE #41956)	N/A	N/A
Nicole Axelrod, E.I.	Structural Designer	4	Engineering Intern, North Carolina (EI #A-22426)	N/A	N/A
Carlos Alcantara, P.E.	Project Manager	10	Professional Engineer, Florida (PE #64760)	Advanced Work Zone Traffic Control Certification	FDOT Utility Coordinator
Matt Neddeff, P.E.	Project Manager	6	Professional Engineer, Florida (PE #71611)	N/A	FDOT Specifications, FDOT Utility Coordinator
Mark Moshier, E.I.	Sr. Associate	9	Engineer-In-Training (E.I.)	N/A	N/A
Mayra Manrique, E.I.	Sr. Associate	10	Engineer-In-Training (E.I.)	N/A	ACI Certified

John Abbott, P.G.	Director of Environmental	15	Professional Geologist, Florida (PG #2401)	FWC Authorized Gopher Tortoise Agent (GTA-09-00267A) FDEP Certified Stormwater Management Inspector #25672	N/A
Kristine Stewart, Ph.D.	Senior Biologist	30	N/A	N/A	Ph.D. Ecology
Joyce Howland	Permit Specialist	40	N/A	FDEP Qualified Stormwater Management Inspector & Instructor	Former FDOT District 4 Permit Coordinator
Dawn Sonneborn	Director	20	N/A	AICP #014139	Crime Prevention Through Environmental Design (CPTED)
Harry Fullwood	Senior Associate	12	N/A	N/A	N/A
Craig Dunkelberger, P.E.	Senior Geotechnical Engineer	19	Registered Florida Professional Engineer No. 49932	N/A	N/A

5. List the experience of the staff assigned to this project with the design of sidewalks on a residential corridor with swale drainage.

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Wilson, Neddeff, & Kline	K&S	Name: SR-713/ Kings Highway from Indrio Rd. to Spanish Lakes Blvd. – St Lucie County, FL. Description: Resurfacing of the existing roadway and shoulders, the addition of sidewalk on the east side of SR- 713 from Indrio Road to Winter Garden Parkway, the addition of sidewalk on the west side of SR-713 from Winter Garden Parkway to the existing sidewalk in front of the Portofino Shores, construction of a south-bound left turn lane to Deer Run Drive, guardrail upgrades along the corridor, ADA upgrades along the corridor, and pedestrian signal upgrades at the intersection of SR-713 and Winter Garden Parkway.	FDOT – District 4 Nadir Rodrigues, Project Manager 954-777-4385

Kline, & Alcantara	K&S	Name: SW 12th Ave from - Boca Raton, FL. Description: Developed Design analysis and construction documents for construction of aTraffic Circle (roundabout) on NW 12th Ave at NW 35th St. Included Roadway Resurfacing, Signing and Marking, Sidewalk reconfiguration, Drainage improvements and landscaping and irrigation design	City of Boca Raton Tony Puerta, Project Manager 561-416-3402
Alcantara, & Manrique	K&S	Name: Airport Blvd. from US 17-92 to Sanford Avenue – Sanford. FL. Description: Created contract documents which detailed the construction of a sidewalk along the north side of Airport Boulevard from State Road 17-92 to Sanford Avenue. The project also included guardrail construction, milling and resurfacing and drainage improvements between French Avenue and N. Woodland Drive. The project required permits from Florida's Turnpike and SJRWMD.	Seminole Co. Public Works Eric Ericson, Project Manager, 407-665-5666
Abbott, Howland, & Stewart	K&S	Name: El Rio Shared Use Pathway, L-40 Canal to Congress Ave, Boca Raton. Description: LAP Project for new sidewalk / multi-use trail. Ecological surveys, gopher tortoise relocation, and preparation of Categorical Exclusion document.	City of Boca Raton Joy Puerta 561-416-3410
Abbott, Howland, & Stewart	K&S	Name: El Rio Shared Use Pathway, Yamato Road to L-40 Canal, Boca Raton. Description: LAP Project for new sidewalk / multi-use trail, and pedestrian bridge over the L-40 canal. Ecological surveys, gopher tortoise relocation, preparation of Categorical Exclusion document, and permitting through SFWMD and USACE.	City of Boca Raton Joy Puerta 561-416-3410
Abbott, Howland, & Stewart	K&S	Name: DeSoto and Morgan Parks Sidewalk, Arcadia. Description: LAP project for a 9,971-ft sidewalk through residential neighborhoods of Arcadia, over the Peace River, and through two parks. Ecological surveys and support of environmental resource permitting.	DeSoto County Bart Arrington, P.E. 863-993-4800
Abbott, Howland, & Stewart	K&S	Name: Sistrunk Boulevard Streetscape Improvements, Fort Lauderdale. Description: LAP project for wider sidewalks, reduced lanes, landscaping, bus shelters, and bus bays. Conducted environmental assessments and prepared Categorical Exclusion document.	City of Fort Lauderdale Mina Samadi 954-828-5018
Abbott, Howland, & Stewart	K&S	Name: NE Flagler Drive Greenway and Bicycle Facility, Fort Lauderdale. Description: LAP project for new sidewalk / bikepath, reduced travel lanes, on-street parking, and landscaping. Conducted environmental assessments and prepared Categorical Exclusion document.	City of Fort Lauderdale Mina Samadi 954-828-5018

Abbott, Howland, & Stewart	K&S	Name: Dorsey Riverbend Streetscape Improvements, Fort Lauderdale. Description: LAP project for landscaping, decorative street lighting, pavers, and entry signs. Conducted environmental assessments and prepared Categorical Exclusion document.	City of Fort Lauderdale Mina Samadi 954-828-5018
Abbott, Howland, & Stewart	K&S	Name: Northwest Neighborhood Streetscape Improvements, Fort Lauderdale. Description: LAP project for new sidewalks, drainage improvements, pedestrian lighting, and landscaping. Conducted environmental assessments and prepared Categorical Exclusion document.	City of Fort Lauderdale Mina Samadi 954-828-5018

6. Identify and discuss the challenges and issues associated with the design of the Savona Boulevard Sidewalk.

Design Challenges and Issues

First, the design team must identify a location for the sidewalk facility that complies with both the Florida Green Book criteria for pedestrian facilities as well as the Americans with Disabilities Act (ADA) criteria.

Second, the location and configuration of the sidewalk must minimize impacts to the existing swale drainage system, the existing utility infrastructure, private mail boxes and access to adjacent residential properties.

Third, from a traffic operations standpoint, the sidewalk should fit within the vehicular and pedestrian operational characteristics of the existing Traffic Circle (or Roundabout) at SW Abingdon Avenue.

Development of the design for a sidewalk in the SW Savona Blvd residential corridor will present several unique challenges to the design team. The primary initial concern is to locate the sidewalk horizontally within the right of way that will comply with ADA and Florida Greenbook criteria. In a 80' wide residential corridor with existing swale drainage the available locations for the sidewalk are limited. Florida Greenbook criteria calls for the sidewalk to be located as close to the right of way line as possible but failing that then as far from the travel lane as possible. Our preliminary recommendation would be to place the sidewalk approximately 10' off the edge of the travelled way, sloped at 2% (maximum) towards the existing swale and generally following the profile of the existing roadway. This will help to minimize impact to the existing mailboxes and utility installation. It also will help to minimize impact to the existing swale. Minor roadway safety improvement projects, including sidewalk construction projects, are covered by Florida Administrative Code section 40E-4.051(11)which states that "the construction of ... roadway safety projects provided that the capacity of existing swales, ditches, or other stormwater management systems is not reduced; the projects are not located within wetlands or other surface waters; and the projects include best management practices during construction to prevent secondary impacts in adjacent wetlands or other surface waters due to erosion and sedimentation" do not require permits. The design team will focus on minimizing the re-grading the swales so as to not reduce the existing capacity with the goal of eliminating the need for stormwater permitting. Some ditch regarding may also be required to maintain sidewalk grade of less than 5% while maintaining the existing ditch conveyance volume.

The design team will establish an appropriate longitudinal grade of less than 5% to comply with ADA criteria and to eliminate drop off conditions at the back of sidewalk that are greater than 10" in depth. Drop off of more than 10" would require gravity wall and handle to comply with ADA safety criteria but presents unsightly aesthetics that home owners will not support. The design will try to eliminate sheer drop off and instead maintain back slope from the back of sidewalk of 1:3 or less. (Slope of greater than 1:3that are within 1' of the back of sidewalk also requires handrail.)

One critical aspect of the design will be the Traffic Roundabout at SW Abingdon Avenue. The Florida Roundabout Guide suggests placing pedestrian crossings one car length upstream of the holding line on the approach leg. In this instance that would be in conflict with an existing residential driveway on the southwest quadrant of the existing roundabout. A more workable solution would be to move the holding ("yield") line back approximately one car length to the west and allow for the sidewalk to pass in front of the holding line and across the raised "splitter" islands on the west approach leg.

Perhaps the most important aspect of the design development process will be the community outreach program that will seek to gather input from the homeowners in the corridor regarding their concerns and desires. The community involvement and awareness programs will also seek to keep the local community informed regarding the project schedule and anticipated impacts to adjacent properties.

Environmental Permitting Challenges and Issues

Environmental Resource Permit

An ERP will be required for construction impacts to surface waters, modifications to the stormwater management system, and additional impervious area. Although the modifications and surface water impacts are minor for the sidewalk, the construction of a new bridge will require the ERP for the whole project to be a Standard General Permit. The South Florida Water Management District (SFWMD) will review the ERP application and will issue a permit. No wetlands have been mapped by the National Wetlands Inventory, and the sidewalk by itself would not trigger involvement with the US Army Corps of Engineers (USACE), but the work over or within the C-24 Canal will trigger USACE involvement on the bridge portion. We anticipate that the project will qualify for a Nationwide Permit (No. 14).

Gopher Tortoises

Our biologists did a reconnaissance on October 19, 2011 and found gopher tortoises, a protected species, in some of the vacant lots along Savona Boulevard. There is a burrow on the northwest corner of Savona Blvd and Bougainvillea Ave, approximately 45 feet west of the proposed sidewalk. Another burrow is located on the north side of the C-24 Canal approximately 65 feet west of the proposed sidewalk. The minimum protective buffer zone for a gopher tortoise burrow is 25 feet. In general, the habitat is not favorable for tortoises within 25 feet of the proposed sidewalk. It is not likely that any burrows will be found within 25 feet of the proposed construction zone. Our biologists will do a thorough gopher tortoise survey prior to design (to evaluate avoidance options) and again shortly before construction. Within 60 to 90 days of construction (to be valid for permitting, the survey must be done no earlier than 90 days prior construction), our biologists will conduct a survey to determine if any tortoises have moved to within 25 feet of the proposed limits of construction. If any burrows are present, we will apply for a permit to relocate the burrows. Any construction within 25 feet of a burrow would require a permit from the Florida Fish and Wildlife Conservation Commission (FWC). If any permit is needed, we anticipate that a "10 or Fewer" permit would suffice because we anticipate five or fewer tortoises (10 burrows or less) and onsite relocation. All gopher tortoise surveys, permitting, and relocation would be done by our own FWC

Authorized Gopher Tortoise Agent: Mr. John Abbott (FWC permit GTA-09-00267A). Mr. Abbott has relocated permitted and relocated many gopher tortoises, including those at the interchange of I-95 and Becker Road in Port St. Lucie.

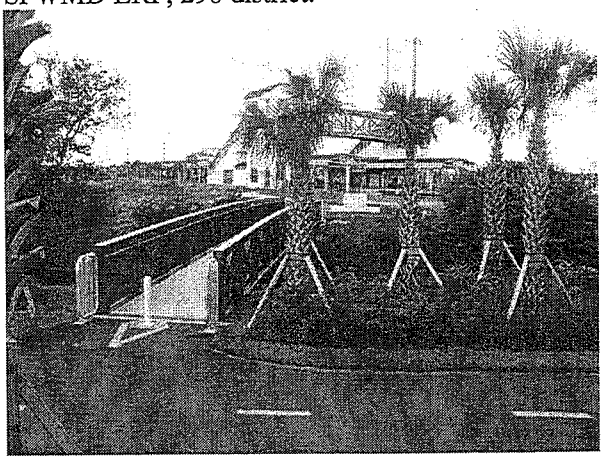
FDEP NPDES Permit

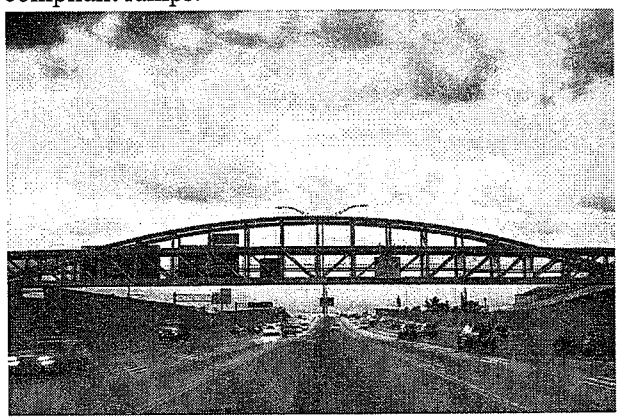
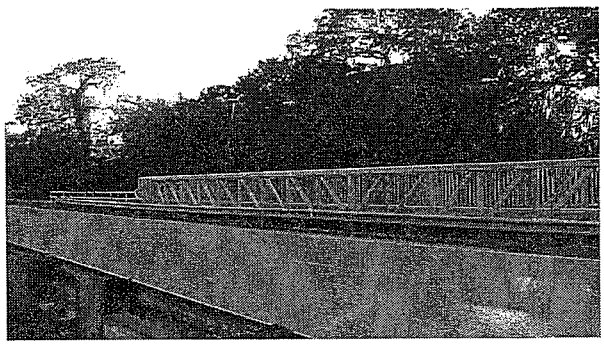
The project as currently described is below the one-acre threshold for a Generic Permit for Stormwater Discharge From Large and Small Construction Activities, as provided in Rule 62-621.300(4), FAC. However, an erosion and sediment control plan will be prepared to meet the requirements of the SFWMD and USACE. We will review the Contractor's erosion control plan to ensure compliance with the agencies and FDOT guidelines.

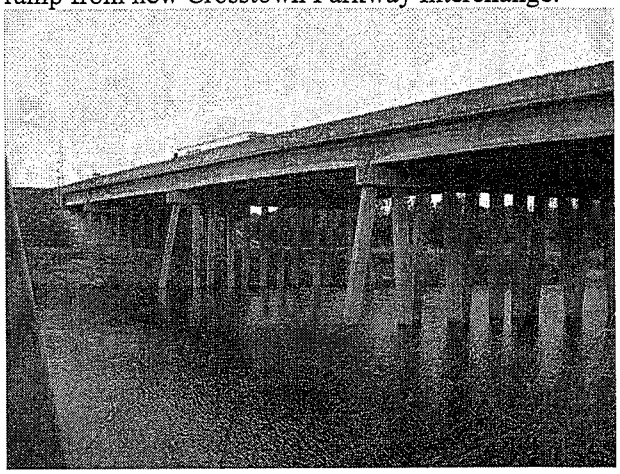
Geotechnical Challenges and Issues

Our geotechnical engineering subconsultant, Dunkelberger Engineering & Testing, Inc. (Dunkelberger), brings more than 17 years of local soils knowledge and FDOT experience to our team. Based on their experience and knowledge of the site area, we expect normal stripping, grading and compaction operations will be appropriate for preparation of the sidewalk subgrade as the in-situ soils along the alignment generally consist of sands meeting the FDOT's Standard Index No. 505 requirements for embankment and subgrade usage. However, this will be confirmed through a geotechnical investigation following the FDOT Soils and Foundation Handbook (latest edition) with shallow soil borings drilled at approximately 250-foot centers along the sidewalk alignment. Any unsuitable soils (i.e., organic or plastic soils not meeting FDOT design criteria) found during the investigation will be delineated and quantified as part of the design.

7. List the experience of the staff assigned to this project with the design and permitting of pedestrian bridges with SFWMD, US Coast Guard, and other applicable agencies.

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number
Salas, Kline, Abbott, Howland, & Stewart	K&S	Name: El Rio Shared Use Pathway, Spanish River to Yamato Road Description: K&S was the EOR for a LAP Project with FDOT D4 for new sidewalk / shared use path, and a 95-foot pedestrian bridge over the El Rio Canal. Also did permitting through USACE, SFWMD ERP, 298 district. 	City of Boca Raton, Tony Puerta, 561-416-3402

Salas, Axelrod, Kline, Abbott, Howland, & Stewart	K&S	Name: El Rio Shared Use Pathway, Yamato Road to L-40 Canal Description: K&S was the EOR for a LAP Project with FDOT D4 for new sidewalk / shared use path, and a 60-foot pedestrian bridge over the L-40 Canal. Also did permitting through USACE, SFWMD ERP, FWC tortoise relocation, 298 district.	City of Boca Raton, Tony Puerta, 561-416-3402
King-Russell, Axelrod, Howland, Abbott, & Stewart	K&S	Name: Arch Creek Bicycle Path Description: K&S was the EOR for a LAP Project with FDOT District 6 for two new 62-foot long prefabricated steel truss bridges over two creeks along a previously constructed multi-use trail. Permitting through DERM, SFWMD, USACE, USCG (AA).	City of North Miami, Tanya Wilson-Sejour 305-895-9826
Salas, King-Russell	K&S	Name: I-95 Pedestrian Overpass Description: K&S was the EOR for the replacement of an existing pedestrian truss over the I-95 corridor. The final design resulted in a new 230-foot long truss over a congested 12-lane interstate highway. The new truss is a special designed signature hollow structural steel (HSS) truss with approaching ADA-compliant ramps. 	Florida Department of Transportation District 6, Jason Chang 305-470-5331
King-Russell	K&S	Name: Caruso Road Pedestrian Bridge Description: K&S was the EOR for the 85-foot pre-manufactured steel truss pedestrian bridge over Williams Creek, adjacent to an existing culvert. Plans included details for the cast in place concrete end bents on prestressed piles and cast in place concrete walls along the sidewalk leading to and from the bridge. 	Manatee County Public Works Department, Vincent Canna, 941-708-7450

King-Russell	K&S	Name: I-95 over C-24 Canal Bridge Widening Description: K&S was the EOR for the widening and slab replacement of the skewed 416-foot, 6-span AASHTO prestressed beam bridge on I-95 over the C-24 Canal, as required for the southbound entrance ramp from new Crosstown Parkway Interchange. 	City of Port St. Lucie, Patricia Roebling 772-871-5177
Salas, Howland, Abbott	K&S	Name: Rickenbacker pier rehabilitation, Miami: Description: Structural inspections. Permitting through USACE, FDEP, DERM.	Miami-Dade Public Works, Marcos Redondo, P.E., (305) 375-3848

8. **Identify and discuss the challenges and issues associated with the design and permitting of the Savona Boulevard pedestrian bridge**

Design Challenges and Issues

In the past seven years alone, K&S has designed seven pedestrian bridges ranging from a 60-foot span canal crossing to a 230-foot span FDOT "Signature Structure" traversing I-95, an active major Florida interstate, with several of those bridges requiring design for AASHTO-compliant vehicular loading and using LAP funds. Our Team has the experience necessary to foresee issues before they arise and overcome the challenges.

Running adjacent to the to the existing Savona Boulevard, Bridge #945256, the proposed eight-foot wide pedestrian bridge will span over the C-24 Canal with an approximate length of 180-feet.

Design Considerations

The bridge design shall be in accordance with the FDOT Structures Design Guidelines (SDG), Chapter 10 and the FDOT Plans Preparation Manual (PPM), Section 8.2. In addition to pedestrian loading, the bridge must also be design for the loading of an H-5 vehicle, or a small maintenance vehicle. Alignment of the pedestrian bridge shall leave room for any maintenance, repair or future widening of the existing Bridge #945256 while avoiding utility conflicts.

Horizontal Clearance

The minimum horizontal clearance of the proposed pedestrian bridge shall, at a minimum, meet the existing restrictions placed by the existing bridge. Bridge #945256 is a five-span structure with a maximum span length of approximately 36-feet. However, from a cost efficient standpoint, longer spans and fewer pile bents in the water would most likely be a cheaper alternative. K&S shall perform a study to determine the most cost efficient and appropriate superstructure type for the site

conditions. We shall analyze all structure options to include flat slabs, Florida I beams or prefabricated bridge options and will work with the City to incorporate any aesthetics details requested. Depending on the superstructure type, a maximum span length will then be determined.

Vertical Clearance
The C-24 Canal is a navigational waterway. Vertical clearance criteria shall be per either the FDOT Drainage Manual, which requires a minimum of six-feet of clearance above the Canal's controlled water elevation or the existing vertical clearance of Bridge #945256, whichever is greater.

Recent Construction Considerations
Another consideration for the project is the newly stabilized canal bank. Completed in 2007, SFWMD removed existing vegetation, backfilled, compacted, sodded and added rubble riprap to the canal banks. The K&S Team will develop project plans while maintaining a conscience effort not to disrupt the recent stabilization.

ADA Compliance
One of the major safety requirements of pedestrian bridges is the adherence to all applicable ADA requirements. All slopes and handrails shall be ADA compliant.

Corrosion Resistant Consideration
Canal C-24 is a moderately to extremely aggressive environment and corrosion resistant details should be incorporated in the design when feasible. The K&S Team shall provide details and coatings such that water and debris will quickly disperse from surfaces of the structure and incorporate methods in the FDOT SDG 5.12 as needed.

Stormwater Runoff from the Bridge
Stormwater runoff from the bridge would be discharged directly into the C-24 canal. It is not anticipated that SFWMD will object to the direct discharge because there will be no vehicles (and associated pollutants) on the pedestrian bridge.

Environmental Permitting Challenges and Issues

Environmental Resource Permit
The ERP application will include bridge construction, modifications to the stormwater management system, and additional impervious area. Although no wetlands have been mapped by the National Wetland Inventory, work over or within the C-24 Canal will trigger involvement by the USACE. The permit application is via the *Joint Application for Environmental Resource Permit* submitted to SFWMD for the ERP; the USACE will likely issue a Nationwide Permit (No. 14) for the construction of the bridge. Although the modifications and surface water impacts are minor, the construction of a new bridge will require a Standard General Permit.

USCG
A US Coast Guard (USCG) Permit is not anticipated because the proposed crossing of C-24 Canal is upstream (approximately 9400 feet) of SFWMD water control structure S-49. The area is not tidal and would not require a USCG Permit.

SFWMD ROW Occupancy Permit
Will be required for construction within the SFWMD's C-24 Canal right of way.

USCG Bridge Permit
A bridge permit from the USCG is only needed for bridges that cross navigable waterways. For USCG bridge permitting purposes, a navigable waterway is defined in 33 CFR, Subpart 2.05-25 any waterway which is subject to the ebb and flow of the tide; or any waterway which is presently used and/or is susceptible to use in its natural condition, or by reasonable improvement, as a means to transport interstate or foreign commerce. Because this section of the C-24 Canal is not tidal, and because it is upstream of the SFWMD's S-49 water control structure, no USCG bridge permit will be required.

Bats
Our biologists did a reconnaissance on October 19, 2011 and found a colony of bats roosting under the existing Savona Boulevard / C-24 Canal bridge. Our biologists previously documented a large colony of bats nearby under the I-95 / C-24 Canal bridge; we identified those bats as Mexican free-tail bats (Tadarida brasiliensis) and evening bats (Nycticeius humeralis). These species are not threatened or endangered and would not pose a challenge during design or permitting, but could pose a health and safety issue to workers during construction of the proposed pedestrian bridge if the pedestrian bridge is close to the existing Savona Boulevard bridge. At the I-95 / C-24 bridge, our biologists coordinated a plan to protect workers and bats during the construction phase – a similar approach may be applicable on this bridge. Our biologists will coordinate with FWC to develop a protection plan for inclusion in the plans. Limitations may include restrictions on night work, exclusion nets, or seasonal restrictions during the bat maternity season of May 1 through August 15.

SFWMD Dewatering Permit
A Dewatering General Use Permit may be required if dewatering needs exceed the thresholds for a No-Notice Short-Term Dewatering General Water Use Permit during construction of the bridge foundations. A dewatering permit would be issued by SFWMD. The dewatering permit is best acquired by the Contractor immediately prior to construction, once the means and methods of dewatering are known; however the SFWMD generally requires the Engineer to acquire the dewatering permit during the ERP process. In this case, the Engineer may make certain assumptions on the dewatering means and methods to obtain the dewatering permit, and subsequently the Contractor may need to modify the dewatering permit based on the Contractor's preferred means and methods. It is anticipated that the needs of this project will not exceed the thresholds of the No-Notice dewatering permit.

Geotechnical Challenges and Issues

The subsurface conditions within the area of the C-24 Canal are not expected to impose significant constraints on the foundation design (or construction) for the pedestrian bridge. A geotechnical structure investigation, pursuant to the guidelines of the FDOT's Soil and Foundation Handbook, will be completed by Dunkelberger to gather data on the subsurface materials, including the materials strength and compressibility, and to develop foundation recommendations for the bridge. The subsurface investigation will include the drilling of two Standard Penetration Test (SPT) borings with one positioned on each side of the canal. Both shallow and deep foundation types will be evaluated and the most appropriate solution will be used for the design.

9. **Identify and discuss the challenges and issues associated with public notification and addressing public concerns for this project. Secondly, provide examples that staff assigned to this project have encountered and how the situation was resolved.**

Keith and Schnars has extensive experience in providing efficient and effective public information and outreach for transportation and trail projects. This experience includes major outreach projects

for the City of Port St. Lucie (Becker Road and Crosstown Parkway I-95 interchanges and the Crosstown Parkway extension PD&E/EIS). Further, our team of outreach professionals has worked extensively in residential areas like that found in the Savona Rd project.

In light of the Keith and Schnars Team's outreach experience we do not anticipate any substantial challenges or issues. The Team will utilize its 36-foot "Mobil Information Station" to go into the neighborhood and inform residents of the upcoming project and schedule. This on-site community meeting approach has proven very effective. We will also conduct "neighborhood walks" as necessary to ensure that residents receive any necessary updates. The Team will work with the Oak Hammock Elementary School Principal, the owners of the Little Steps to Bright Future private pre-school and the Faith Congregational Church to ensure that they are aware of the project logistics and schedule. Informative project fact sheets will be developed for residents and community groups.

In addition to the above and the traditional approaches such as newspaper notices, Keith and Schnars will work with the Communication Department to add project information to the City's website and to City TV channel 20. Project updates can also be included on WPSL, the City radio station. Keith and Schnars has a longstanding relationship with Ed Cunningham and other communication staff. Keith and Schnars Team members will be available to update the City Commission and participate in other Commission events such as "Coffee with the Mayor."

Public Involvement staff assigned will include **Michael Davis, Dawn Sonnenborn, Harry Fulwood and Kate Wruszak**. Mr. Davis will provide strategic direction to the team. He brings 30 years of public outreach experience, including recent work for the City of Port St. Lucie, Monroe County and the City of West Palm Beach. In West Palm Beach he led a public involvement team that successfully conducted residential and business outreach on two very controversial roadway and sidewalk projects. At the request of the Mayor, Mr. Davis met one-on-one with business owners and residents to discuss the project benefits and schedule. He worked with contractors to ensure that disruptions were minimized.

10. Identify the challenges associated with meeting the submittal deadlines outlined by the FDOT schedule for this project. Secondly, provide examples that staff assigned to this project have encountered and the outcome.

Submittal deadlines outlined for the FDOT schedule and the general FDOT LAP requirements must be met in order to maintain project funding. The FDOT initial phase submittal in August 2012 should be as complete as possible. Close coordination with the City is necessary early in the design process in order to fully understand the City's needs and wants and incorporate them into the plan development. It is incumbent upon the Consultant to schedule internal Quality Control and City reviews of the submittals well in advance of the FDOT schedule to ensure the completeness of the submittals and to help FDOT expedite the review process. IT is always better to make the submittals to FDOT in ADVANCE of their published schedule to give them plenty of time to review the package for completeness prior to their issuance of the submittal package to reviewers.

Prior to the FDOT initial submittal, our internal QC process will be executed, plans reviewed by the City and coordination with the permitting agencies, utility companies. Once the FDOT has reviewed the initial phase submittal, quick response to their ERC comments is imperative to keep the approval process on schedule and to make sure the FDOT correctly understands the plans. It is the K&S project manager's responsibility to ensure the FDOT reviewers have all of the information necessary to accurately review the plans.

An example which illustrates the necessity of the completeness of the plans was a LAP pedestrian bridge project where the Local Agency realized after the FDOT Bid Package submittal that they did not have enough matching funds to complete all of the work. K&S updated the plans to show work necessary for complete the project and no exceed the Local Agency's budget. The change resulted in updating and resubmitting the permit applications as well as resubmitting the checklist package to the FDOT, delaying the project. Our K&S staff helped the Local Agency request a time extension by submitting a providing a project schedule.

Another example of our quick response is on the environmental work for a sidewalk LAP project for DeSoto County. This 9,971-ft sidewalk project through residential neighborhoods in Arcadia was done by the same staff that we are proposing for the Savona Avenue project: John Abbott, PG; Joyce Howland, and Kristine Stewart, Ph.D. For our DeSoto County project (*Ecological Services for DeSoto and Morgan Park Sidewalk Multi-Use Paths, contract 10-04-00*):

- We completed all field work for the wetland delineations and protected species surveys just 4 business days after the kickoff meeting.
- We completed the environmental report, which also required coordination with the County to obtain County-supplied survey data, just 3 weeks after the kickoff meeting.
- All of our deliverables were provided on-time and caused no delays to the project.

11. List the experience of the staff assigned to this project with the FDOT LAP.

Staff Name	Role	Project Name & Description	Project Owner and Telephone Number
Davis	Principal	Name: Crosstown Parkway Extension, PD&E, and EIS Description: Served as Principal and Senior Project Manager for the complex Crosstown Parkway extension project. This includes all planning, public involvement, and environmental work, as well as managing the structural and roadway design aspects of the project.	City of Port St Lucie, Patricia Roebling, P.E., 772-871-5177
Salas	Structural Design	Name: El Rio Shared Use Pathway, Spanish River to Yamato Road Description: K&S was the EOR for a LAP Project with FDOT D4 for new sidewalk / shared use path, and a 95-foot pedestrian bridge over the El Rio Canal.	City of Boca Raton Tony Puerta, 561-416-3402
Salas, & Axelrod	Structural Design	Name: El Rio Shared Use Pathway, Yamato Road to L-40 Canal Description: K&S was the EOR for a LAP Project with FDOT D4 for new sidewalk / shared use path, and a 60-foot pedestrian bridge over the L-40 Canal.	City of Boca Raton Tony Puerta, 561-416-3402

King-Russell, & Axelrod	Structural Design	Name: Arch Creek Bicycle Path Description: K&S was the EOR for a LAP Project with FDOT District 6 for two new 62-foot long prefabricated steel truss bridges over two creeks along a previously constructed multi-use trail.	City of North Miami Tanya Wilson-Sejour 305-895-9826
Wilson	Project Manager	Name: Port St. Lucie Blvd Pavement Reconstruction – Port St Lucie, FL Description: Reconstruction of Port St Lucie Blvd from SW Greco Ln to SW Sansom Ln. Includes reconstruction of 6 lane divided roadway with 6' sidewalk, Pavement design, drainage improvements, signing and marking.	City of Port St Lucie, Jennifer Gent, P.E., 772-871-7340
Kline	Project Manager	Name: El Rio Shared Use Path (Spanish River Blvd. to Yamato Rd.) – Boca Raton , FL Description: Design of 12' wide shared use path includes design plan preparation, design surveys, environmental permitting, landscape architecture, structural engineering, preparation of specifications package, and post design services.	City of Boca Raton, Joy Puerta, P.E., 561-416-3410
Kline	Project Manager	Name: El Rio Shared Use Path (Yamato Rd. to L-40 Canal) – Boca Raton , FL Description: Design of 12' wide shared use path includes design plan preparation, design surveys, environmental permitting, landscape architecture, structural engineering, preparation of specifications package, and post design services.	City of Boca Raton, Joy Puerta, P.E., 561-416-3410
Kline	Project Manager	Name: El Rio Shared Use Path (L-40 Canal. to Congress Ave.) – Boca Raton , FL Description: Design of 12' wide shared use path includes design plan preparation, design surveys, environmental permitting, landscape architecture, structural engineering, preparation of specifications package, and post design services.	City of Boca Raton, Joy Puerta, P.E., 561-416-3410

Kline	Project Manager	Name: Atlantic Blvd at US-1 Intersection Improvements (NE 19th Ave to NE 23rd Ave.) Pompano Beach, FL Description: Roadway Design plans for resurfacing and widening of Atlantic Boulevard (SR 814) from Northeast 19th Avenue to Northeast 23rd Avenue and Federal Highway from Southeast 2nd Street to Northeast 2nd Street in the City of Pompano Beach. This project involved roadway plans, bid documents, specifications, design survey, permitting, signing and marking plans, signalization plans, lighting plans, and landscape plans.	City of Pompano Beach, Helen Grey, P.E., 954-786-4060
Abbott, Howland, & Stewart	Environmental assessments and permitting	Name: El Rio Shared Use Pathway, L-40 Canal to Congress Ave, Boca Raton. Description: LAP Project for new sidewalk / multi-use trail. Ecological surveys, gopher tortoise relocation, and preparation of Categorical Exclusion document.	City of Boca Raton, Joy Puerta, P.E., 561-416-3410
Abbott, Howland, & Stewart	Environmental assessments and permitting	Name: El Rio Shared Use Pathway, Yamato Road to L-40 Canal, Boca Raton. Description: LAP Project for new sidewalk / multi-use trail, and pedestrian bridge over the L-40 canal. Ecological surveys, gopher tortoise relocation, preparation of Categorical Exclusion document, and permitting through SFWMD and USACE.	City of Boca Raton, Joy Puerta, P.E., 561-416-3410
Abbott, Howland, & Stewart	Environmental assessments and permitting	Name: DeSoto and Morgan Parks Sidewalk, Arcadia. Description: LAP project for a 9,971-ft sidewalk through residential neighborhoods of Arcadia, over the Peace River, and through two parks. Ecological surveys and support of environmental resource permitting.	DeSoto County Bart Arrington, P.E. 863-993-4800
Abbott, Howland, & Stewart	Environmental assessments and permitting	Name: Sistrunk Boulevard Streetscape Improvements, Fort Lauderdale. Description: LAP project for wider sidewalks, reduced lanes, landscaping, bus shelters, and bus bays. Conducted environmental	City of Fort Lauderdale Mina Samadi 954-828-5018

		assessments and prepared Categorical Exclusion document.	
Abbott, Howland, & Stewart	Environmental assessments and permitting	Name: NE Flagler Drive Greenway and Bicycle Facility, Fort Lauderdale. Description: LAP project for new sidewalk / bikepath, reduced travel lanes, on-street parking, and landscaping. Conducted environmental assessments and prepared Categorical Exclusion document.	City of Fort Lauderdale Mina Samadi 954-828-5018
Abbott, Howland, & Stewart	Environmental assessments and permitting	Name: Dorsey Riverbend Streetscape Improvements, Fort Lauderdale. Description: LAP project for landscaping, decorative street lighting, pavers, and entry signs. Conducted environmental assessments and prepared Categorical Exclusion document.	City of Fort Lauderdale Mina Samadi 954-828-5018
Abbott, Howland, & Stewart	Environmental assessments and permitting	Name: Northwest Neighborhood Streetscape Improvements, Fort Lauderdale. Description: LAP project for new sidewalks, drainage improvements, pedestrian lighting, and landscaping. Conducted environmental assessments and prepared Categorical Exclusion document.	City of Fort Lauderdale Mina Samadi 954-828-5018

12. Identify the challenges associated with FDOT LAP design projects. Secondly, provide examples that staff assigned to this project have encountered and the outcome.

The primary challenge associated with LAP Projects is taking care to make sure submittals to FDOT for review meet the submittal requirements as detailed in the FDOT LAP Phase Submittal checklists for the Initial, Constructability and Final Submittals. Secondly, it incumbent upon the design team to carefully coordinate with city staff so that everyone is in agreement on the FDOT requirements regarding the submittals schedules, specifications format and content or if there are any required technical specifications. Lastly, it is important to carefully review the LAP agreement with city staff to ensure that everyone on the consultant team is aware of the LAP agreement requirements and to highlight any scope issues that may be problematic in terms of FHWA approval.

The first thing the consultant must do is meet with the City staff and carefully go through the FDOT LAP submittal checklists to ensure that documentation can be provided for all aspects of the submittals. In general, that entails careful coordination with City staff to develop consensus on the scope of construction as indicated on the plans, the configuration and development of the specifications package and whether there will be any required technical specifications that will require FDOT approval.

Keith and Schnars has recent experience with producing LAP projects for the City of Port St Lucie. Our design team worked with Ms. Jennifer Gent, of the City Engineering staff, to develop plans for the reconstruction of Port St Lucie Boulevard from SW Greco to SW Sansom Lane (Contract

#20100088)(FPID:428660-1-52-01) in less seven months from inception to advertisement. FDOT staff was apprehensive that the project could be brought to completion under that timeframe but Keith and Schnars accomplished the task and the City received FDOT approvals to carry out the letting well within the Cities target schedule. This required close coordination between Ms. Gent, The FDOT LAP Office staff and the Keith and Schnars design team to make sure all of the LAP procedures and checklists and submittal schedules were met or exceeded.

13. 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 majority of staff assigned to this project are located in the Keith and Schnars North Broward County office. The maximum response time should be no more than 70 minutes. Firm Principal, Michael Davis, is a resident of West Palm Beach, where an after-hours response time would be no more than 40 minutes. The City is a high priority client for Keith and Schnars and our firm has a long history of successfully completing projects for the City. We are not aware of an instance where response time has been an issue for the City.

14. Does your firm accept payment by Credit Card (yes or no)? Yes

15. List past five (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 five (5) 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.

16. List the design projects awarded by the City to your firm in past 12 months.

Project	Date of Award	Responsibility	Is Work Completed?	Amount of Contract
Eastern Watershed Improvement Projects	Dec 13, 2010	CEI Services	100% complete Working on punch-list	$164,406.00
			Total Amount	$164,406.00

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

Addendum Number	Date Issued
1	10/19/2011

CERTIFICATION:

This E-Bid is submitted by: Name (print) Michael Davis 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.:

Michael J. Davis

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.

If Corporation: Keith and Schnars

(Print Name of Corporation)

By: _____

(President)

Attest: _____

(Secretary)

E-Bid ATTENDANCE
RFP #20120005
Design & Permit Sidewalk & Ped Bridge Savona
October 25, 2011 @ 3:30:00 PM

	Name (Please PRINT Legibly)	Company Name Or Entity
1	Cheryl Shanaberger	City of PSL-OMB
2	Karen P Roelofs	
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User: Shanaberger, CPPO, Cheryl Organization: City of Port St. Lucie - Office of Management and Budget Logout | Help

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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-20120005-0-2012/CS
Fiscal Year	2012
Bid Writer	Cheryl Shanaberger, CPPO
Bid Name	Design & Permitting for Sidewalk & pedestrian bridge at Savona
Bid Status	Under Evaluation
Bid Status Text	None
Award To	
Due Date/Time	10/25/2011 3:30 PM Eastern
Broadcast Date	10/11/2011
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 of an FDOT pre-qualified firm for the design and permitting of approximately 2,500 feet of six-foot wide concrete sidewalk on the west side of Savona Boulevard from the existing sidewalk at Bougainvillea Avenue north to the existing sidewalk north of the C-24 canal with an 8-foot wide pedestrian bridge over the C-24. This project is being completed though the FDOT Local Agency Program (LAP) and the engineer will be responsible for completing the necessary submittals and preparing the design so that the project is in compliance with FDOT LAP requirements. The engineering services includes all survey, geotechnical, design and permitting work associated with the complete design and permitting of the sidewalk and pedestrian bridge including, but not limited to, intersection improvements; drainage modifications; driveway and culvert replacement; utility relocations; adjustments to the round-a-bout at Abingdon Avenue; permitting of the proposed work with South Florida Water Management and US Coast Guard Bridge Permit (if needed); completion of the requisite FDOT LAP documentation showing the coordination and resolution of environmental issues during the development of the plans; coordination and minor assistance with the public notification of the construction project; and minimal post design services. The engineer shall prepare a complete set of construction plans in accordance with FDOT Plans Preparation Manual. The design shall follow the FDOT design criteria set forth in the Standard Specifications, Roadside Design Guide, and the Manual of Uniform Minimum Standards for Design, Construction, and Maintenance of Standard Streets (Florida Green Book). Additional criteria from the AASHTO A Policy on Geometric Design of Highways and Streets and the Institute of Traffic Engineers (ITE) Traffic Engineering Handbook may also be applicable. The construction plans shall include cross sections at a minimum of 200-foot intervals as well as plan and profile views. The engineer shall coordinate the design plans with and obtain permits from all applicable agencies including, but not limited to, City Engineering Department, City Utility Systems Department, FDOT, private utility owners, SFWMD, and the US Coast Guard. The engineer shall submit the applicable components of the LAP submittals to the City and be familiar with FDOT's electronic review process (ERC) for addressing FDOT review comments. Post design services include, but are not

limited to, preparation of the construction specifications, answering questions about the bid documents during the bid process, attending the preconstruction meeting and the progress meetings, as needed, and resolve design issues identified in the field during construction.

In addition to the deliverables to FDOT and the regulatory reviews, deliverables supplied to the City shall include:
- Two (2) hard copies of 30%, 60%, and 90% Construction Drawings
- One (1) PDF copy of 30%, 60%, and 90% Construction Drawings
- Four (4) 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
- One (1) hard copy of permit application submittals

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

Publications

No Publications Data Found

Documents

EDIT

Bid Package
E-bid #20120005 (Complete)
Addendum #1 (1 Page, Complete)

Award
Bid Tabulation (1 Page, Complete)
Score Sheets (4 Pages, Complete)
Addendum # 2 Interview Notification (1 Page, Complete)

Commodity Codes

ARC-907-35 - Designing Services

Statistics

Planholders There are 15 planholders for this bid

Broadcast List 107 suppliers have been notified

Supplemental Suppliers 0 Supplemental Suppliers

Filtered Yes

Post-Bid Viewers 11 viewer(s)

<< Return

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BID ADDENDUM # 2
BID # 2012
Addendum Date: 10/28/11

Design & permit Sidewalk & pedestrian bridge Savona

Notification

This is notification that the evaluation committee met on October 28, 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 four firms below for a question and answer interview at the designated times;

Firm	Interview time
Captec Engineering, Inc.	1:00 PM
Keith & Schnars	1:30 PM
Infrastructure Engineers, Inc	2:00 PM
Culpepper & Terpening Inc.	2:30 PM

The question and answer session will be held on November 1, 2011 starting at 1 P.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. 3 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 November 14, 2012.

Please contact me if you have any questions, at robynh@cityofpsl.com or 772 344 4293.

Please note the meeting starting time is November 1, 2011 at 1 P.M.

Thank you

Cheryl Shanaberger **MPA CPPO**
Deputy Director of OMB

BID ADDENDUM # 1

BID # 20120007

Addendum Date: October 18, 2012

Design & permit Kingsway Waterway

NOTE: This request for E-Bid will also include those Engineering firms who hold a Master Contract 20070049 for the Environmental Discipline with the City: BCI Engineering, Civil Design, Enercon, Tetra Tech and Dredging & Marine.

NOTE: The bid opening date is unchanged.

Instructions to Bidder:

Each bidder must acknowledge receipt of any addenda on Page 16 of the Questionnaire in order to have his/her bid or proposal/bid to be accepted.

"A City for All Ages"

CITY OF PORT ST. LUCIE

Sealed Electronic Proposal #20120005
(E-Bid)

Design and Permitting of

Savona Boulevard Sidewalk and Pedestrian Bridge

from Bougainvillea Avenue to north of the C-24

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. Only firms that have FDOT pre-qualified engineers will be awarded this project.

INVITATION TO E-BID

Sealed Electronic Proposal #20120005 for the design and permitting of the Savona Boulevard Sidewalk and Pedestrian Bridge from Bougainvillea Avenue to north of the C-24. Proposals for the project will be received by the Office of Management and Budget of the City of Port St. Lucie no later **3:30:00 p.m. on October 25, 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, #20120005 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 #20120005 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 try to limit 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	October 11, 2011
Proposal Due	October 25, 2011 @ 3:30:00 p.m.
Evaluation Committee*	October 28, 2011 @ 9 a.m.
Q & A**	November 1, 2011 @ 1 p.m.
Tentative City Council Short List Approval	November 14, 2011
Tentative Negotiations	November 16, 2011 @ 9 a.m.
Tentative City Council Contract Approval	November 28, 2011

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

EVALUATION AND AWARD

Due to the nature of the work and as requested by FDOT, only FDOT pre-qualified engineers are eligible for this work. Responses will be scored in the following manner:

CRITERION	*MAXIMUM SCORE*
a) Assigned Staff Experience with Sidewalk Design	20
b) Assigned Staff Experience with Pedestrian Bridge Permitting/Design	20
c) Assigned Staff Experience with Public Concerns	10
d) Assigned Staff Experience with Meeting Deadlines	20
e) Assigned Staff Experience with LAP Program	20
f) Emergency Response Time	5
g) Accepts P-card	5
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 of an FDOT pre-qualified firm for the design and permitting of approximately 2,500 feet of six-foot wide concrete sidewalk on the west side of Savona Boulevard from the existing sidewalk at Bougainvillea Avenue north to the existing sidewalk north of the C-24 canal with an 8-foot wide pedestrian bridge over the C-24. This project is being completed though the FDOT Local Agency Program (LAP) and the engineer will be responsible for completing the necessary submittals and preparing the design so that the project is in compliance with FDOT LAP requirements.

The engineering services includes all survey, geotechnical, design and permitting work associated with the complete design and permitting of the sidewalk and pedestrian bridge including, but not limited to, intersection improvements; drainage modifications; driveway and culvert replacement; utility relocations; adjustments to the round-a-bout at Abingdon Avenue; permitting of the proposed work with South Florida Water Management and US Coast Guard Bridge Permit (if needed); completion of the requisite FDOT LAP documentation showing the coordination and resolution of environmental issues during the development of the plans; coordination and minor assistance with the public notification of the construction project; and minimal post design services.

The engineer shall prepare a complete set of construction plans in accordance with FDOT Plans Preparation Manual. The design shall follow the FDOT design criteria set forth in the Standard Specifications, Roadside Design Guide, and the Manual of Uniform Minimum Standards for Design, Construction, and Maintenance of Standard Streets (Florida Green Book). Additional criteria from the AASHTO A Policy on Geometric Design of Highways and Streets and the Institute of Traffic Engineers (ITE) Traffic Engineering Handbook may also be applicable. The construction plans shall include cross sections at a minimum of 200-foot intervals as well as plan and profile views.

The engineer shall coordinate the design plans with and obtain permits from all applicable agencies including, but not limited to, City Engineering Department, City Utility Systems Department, FDOT, private utility owners, SFWMD, and the US Coast Guard.

The engineer shall submit the applicable components of the LAP submittals to the City and be familiar with FDOT's electronic review process (ERC) for addressing FDOT review comments. Post design services include, but are not limited to, preparation of the construction specifications, answering questions about the bid documents during the bid process, attending the preconstruction meeting and the progress meetings, as needed, and resolve design issues identified in the field during construction.

In addition to the deliverables to FDOT and the regulatory reviews, deliverables supplied to the City shall include:

- Two (2) hard copies of 30%, 60%, and 90% Construction Drawings
- One (1) PDF copy of 30%, 60%, and 90% Construction Drawings
- Four (4) 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
- One (1) hard copy of permit application submittals

SAMPLE
CITY OF PORT SAINT LUCIE
CONTRACT #20120005

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 #20120005 is the design and permitting of the Savona Boulevard Sidewalk and Pedestrian Bridge Project. 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: Roxanne M. Chesser, P.E.
Civil Engineer
121 SW Port St. Lucie, Blvd.
Port St. Lucie, FL. 34984
Telephone 772 871 5186 Fax 772 871 5289
Email: roxannec@cityofpsl.com

Description of Service

The engineering services includes all survey, geotechnical, design and permitting work associated with the complete design and permitting of the sidewalk and pedestrian bridge including, but not limited to, intersection improvements; drainage modifications; driveway and culvert replacement; utility relocations; adjustments to the round-a-bout at Abingdon Avenue; permitting of the proposed work with South Florida Water Management and US Coast Guard Bridge Permit (if needed); completion of the requisite FDOT LAP documentation showing the coordination and resolution of environmental issues during the development of the plans; coordination and minor assistance with the public notification of the construction project; and minimal post design services.

The engineer shall prepare a complete set of construction plans in accordance with FDOT Plans Preparation Manual. The design shall follow the FDOT design criteria set forth in the Standard Specifications, Roadside Design Guide, and the Manual of Uniform Minimum Standards for Design, Construction, and Maintenance of Standard Streets (Florida Green Book). Additional criteria from the AASHTO A Policy on Geometric Design of Highways and Streets and the Institute of Traffic Engineers (ITE) Traffic Engineering Handbook may also be applicable. The construction plans shall include cross sections at a minimum of 200-foot intervals as well as plan and profile views.

The engineer shall coordinate the design plans with and obtain permits from all applicable agencies including, but not limited to, City Engineering Department, City Utility Systems Department, FDOT, private utility owners, SFWMD, and the US Coast Guard.

The engineer shall submit the applicable components of the LAP submittals to the City and be familiar with FDOT's electronic review process (ERC) for addressing FDOT review comments. Post design services include, but are not limited to, preparation of the construction specifications, answering questions about the bid documents during the bid process, attending the preconstruction meeting and the progress meetings, as needed, and resolve design issues identified in the field during construction.

In addition to the deliverables to FDOT and the regulatory reviews, deliverables supplied to the City shall include:

- Two (2) hard copies of 30%, 60%, and 90% Construction Drawings
- One (1) PDF copy of 30%, 60%, and 90% Construction Drawings
- Four (4) 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
- One (1) hard copy of permit application submittals

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 money. 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. 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 #20120005. 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 St 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.

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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 #20120005, Design and Permitting of Savona Boulevard Sidewalk and Pedestrian Bridge.

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 _____, 2011.

_____
Notary Signature

Notary Public-State of _____ at Large.

My Commission Expires _____.
(seal)

QUESTIONNAIRE
E-Bid #20120005

Design and Permitting of Savona Boulevard Sidewalk and Pedestrian Bridge from Bougainvillea Avenue to north of the C-24

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, Engineer, 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

   (This is a word document add lines as needed)

2. This project will require an FDOT pre-qualified design engineer to complete the design of the sidewalk and pedestrian bridge. List FDOT prequalification(s), applicable to this project, held by the firm and assigned staff for this project.

   (This is a word document add lines as needed)

3. List subconsultants proposed for this project.

Firm Name	Type of Work	Years Experience	Office Location	FDOT Pre-qualifications

(This is a word document add lines as needed)

4. List applicable credentials of the staff assigned to this project.

Staff Name	Title	Years Experience	Licenses	Certifications	Other

(This is a word document add lines as needed)

5. List the experience of the staff assigned to this project with the design of sidewalks on a residential corridor with swale drainage.

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number

(This is a word document add lines as needed)

6. Identify and discuss the challenges and issues associated with the design of the Savona Boulevard Sidewalk.

(This is a word document add lines as needed)

7. List the experience of the staff assigned to this project with the design and permitting of pedestrian bridges with SFWMD, US Coast Guard, and other applicable agencies.

Staff Name	Company	Project Name & Description	Project Owner and Telephone Number

(This is a word document add lines as needed)

8. Identify and discuss the challenges and issues associated with the design and permitting of the Savona Boulevard pedestrian bridge

(This is a word document add lines as needed)

9. Identify and discuss the challenges and issues associated with public notification and addressing public concerns for this project. Secondly, provide examples that staff assigned to this project have encountered and how the situation was resolved.

(This is a word document add lines as needed)

10. Identify the challenges associated with meeting the submittal deadlines outlined by the FDOT schedule for this project. Secondly, provide examples that staff assigned to this project have encountered and the outcome.

(This is a word document add lines as needed)

11. List the experience of the staff assigned to this project with the FDOT LAP.

Staff Name	Role	Project Name & Description	Project Owner and Telephone Number

(This is a word document add lines as needed)

12. Identify the challenges associated with FDOT LAP design projects. Secondly, provide examples that staff assigned to this project have encountered and the outcome.

(This is a word document add lines as needed)

13. 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.

(This is a word document add lines as needed)

14. Does your firm accept payment by Credit Card (yes or no)?_____

15. List past five (5) years of litigation history.

(This is a word document add lines as needed)

16. List the design projects awarded by the City to your firm in past 12 months.

Project	Date of Award	Responsibility	Is Work Completed?	Amount of Contract
			Total Amount	

(This is a word document add lines as needed)

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)