

PROPOSAL RESPONSE COVER SHEET

Project: Lafayette Street Sidewalk and Roadway Improvements
RFP Number: BC-09-06-12-51

This page is to be completed and included as the cover sheet for your response to the Request for Proposals.

The Board of County Commissioners, Leon County, reserves the right to accept or reject any and/or all bids in the best interest of Leon County.

Shelly W. Kelley, Purchasing Director

Akin Akenyemi, Chairman
Leon County Board of County Commissioners

This bid response is submitted by the below named firm/individual by the undersigned authorized representative.

Sandco, Inc

(Firm Name)

BY Behzad Ghazvini

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ADDENDA ACKNOWLEDGMENTS: (IF APPLICABLE)

| | | | |
|-------------------------------------|--------------------|-------------------------------------|--------------------|
| Addendum #1 dated <u>9-17-2012</u> | Initials <u>BE</u> | Addendum # 5 dated <u>10-9-2012</u> | Initials <u>BE</u> |
| Addendum #2 dated <u>9-21-2012</u> | Initials <u>BE</u> | Addendum # 6 dated <u>10-9-12</u> | Initials <u>BE</u> |
| Addendum #3 dated <u>9-25-2012</u> | Initials <u>BE</u> | Addendum # 7 dated <u>11-7-2012</u> | Initials <u>BE</u> |
| Addendum # 4 dated <u>10-5-2012</u> | Initials <u>BE</u> | Addendum # 8 dated <u>11-9-2012</u> | Initials <u>BE</u> |

Design/Build Request for Proposals
Lafayette Street Sidewalk and Roadway Improvements Project
In Leon County

RFP No.: BC-11-15-12-02
FPN: 430154-1-58-01
FAPN: 4046-052-C

November 16, 2012 9:00 a.m.



Wide landscape area between
Lafayette Street and Frontage Road



Right turn lane to Checkers Restuarant



Silicon Constellations In-Roadway Markers at The Moon
See Sections 1.1.3 and 4.2 for Discussion



Faded Street Sign at Indianhead Drive



i n n o v a t i o n v i a d e s i g n



Table of Contents

Tab 1 -Written Technical Proposal

Tab 2- Team Resumes

Tab 3-Schedule

Tab 4- Innovative Aspects

Tab 5-Quality Management Plans

Tab 6- Preliminary Plans

Tab 7- Specifications

Tab 8- Other Proposal Documents





1.0 Approach and Understanding

The design build team of Sandco and Inovia brings over 20 years of local design knowledge and construction experience to bear on this very important project for Leon County. The Lafayette Street Sidewalk and Roadway Improvement Project involves roadway reconstruction, drainage improvements, widening for turn lanes, pedestrian mobility improvements, and utility improvements. We have assembled a team with the experience, knowledge and manpower to design and construct this project. Inovia's presence in the Leon County and City of Tallahassee jurisdiction includes many miles of roadway design. Example projects include the Metropolitan Boulevard Extension, Bannerman Road and Tekesta Drive intersection improvements, and State Road 10 (US 90 / Mahan Drive) from Apex Drive to East of County Road 59, and others. Roadway design experience outside of the local jurisdictions includes State Road 83 from I-10 to US 90 in Defuniak Springs, State Road 79 multi-laning in Bay County, and the Thomas Drive Flyover in Panama City. Sandco maintains a wealth of construction knowledge and experience locally and outside Leon County. Notable example projects local to Leon County are Gaines Street Improvements, Capital Cascade, and US 90 / Mahan Drive east of Capital Circle. We have assembled a team with the qualifications, experience and dedication necessary to deliver a completed project which exceeds the expectations of Leon County.

Our goal is to provide a safe, convenient, efficient, and pleasant corridor for the traveling public, including vehicles, pedestrians, and bicycles. Our approach is to focus on the needs and desires of the end users of the corridor. The Sandco/Inovia team has reviewed the design guidelines comprehensively and understands the design and construction responsibilities. Our team has learned the importance of keeping our customers in mind during the development of these project responsibilities. Our customers are many and include not only the traveling public, but all of the intermediate and future users of our work product. These users include Leon County staff, City staff, commercial developments along the corridor, and many others. We know that working side-by-side with the Project Manager, Chris Meuhlemann, P.E., and effectively communicating and coordinating efforts during the design and construction phases is critical to the overall success of the project.

The following sections discuss our findings, recommendations, and approach as they relate to the scope of services. Items we consider a scope enhancement, or innovative aspect are reserved for detailed discussion in

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Section 4, Innovative Aspects, of this document.

1.1 Design and Geotechnical Investigation

To develop a comprehensive plan for completing this project successfully, we evaluated the RFP and eight addenda. The Sandco/Inovia team is fully aware of the responsibilities and requirements set forth therein. Our team has reviewed the project limits extensively during multiple daytime field reviews and a night time field review. Our understanding of this project is a result of a "boots-on-the-ground" campaign and consideration of Leon County and non-Leon County stakeholders.

A comprehensive knowledge of the project has been obtained by researching adjacent projects, contacting resources, reviewing crash history, and evaluating the conceptual plans provided with the RFP.

1.1.1 Adjacent Projects

Adjacent projects researched include the Lafayette Street Drainage Improvements for Leon County Public Works, the Magnolia Drive / Lafayette Street Intersection Improvements for the City of Tallahassee Public Works, and the Lafayette Paseo Multimodal Corridor Transportation Enhancement Proposal sponsored by the City of Tallahassee. The following paragraphs summarize each project.

Lafayette Street Drainage Improvements. This project for Leon County Public Works includes drainage improvements along Lafayette Street from the railroad crossing west of Seminole Drive to east of Seminole Drive. The drainage improvements east of Seminole Drive were permitted under TEM120007, and will be constructed by this design build project. Review comments from COT Utilities and the stormwater analysis have been reviewed.

Magnolia Drive / Lafayette Street Intersection. Improvements were designed in 2009 and include widening, ADA and pedestrian facilities, and drainage improvements. Construction of this project is complete.



Lafayette Paseo Multimodal Corridor Transportation Enhancement Proposal. A proposal for funding for this enhancement project was submitted to FDOT by the Indian Head Lehigh Neighborhood Association and sponsored by the City of Tallahassee. The goals and objectives of the proposal are to 1) create a complete continuous sidewalk, bikeway, and transit system along the 1.78 mile long Lafayette Street-old St. Augustine Road corridor from Cascades Park to Blair Stone Road, and 2) to fill in the gaps in the sidewalk, bikeway, and transit system along the 1.1 mile long segment of Lafayette Street from the CSX pedestrian tunnel to Winchester Drive. Attachments and exhibits from this proposal were evaluated and considered during the development of the preliminary plans for this design build project.

1.1.2 Design Resource Contacts

In the development of this Technical Proposal we contacted regulatory agencies, utility providers, City of Tallahassee, an adjacent shop owner, and FDOT to gain a working knowledge of design issues and concerns. The table presented below is a summary of the individuals contacted and the issues discussed.

Table 1.1-1 Design Resource Contacts

| Individual/Agency | Issue Discussed |
|--|---|
| Craig Barkve, P.E. COT Growth Mgt | Permitting requirements |
| Steve Palmer, P.E. COT Growth Mgt | Permitting requirements |
| The Moon Bouncer (name unknown) | Pedestrian Crossing |
| Michael Bateman NFWFMD | Permitting requirements |
| Steve Shafer COT Public Works | Indian Head Lafayette Paseo Multi- modal Corridor Enhance- ment Proposal |
| Johnathan Harris FDOT D3 Safety Program Manager | Crash Reports In past 5 years |
| Jimmy Miller FDOT D3 Construction | Pavement Design |
| Charles Dunn, P.E. Atkins/FDOT Pavement | Pavement Design |
| Craig Mader Owner, Video 21/Craig's Killer Coffee | Access and parking modifications |

1.1.3 Historical Crash Reports

As safety is the most important aspect of roadway design, a thorough crash analysis was performed to determine if any safety upgrades are necessary within the project boundaries. The long form crash reports were obtained from the Florida Department of Transportation (FDOT) District Three Safety Office for every crash since January 2007 that occurred along Lafayette Street. The crashes were sorted by location and crash diagrams were drawn for the crashes that occurred within the project limits. The following summarizes the findings of the analysis and mitigation recommendations.

At the intersection of Seminole Drive and Lafayette Street, five rear ends occurred in the westbound direction from drivers failing to stop in time for the red light or for left turning vehicles. Because of the consistency of the cause of crash and the range in the time period that these crashes occurred, it is recommended that mitigation in the form of a traffic light warning sign before the intersection be incorporated into the signing and pavement marking plans.

In 2007, a pedestrian was struck crossing from a parking lot on the north side of Lafayette Street to The Moon. The driver accidentally turned off his lights and did not see the pedestrian crossing. Currently, a lighted crosswalk by Silicon Constellations exists that is operated by remote control. During events, a Moon employee is stationed by the crosswalk to operate the lights. While this lighted crosswalk mitigates the crash with the pedestrian, additional measures to improve pedestrian safety are recommended. The lighted crosswalk will be replaced after milling and paving operations in addition to striping the midblock crossing as special emphasis to meet FDOT standards. The installation of a pedestrian crossing warning sign is also recommended to further notify drivers of pedestrian activity.

Similar to the crashes that occurred at Seminole Drive, four rear ends occurred at Lafayette's intersection with Magnolia Drive. A traffic light warning sign would help mitigate the types of crashes that occurred before this intersection.

At the intersection of Lafayette and Indian Head Drive, five crashes occurred that resulted from drivers failing to yield to westbound drivers on Lafayette Street when attempting to turn left from Lafayette onto the Apalachee Parkway on ramp. Upon field investigation, this intersection has a left turn lane, but does not have a left turn signal or signage reminding left turning vehicles to yield





on green. The installation of such a sign is proposed to mitigate the occurrence of these crashes.

Two types of crashes occurred at the intersection of Lafayette Street with the east most on ramp to Apalachee Parkway. Three crashes of similar manner occurred when vehicles turning right onto westbound Lafayette Street from Apalachee failed to yield to westbound vehicles. The installation of a stop sign to replace the existing yield sign is proposed to mitigate these crashes. Another frequent crash occurrence at this intersection is left-turning vehicles colliding with westbound vehicles on Lafayette. It was observed during field review that there is limited sight distance along this curve. No mitigation is proposed for these crashes, but when designing the sidewalk and access to the businesses service road in this area, sight distance was a determining design factor.

1.1.4 Survey

Digital survey information has been provided with the conceptual plans. The project surveyor, HSA, will provide a new design survey. One of the first things we will do is meet with our survey sub consultant and create a checklist of special areas where specific survey information is needed.

1.1.5 Geotechnical Investigation

Geotechnical design information is needed for the roadway widening areas and stormwater facilities. Shallow borings spaced at 100 feet through the segments where widening is proposed will be conducted. Appropriate measures will be taken to remove unsuitable material as necessary for the construction of the roadway. Geotechnical borings will be shown on roadway design cross sections.

1.1.6 Turn Lane Analysis

Preliminary analysis of traffic volumes indicate that turn lanes are warranted at the locations proposed in the concept plans. Final analysis will be conducted during the design phase to fine tune the turn lane lengths. The traffic consultant responsible for conducting the final analysis is Debbie Dantin, P.E. Debbie is in the process of completing a nearby design project at Blairstone and Old Bainbridge.

1.2 Roadway Design

Design information from the elements above will be organized and coordinated in preparation of the design plans. The roadway functional classification is a minor arterial. The posted speed is 30 MPH, which will be used

as the design speed. The design speed meets AASHTO standards for the roadway functional classifications and minimum speeds in accordance with FDOT PPM 25.4.4. Accordingly, specific elements of the roadway design are presented and described in the following sections.

1.2.1 Typical Sections

Roadway improvements can be described as being west of Magnolia Drive and east of Magnolia Drive. Improvements west of Magnolia Drive consist of removing existing concrete pavement under asphalt from the beginning of the project to approximately Sta. 451+70, and reconstructing the roadway pavement section. The proposed typical section consists of two 11 feet travel lanes, Type F curb and gutter, 4 feet utility strip, and 8 feet sidewalk on the right side (south side).

Improvements east of Magnolia Drive to Indian Head Drive consist of widening to accommodate left turn lanes and raised medians. The proposed typical section consists of two 10 feet wide travel lanes and 10 feet wide turn lanes, Type F curb and gutter, 8 feet wide sidewalk and variable width between the back of curb and front of sidewalk.

Improvements from Indian Head Drive to Winchester Drive consist of adding sidewalk and roadway resurfacing.

1.2.2 Frontage Road Realignment

The conceptual plans call for analyzing the frontage road parallel to Lafayette Street east of Indian Head Drive, with respect to the intersections at Sta. 471+50 and Sta. 476+00. Information provided in the Lafayette Paseo Multimodal Corridor Transportation Enhancement Proposal, illustrates the community's desire for pedestrian and non-motor vehicle mobility. Below is an excerpt taken from the proposal as an example of the community's desires.

"The Indianhead/Lehigh Neighborhood Association (IHLNA) supports City of Tallahassee, Leon County, and Capital Regional transportation Planning Agency projects that will encourage community mobility and non-motor vehicle safety. We strongly believe Indianhead/Lehigh could serve as a model walkable, bikeable community for the City and County. The 2009 Indianhead/Lehigh Neighborhood Planning Survey (approximately 150 respondents) demonstrated that Indianhead/Lehigh residents are ready to expand their mobility. What you have in Indianhead/Lehigh that you possibly do not have in other neighborhoods is a collective will to get



out of our cars and walk and/or bike more.

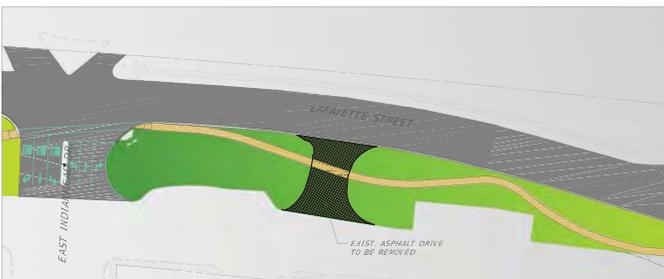
Indeed, many neighborhoods want expansion of interior sidewalks, yet what they assigned a greater priority to safer ways to access local businesses and downtown. The survey respondents support construction of perimeter sidewalks over interior sidewalks by nearly 10%. Respondents prioritized sidewalks on St. Augustine Road over S. Magnolia Drive at 54.6% to 42.3%, although respondents expressed that both were important. They want to be able to safely walk or bike to Newleaf Market, to Cabo's and across the Parkway to other nearby businesses."

Also found in the proposal are exhibits calling for the removal of the cut through intersection at Sta. 471+50 and the realignment of the acute angle intersection at Sta. 476+00. Understanding the sentiment of the neighborhood and the access modifications called for in the proposal, the following modifications are made to the concept plan.

Intersection at Sta. 471+50. The cut through intersection is a redundant access point from Lafayette Street to the frontage road. During our field reviews we noted the cut through intersection was rarely used. Consistent with the information and exhibits in the Lafayette Paseo Multimodal Corridor Transportation Enhancement Proposal, the cut through intersection is proposed to be removed. The proposed sidewalk is curvilinear, traversing through the wide landscape area. This configuration provides a safe route for pedestrians and non-motor vehicles from the Indian Head Drive intersection eastward, and provides a safer roadway by controlling and restricting vehicle access points. Access to commercial businesses along the frontage road is not hindered by this configuration.

wide. This condition is not safe for the pedestrian traffic on the sidewalk being proposed, nor for the vehicular traffic utilizing this intersection. During our field visits we noted westbound traffic on Lafayette Street crossing the double yellow and gore striped area to turn left onto the frontage road. This movement was typically taken at running speed. Similarly we noted eastbound traffic turning right from the frontage road did not stop. The acute angle and near tangential geometry of the intersection results in a dangerous condition. Several crashes were reported at this intersection. Realignment of this intersection is proposed. The realignment consists of a close to 90 degree intersection restricted to right-in, right-out movements. The parking in the front of the commercial business is relocated on the north side of the frontage road and pedestrian facilities connect the relocated parking to the business. The frontage road width is 50 feet such that the relocated parking area is accommodated by re-striping the existing pavement. New pavement is not needed to accommodate the proposed access modification - existing pavement will be saw cut and removed and replaced by landscape area and sidewalks.

We discussed access modifications with Craig Mader, the owner and operator of the four commercial businesses at this intersection. Craig stated that the parking directly in front of the business is not critical and that most people in the morning hours park in the parking lot along Winchester Drive. There are four angled parking spaces which will be replaced by seven perpendicular spaces. Proposed sidewalk provides improved access for pedestrians and the landscape area created provides opportunity for storefront beautification.



Intersection at Sta. 476+00. This intersection is characterized by an acute angle and an access opening 150 feet

1.2.3 Pedestrian Mobility

The need for pedestrian mobility within the limits of this project is apparent from visual observation and from statements found in the Lafayette Paseo Multimodal Corridor Traffic Enhancement Proposal. The conceptual plan



Section 1

presented in this document provides a safe and aesthetic pedestrian corridor through the limits of the project. On the west side from Seminole Drive to Magnolia an 8 feet wide sidewalk is proposed to replace the existing 5 feet wide sidewalk. Where wide open expanses of pavement connections for the commercial businesses exist from Sta. 450+00 to 452+20 curb islands and sidewalk are proposed. These curb islands restrict vehicle access and protect pedestrians. On the east side of Magnolia from Sta. 458+00 to 459+80 sidewalk is proposed adjacent to the back of curb due to right-of-way constraints. From Sta. 460+40 to the end of the project, exclusive of intersections, sidewalk is curvilinear through the wide landscape area between Lafayette Street and the frontage road. Connectivity to bus stops and adjacent pedestrian facilities connecting to Apalachee Parkway will be provided.

Of particular concern regarding pedestrian safety is the existing mid block cross walk at The Moon. The in-roadway lighted markers, LumiStar XP model manufactured by Silicon Constallations, will be replaced under this contract. We will coordinate with The Moon staff as necessary to ensure proper function. Additional measures to enhance safety at this pedestrian crossing are discussed in the Innovative Aspect section of this document.

1.3 Water and Sewer Utility Design

The scope of work calls for replacement / reconstruction of old and damaged clay gravity sewer and water main. Addendum #8 provides detailed exhibits for the location of the utilities to be replaced. On the west side of Magnolia Drive the gravity sewer to be replaced is located on the north side of the right-of-way, and water main is located under the pavement of the eastbound lane. On the east side of Magnolia Drive the gravity sewer to be replaced is located on the north side of the right-of-way, with a portion crossing diagonally under the road surface. The water main to be constructed is located under the widened pavement of the eastbound lane.

1.4 Utility Coordination

We understand that the Design Build team is responsible for Utility coordination under this contract. Our Utility Coordination Manager for this contract is Jim Waddell, P.E. Mr. Waddell is experienced in the Leon County and FDOT plans production process and utility coordination process and procedures. His experience includes utility coordination under the employment of the General Design Consultant for FDOT District 7. Through this experience, it is understood that open, constant, and sometimes aggressive communication is required to

successfully maneuver through the Utility process. The Utility Coordination process will begin upon award and notice to proceed.

This project involves extensive subsurface work related to the drainage improvements west of Magnolia Drive, and the water and sewer work east and west of Magnolia Drive. Utility involvement requiring relocation has the potential to delay final completion of the project. Constant and directed attention toward utility involvement is required to maintain the project schedule. Mr. Waddell will take an aggressive and proactive approach toward reaching a timely resolution with all utility agencies that have facilities within the corridor.

Utility providers have already been identified through the IRTH One Call Design Ticket process. The table below lists the utility providers.

Table 1.4-1 Utility Providers

| Utility | Individual | Utility Type |
|---------------------|--------------|--------------------------|
| Century Link | Bill McCloud | Phone and Fiber Optic |
| Comcast Tallahassee | Phil Carter | Cable TV |
| MCI | | Communications Fiber |
| COT Traffic | Tommy Smith | Traffic Signals |
| COT Utilities | Gary Burns | Water/Sewer Gas/Electric |

Maximizing efficiency through the design and construction process depends also on the accuracy of utilities shown in the plans. We have learned to pay particular attention to utility as-built information and, if needed, conduct soft digs to verify location of existing utilities prior to design and construction. This is true for underground utilities as well as overhead utilities. Underground utilities will be shown in the plans to the greatest degree of accuracy. Overhead utilities will be labeled by use and, if electric lines, the voltage of the lines will be provided in the plans.

1.5 Landscaping

We have chosen Wood + Partners, Inc. as the landscape architect for this project. Dave Malcolm’s experience includes preparing landscape plans for FDOT and various municipalities throughout Florida and the Southeast. The landscape plans will be prepared using FDOT Plans





Preparation Manual and Design Standards and Specifications. Wood + Partners has reviewed the landscape material presented in the conceptual plan and generally agrees with the tree species utilized for this project. Crepe Myrtle trees proposed in the raised median at Sta. 462+50 and 466+00 will be specified as single trunk to maximize driver visibility. Also, the Live Oaks will be specified to have a clear trunk height that maintains safe height clearance for pedestrians. Suggested landscape materials in the raised curb islands at the driveways from Sta. 450+00 to Sta. 452+20 include items such as lirioppe, asiatic jasmine or blue-eyed grass. Additional landscape areas and materials will be developed during the design phase. The design team will meet with County staff to coordinate the landscape plan in terms of location and plant materials. The goal is to provide a landscape plan that functions in the corridor, is aesthetic, and maintainable.

with the county to determine the best system controls for meeting their needs while considering alternatives to achieve maintainability and cost control.

1.6 Maintenance of Traffic

The Sandco/Inovia team has developed a maintenance of traffic plan that minimizes the disruption of roadway traffic and avoids full road closure to the greatest extent possible. Major elements of the construction activity including water and sewer utility construction, removal of the concrete pavement west of Magnolia Drive, and the widening east of Magnolia Drive were considered. Maintenance of traffic plans will be developed utilizing FDOT procedures for Level 1 Traffic Control Plans. Access to businesses and bus stops will be maintained during all phase of construction. Reconstructing the old clay pipe gravity sewer is accomplished in the first phase of construction to avoid damage and service disruptions during other construction phases. Below is a general description of the maintenance of traffic scheme.

Roadway improvements on the west side of Magnolia Drive begin with milling the asphalt from the concrete pavement. The concrete pavement will be saw cut at the centerline and removed, westbound lane first. Traffic can be maintained on the eastbound lane while working on the westbound lane. Once the westbound lane is complete except for the last lift of asphalt, the concrete pavement on the eastbound and lane will be removed. Traffic can be maintained on the westbound lane which working on the eastbound lane similarly. Temporary traffic barriers will be required due to the drop off condition anticipated by the removal of concrete pavement.

Roadway improvements on the east side of Magnolia drive begin with constructing the widening on the westbound direction while traffic is maintained on the eastbound direction. Widening on the eastbound side can be accomplished by maintaining traffic in the westbound direction.

The innovative aspects described in Section 4 presents a methodology that simplifies the maintenance of traffic effort and reduces the construction duration.

1.7 Permitting

Permitting for this project involves the City of Tallahassee and the Northwest Florida Water Management District (NWFWM). We contacted both agencies to discuss the specific permitting requirements of each agency related to this project.



Lirioppe



Single Trunk Crepe Myrtle



Blue-Eyed Grass



Asiatic Jasmine

An irrigation system will be designed and constructed to provide the requisite watering amounts for establishment and survival of new landscape material. Our irrigation design will include all required irrigation standards and specifications necessary, including items such as reuse / reclaimed compatible components. We will work





1.7.1 City of Tallahassee Growth Management

During the pre-proposal meeting the term Linear Infrastructure Variance was mentioned related to permitting for this project. We confirmed with Craig Barkve, P.E. and Steve Palmer, P.E., with COT Growth Management, that the Linear Infrastructure variance provides an exemption to Policy 1.3.7 of the Comprehensive Plan Conservation Element. This exemption is utilized for projects which impact a regulated preservation or conservation feature more than 5% of the preservation or conservation feature area. The linear infrastructure variance is not applicable to this project since it does not impact regulated preservation or conservation features.

The section of the COT Code which applies is Chapter 5-86(j) Stormwater Standards for Roadway Projects. Section 5-86(j)(1)c, last sentence, requires that roadway projects undertaken in phases or segments be aggregated under this rule. We successfully negotiated with Steve Palmer, P.E. to waive the aggregation requirements such that construction on the west side of Magnolia Drive is considered as a separate project in terms of permitting from the construction on the east side. Steve Palmer, P.E. has provided this in writing to us. The significance of this determination is that construction on the west side of Magnolia Drive meets the threshold for an "insignificant roadway project" under 5-86(j)(1)d. Construction on the east side of Magnolia Drive meets the "Type I Minor Roadway Project" threshold, which requires treatment and attenuation for the increase in impervious area. It is proposed that the requisite volume be accommodated by a swale and ditch blocks within the wide landscape area between Lafayette Street and the frontage road.

1.7.2 NFWWMD

We reviewed the Department's criteria for exemptions in the Florida Administrative Code 62-346.051 (4) (c), which provides for an exemption for projects proposing sidewalks 6 feet wide or less. The proposed project calls for 8 feet wide sidewalks. We contacted Michael Bateman, Chief of the Bureau of Environmental Resource Regulation for the NFWWMD to discuss the issue. Mr. Bateman revealed that he would be open to providing an exemption for the project as the majority of the project is essentially widening the existing 5' sidewalk to 8 feet. For the portion east of Indian Head Drive, by demonstrating that the total additional sidewalk is not greater than a 6' sidewalk of equal length, the District is agreeable to provide an exemption. The project as a whole will be exempt from NFWWMD permitting.

1.8 Environmental Protection/Commitments

As a team of local contractors and design professional, each member of the Sandco-Inovia Design/ Build team is well aware of Leon County and Tallahassee's commitment to the environment and shares the same ideals. The following summarizes our team's standards practices during design and construction that ensures minimal impact to environmental features and identifies specific areas of interest related to the Lafayette Street Sidewalk and Roadway Improvements project.

1.8.1 Tree Protection

Leon County and Tallahassee are well known for the majestic live oaks that populate the area. As there currently exists numerous live oaks within the project limits, the Sandco/Inovia Team will take the precautions necessary to allow these trees and other native trees to remain in place and thriving. At the time of this proposal, there are not any trees proposed to be removed as a result of this project. However, tree mitigation is anticipated. South of the area of the proposed widening (Sta. 460+50 - Sta. 468+50) there exists 15 trees. The trees in this area will be negatively impacted due to a change in grading for the widening of the roadway and the relocation and widening of the sidewalk. Additionally, this area will be the location of stormwater treatment cells along the existing ditch. Any trees with an impacted CPZ (critical protection zone) will be mitigated using a mitigation plan designed by Bill Armstrong. Mr. Armstrong is our Team's go to arborist for any tree mitigation and has preserved numerous trees for both the County and private sector clients. With him responsible for the design and implementation of the mitigation plan for these impacted trees, the integrity of these trees is assured.

1.8.2 Historical Artifacts

Our County's history is as much apart of the environment and the old oaks themselves. Developed on land occupied by the Seminole Tribe, construction and soil moving activities in Leon County have the opportunity to uncover rich history and unusual artifacts related to the history of the County before its boundaries were established. Research into the Lafayette Road area produced interesting facts about the nearby neighborhood of Indian Head Acres. During the construction of the subdivision in the 1950's, numerous Seminole artifacts were recovered and three ancient Seminole ceremonial mounds were discovered. Although, extensive soil moving operations are not anticipated as with this project, a note will be added to the plans instructing the contractor to stop work immediately upon discovering artifacts during soil disturbing activities, as was required by the



Division of Historical Resources for the Lafayette Street Drainage Improvements project.

1.8.2 Stormwater Quality

For the portion of the project east of Magnolia Street, the Sandco/Inovia Team is proposing treatment cells to treat the stormwater runoff from the additional impervious area added by the street widening and sidewalk addition. These treatment cells will offset the additional pollutant load downstream of the project site. For further detail regarding the treatment cells see the Stormwater portion of section 1.

1.8.3 Stormwater Pollution Prevention

The Sandco/Inovia team is well versed in standard best management practices for stormwater pollution prevention. As the prime engineering consultant, Inovia will design a project specific pollution prevention plan and erosion control plan. This plan will dictate the extensive use of FDOT type IV silt fence, acceptable staging areas, requirements for the stabilization of disturbed areas, inlet protection, and other requirements as necessary. A certified stormwater control officer will also be designated before the commencement of construction to ensure the plan is followed and adjusted if necessary.

2.0 Staffing Plan

The Sandco/Inovia Team is a team comprised of highly creative, competent, and adept design professionals teamed with very experienced and reputable contractors and subcontractors. The accompanying table summarizes the key personnel responsible for the success of this project. The following describes the responsibility of each key member of the design and construction team and a summary of his or her qualifications as related this specific project. Resumes for each team member can also be found in Section 2 of this proposal.

2.1 Team

2.1.1 Design Team

Beginning with the Design **Project Manager and Roadway Engineer of Record, Russell Large, P.E.** plays an essential role in the success of the Lafayette Street project. Mr. Large brings to the table 17 years of experience with a wide variety of civil engineering projects. He has an impressive background with roadway design, stormwater and drainage improvements, utility and infrastructure planning,

| Key Design Personnel | | |
|-------------------------|----------------------|--|
| Name | Firm | Role |
| Russell Large, P.E. | Inovia | Design Project Manager Roadway Engineer of Record |
| Jim Waddell, P.E. | Inovia | Utility Coordination Engineer |
| Rick Jenkins, P.E. | Inovia | Drainage Engineer |
| John Matthews, P.L.S. | HSA | Survey Contract Manager |
| Gary Freeman, P.S.M. | HSA | Survey Project Manager |
| John Pulice, P.S.M. | HSA | Survey Field Crew Manager |
| Travis Richards | HSA | Survey Senior CADD/GIS Supervisor |
| Michael Wilson, P.E. | Ardaman & Associates | Geotechnical Engineer of Record |
| Debbie Dantin, P.E. | Dantin Consulting | Traffic Engineer |
| David Malcolm, A.S.L.A. | Wood + Partners | Landscape Architect |
| Shawn Kalbli, A.S.L.A. | Wood + Partners | Landscape Architect |
| Charlie Johnson | Wood + Partners | Lanscaping Project Manager |

land development, water resources management, wastewater management, and environmental permitting. Some of Mr. Large's notable roadway projects include the US 98/Thomas Drive Flyover in Panama City Beach, State Road 79 from US 98 to ICWW in Bay County, and State Road 61 from State Road 263 to State Road 363 in Leon County. Mr. Large was also the engineer of record for the resurfacing project on Mahan Drive from Apex Drive to East of County Road 59, which is not yet under construction. His responsibilities on these projects include plans production, quantity computation and estimates, utility coordination, and geometric design including typical sections and horizontal and vertical re-alignment. His experience will be of great value especially regarding the re-alignment of the access road with Lafayette Street at Sta. 477, and the different typical sections established throughout the project. Mr. Large has also designed numerous stormwater management systems for private and public entities. Mr. Large is capable of developing innovative design strategies to merge environmental conservation, permit requirements, and client needs. An example of this is the Windom pond





restoration where the stormwater management facility was able to be transformed to an wildlife haven that mimics the original wetlands and still effectively functions as a permitted treatment facility. He used similar techniques in the design of the George Sands Memorial Park Stormwater Facility in Carrabelle, where the pond acts as a ornamental as well as functional aspect of the park. This will be beneficial in the design of the stormwater treatment cells that are required for this project. Mr. Large will be able to provide ideas for a good-looking but functional area for stormwater management. Mr. Large's experience in the public sector includes numerous Leon County sponsored stormwater improvement projects. Mr. Large has furthermore been project manager for FDOT projects and numerous other projects. With his well-rounded engineering knowledge, he will be able to manager the different project components efficiently and knowledgeably. He is also well aware of the importance of the non-technical aspects involved in completing a project successfully, such as permitting requirements, the monitoring of plans production, community awareness efforts, the coordination of sub-consultants, construction management, and communication with the client.

Additionally, as principal and **Utility Coordinator, James Waddell, P.E.** will be adding his 20 years of experience and expertise to projects the Lafayette Street Sidewalk and Roadway Improvements project. Mr. Waddell possesses a wealth of knowledge with regards to engineering design and project management with an impressive array of projects on his resume involving major utility rehabilitation and replacement, roadway design, land planning, environmental permitting, environmental studies, and public administration assistance. Projects that are demonstrative of Mr. Waddell's capabilities include Call and Cadiz Drainage Improvements, Metropolitan Corporate Center, and Centerville Conservation Community. Mr. Waddell is also responsible for a number of infrastructure projects throughout Leon and Franklin County. Mr. Waddell meets all of the requirements for Utility Coordinator outlined in the RFP document.

In charge of **stormwater analysis and design, Richard Jenkins, P.E.** has the experience, knowledge, and managerial capabilities to undertake and successfully complete complex projects relating to stormwater management. Mr. Jenkins' has ten years of experience within the civil engineering field and is intimately familiar with the design process as it occurs in both the public and private sector. He is well versed in the requirements and stan-

dards of the Florida Department of Transportation from working in the FDOT Midway Maintenance Office as an undergrad as well as permitting various projects with FDOT in his years in private consulting. Mr. Jenkins also has experience in environmental permitting, roadway design, and utility design and coordination. His forte, however, lies in stormwater management design. Mr. Jenkins is skilled in stormwater modeling using such programs as Streamline technologies Advanced ICPR3, EPA SWMM5.0, XPSWMM, USACOE HEC-RAS, Hydroflow by InteliSOLVE, and MODRET V6.1. Moreover, the project experience Mr. Jenkins' possesses further illustrates his competency in stormwater management design. While working at URS Corporation, he was the design engineer and project manager for the Frenchtown Stormwater Improvements Project, Phase I. The project consisted of stormwater management upgrades for the Carter Howell Strong Park and adjacent streets within the Tallahassee Frenchtown area. The success of this project is apparent to many Tallahasseeans who lived or commuted through the area before the improvements. While at Inovia, Mr. Jenkins has also been project manager and design engineer on Leon County projects such as drainage improvements for Ben Boulevard, Lawndale Road, Autumn Woods Subdivision, and Edinburgh Estates. These engineering opportunities allowed Mr. Jenkins to become acquainted with Leon County's practices, procedures, and expectations. Other notable projects on Mr. Jenkins's resume include a good deal of drainage projects contracted through the City of Tallahassee including Call and Cadiz Stormwater Improvements, Karen Lane Drainage Improvements, and Copper Creek Drainage Improvements. Mr. Jenkins has also designed stormwater management systems for private sector clients, as well as municipalities such as the City of Carrabelle. With this amount of experience, Mr. Jenkins is capable of quickly and efficiently analyzing and designing the drainage improvements required for the Lafayette Street improvements.

Having effectively worked with HSA Consulting Group on number of projects, both public and private, the Sandco/Inovia Team had no difficulty determining whom to recruit to provide survey and mapping services for this design/build project. The point of contact and **surveyor in charge will be John Matthews, PLS.** Mr. Matthews has over thirty years of experience as a supervisor in surveying and data collection of all types of planimetric and topographic data using both conventional and photogrammetric methods. He also possesses a firm background with bathymetric sur-





veys and contour maps relating to drainage and storm-water structures. His experience in the fields of CADD, GIS, and GPS spans 15 years. He has an extensive background in researching available data in the transportation planning, surveying, civil engineering, and other associated disciplines in both the public and private sectors. Mr. Matthews has worked in Leon and the surrounding counties for over thirty years. His work experience includes acting as a contract/project manager for the Department of Environmental Protection (DEP) and working as a Professional Land Surveyor with the Florida Department of Transportation (FDOT)'s Central Surveying Office working with surveying, GPS, GIS, and CADD. In the recent past, Mr. Matthews served as a consultant to the FDOT Office of Information Systems working on the Enterprise Wide Electronic Data Management System and GIS Information Portal applications. After joining HSA Consulting Group in early 2001, Mr. Matthews has been extensively involved in utilizing GIS for GPS Ground Control Surveying and Photogrammetric Mapping for inventory of aerial topographic surveys and roadway characteristics on over 2000 linear miles. As Director of Surveying and Mapping for HSA, he has served as Surveyor in Charge on a number of local projects. A sample of the roadway projects that Mr. Mathews has been responsible for are the Fairbanks Ferry Emergency Access Road Design Project, the Selena Road Design Project, Bannerman Road, and Capital Circle SE design/build project. In addition to working with Inovia on the Karen Lane Improvements Project, Mr. Mathews is handled the survey for Inovia's SR 10/US 90 road resurfacing project, which includes 7 miles of survey. The local projects that involved a full topographic survey for drainage revisions or stormwater design include Killlearn Lakes Stormwater Permitting-Phase I, Timber Lakes Stormwater Design Project, Miccosukee Community Park, and Karen Lane Drainage Study. With Mr. Matthews resume, he will be able to lead his team at HSA to produce an accurate and detailed survey quickly and efficiently.

The project manager of the HSA team for this project will be **Gary Freeman, P.S.M** who possesses over 30 years of surveying and mapping experience. He has been involved in a wide range of surveying projects for the private and public sectors that have helped him develop an outstanding foundation in the surveying and mapping profession. Mr. Freeman grew up surveying in Central Florida and later moved to the NW Panhandle of Florida where he now resides. Mr. Freeman's FDOT District 3 experience began when he formerly worked for DRMP, Inc. as a Project Manager on 3R and Design Surveys. Since joining HSA, Mr. Freeman has performed FDOT Design

and Right of Way Surveying projects along with Aerial Control, Alignments, Subsurface Utility Locations and Maintenance Map surveys. Mr. Freeman has also worked in Districts 1, 2, 5, 7, and 8 in the past. Gary brings a mastery of MicroStation, CAiCE, Geopak and numerous other software suites to any project he completes. His vast experience utilizing Electronic Field Book (EFB) is passed to the field crews under his charge to ensure they are collecting data correctly from the project's onset in order to reduce time lost from having to re-do work already completed. His constant focus on quality is constantly emphasized to both his field and office staff. Mr. Freeman places the safety of both his personnel and the public in the highest regard and constantly strives to remind his staff of safety awareness. Mr. Freeman will be a vital component of the Sandco/Inovia Team in order to assist HSA in delivering the project survey both efficiently and safely.

John Pulice, PSM will serve as the Survey Supervisor and field crew manager for the Lafayette Street improvements. He brings over ten years of experience in varied roadway, right-of-way, topographic and control surveys. Mr. Pulice also has experience in alignments, construction layout and sectional surveying. His expertise and leadership is instrumental in ensuring accurate field data collection by the crews in the field as well as final submittal of drawings by the technical staff in the office. He has managed numerous field crews, coordinating multiple projects simultaneously to achieve complete satisfaction of the clients. The Lafayette Street project is no exception. Mr. Pulice will ensure the field crew is all-inclusive and accurate during fieldwork for the project survey.

The last HSA member that will be involved in the Lafayette Street project will be **Travis Richards as CADD supervisor**. He has over 12 years of CADD and GIS experience, over half of which while employed by FDOT's Central Surveying & Mapping Office and District Two Planning Office. His background in GIS, coupled with his experience in the production of technical drawings and plans are further tempered by prior experience in Roadway and Bridge Maintenance, which allows him a comprehensive understanding of a project's lifespan from initial concept inception through its design, construction and eventual maintenance requirements. He has performed survey, design and plans production tasks on numerous projects for both private sector and governmental clients to include roadway capacity design, resurfacing, structural plans and details for bridges and other structures, utility relocation, storm





water, erosion and sediment control, specifications, maintenance of traffic, cost estimating, project scheduling, site development and mapping. He has extensive experience using ESRI ArcGIS applications, Microstation (versions J through V8-i), Geopak, CAICE, InRoads, AutoCAD Civil 3D, ERDAS, Hydraflow, ICPR and numerous other technical software suites. Mr. Richards is also responsible for ensuring HSA's QA/QC process is followed, documented, and approved prior to final submittal of a project. For the Lafayette Street project, Mr. Richards will prove to be of utmost importance guaranteeing a smooth transition from field data to a workable electronic design survey.

For **geotechnical services, Michael Wilson, P.E.** of Ardaman and Associates Inc. will lend his expertise and 27 year of experience. Mr. Wilson is responsible for overall operations of a full service geotechnical, construction materials testing and environmental geo-sciences office. He supervises a staff of engineers, technicians and support staff (30 employees) who provide services on a wide range of infrastructure projects for both public and private clients. Also manages engineering projects including supervision of field exploration, analyses of foundation alternatives and presentation of geotechnical recommendations and technical reports. For the Lafayette Street project, Mr. Wilson will be in charge of the directing the field team on their subsurface exploration, interpreting the results of the survey, and providing geotechnical analysis. His recommendations will be used for the design of the stormwater treatment cells and the design of the road widening. He will also be responsible for overseeing the materials testing for all of the materials used during construction. The abilities of Mr. Wilson will be a vital component for ensuring this roadway meets or exceeds its expected lifetime.

Debbie Dantin, P.E. of Dantin Consulting will be responsible for performing the turning movement study and traffic analysis. Ms. Dantin has over 25 years of transportation engineering and planning experience. Her hands on experience is diverse in traffic operations, signalization/ITS, corridor and mobility studies, multi-modal master plans, traffic impact studies, traffic calming, regional bicycle and pedestrian plans, and parking circulation studies. She is president of Dantin Consulting Firm formed in March 2009, a DBE firm certified with FDOT, State of Florida, Leon County and various local governments. She has both private and public sector experience. Ms. Dantin was senior vice president of Genesis Group from 2001-2009, and spent ten years with the City of Tallahassee serving as City Traffic Engineer from 1995-2001. Ms. Dantin has also aided in the concep-

tual design of the Lafayette Street project. Ms. Dantin and Mr. Large combined their experience to present a workable, inexpensive, and safe solution to the acute intersection of Lafayette Street with the service road east of Indian Head Drive. Her traffic study will also be paramount in determining the layout for the turn lane addition between Magnolia Drive and Indian Head Drive.

The **landscaping design consultant is Wood + Partners Inc. (WPI) led by David Malcolm, ASLA.** David Malcolm is currently a principal, and office manager, for the Florida office of Wood + Partners, Inc., a southeastern based land planning and landscape architecture firm. David's focus within the practice is improving cities and communities by bringing form to planning and design projects for public and private sector clients. His specialties range from the design and creation of vibrant public spaces, to the planning of new communities within urban, mixed-use and destination locations. He has successfully led public consensus building for small town main street revitalization projects to large brown-field redevelopment sites in metropolitan areas. He has extensive experience in master planning and design development, needs assessments, greenways and trails, public presentations, design workshops, stormwater management, feasibility analysis, cost estimating and construction documentation and observation. In addition, Mr. Malcolm is responsible for the day to day operations and oversight of the Tallahassee office. With Mr. Malcolm as head of the WPI design team, the County should expect a beautiful but sensible landscape plan from the Sandco/Inovia Design team.

Working with Mr. Malcom will be **Shawn Kalbli, ASLA.** Mr. Kalbli is an Associate at Wood+Partners specializing in Landscape Architecture and Urban Design. His background is in comprehensive/long range urban planning and site scale design projects for public and private sector clients throughout northern Florida and the Midwest. He has extensive experience providing planning and design services for municipalities and large scale master planned communities, corridor redevelopment, design guidelines, and design review process.

Another member of the Wood + Partners design team is **Charlie Johnson.** A Project Manager at Wood+Partners, he offers experience in urban design, park planning, landscape architecture, permitting, and site construction observation. He has extensive experience in teaming with architects, engineers, bi-





ologists, surveyors and permitting specialists on many projects in the public realm ranging from local to state government. His strengths include design & planning, public presentations, design workshops, environmental analysis, municipal plan approvals and permitting, cost estimating and construction documentation and observation. Mr. Johnson will be the organizational force that propels the WPI team to design a landscape plan that meets the needs of the client in a timely manner.

2.1.2 Construction Team

Mr. Robert (Bob) Myrick will be the Construction Project Manager on this design/build project. With over 38 years of experience in all aspects of construction and project management, Mr. Myrick has extensive experience in utility, site work and roadway construction with 20 years as a project manager and estimator. He is well versed in early problem identification and resolution and is an expert at trouble shooting, acting as a resource for project personnel and works closely with owners to resolve any issues and identify areas of cost savings. Mr. Myrick has a great working relationship with Leon County Staff and the designated sub-contractors. He has worked on numerous projects within Leon County as project manager for Sandco. These projects can be seen in the Other Appropriate Data Section. Mr. Myrick has the ability to coordinate a large number of equipment and workers efficiently and effectively. Sandco currently has 75 men available for the Lafayette Street project and 100 pieces of equipment available.

The **construction superintendent will be Mr. Buddy Watley**. With over 30 years of hands-on field experience, Mr. Watley has been a supervisor for many local roadway projects including I-10, Thomasville Road, and Hwy. 27. He is known for his organized approach to road construction and his keen ability to facilitate communication with project engineers and owner representatives. Mr. Watley will directly supervise all field personnel to run the project in a timely and effective manner. He is also a qualified stormwater management inspector, and he will use his expertise on this project to verify that the stormwater pollution prevention and erosion control plan is executed and maintained.

As quality is of high importance in order to deliver a successful roadway project, Sandco is relying on Mr. **Charles Field** to ensure the quality of work exceeds the County's expectations. Mr. Field came to Sandco in 2005 with over 20 years of experience as the Chief of Construction Management for Leon County. He is a Tallahassee native who's over 37 years of experience with Leon County

| Key Construction Personnel | | |
|----------------------------|---------------|--|
| Name | Firm | Role |
| Bob Myrick | Sandco | Design/Build Coordinator, Construction Project Manager |
| Buddy Watley | Sandco | Construction Superintendent |
| Andy Bailey | CW Roberts | Paving Superintendent |
| Parks Allman | CW Roberts | Aphalt Quality Control Manager |
| Willie Gaines | Gaines & Sons | Striping Contractor |

make him very familiar with the workings of all of the government agencies including permitting procedures. He maintains a strong field presence, coordinating field, administrative and subcontractor activities. With Mr. Fields as the quality control officer, the County is assured to be satisfied with the outcome of the Lafayette Street Sidewalk and Roadway Improvements Project.

All asphalt paving operations will be handled by the C.W. Roberts team. C. W. Roberts Contracting, Inc. has been in the construction business since January, 1976 and now includes six operation centers and asphalt plants which have been successfully providing asphalt paving and highway construction needs in Florida. They have been the prime contractor on many Florida Department of Transportation and Local Government highway projects, State and Federal airport projects and State and Federal major correctional facilities, and commercial site work projects. These projects included clearing and grubbing, grading and excavation, underground utilities (storm drain, sanitary sewer, water and gas), erosion control, grassing, subgrade stabilization, base, asphalt and concrete paving, security fencing, signalization and electrical lighting for highway and airfield, along with other related items of work. From the beginning, C.W. Roberts Contracting, Inc. has held themselves to a higher standard than their competitors resulting in a solid and respected reputation that precedes the organization. The Company is known for its quality work and exemplifies business character and integrity. With over 550 employees, CWR is able to provide prompt and efficient service for any paving needs.





Section 1

For signing and striping needs on this project, the Sandco/Inovia team is relying on the unparalleled **Gaines and Sons Striping**. Gaines and Sons striping was established in 2002 and has been recognized as the go to company for all of the areas signing and pavement marking construction services. They are certified as a DBE firm, and authorized in numerous FDOT specialty work categories, as previously described in the expended letter of interest.

2.2 DBE Participation

For this project, we are very fortunate to have three very capable firms to provide services as qualified DBE firms. Through utilization of one or more of the team members on each task, the Team will meet the established 8% goal on this project, in fact, we anticipate DBE participation to be greater. The following are the Team's DBE Certified Sub Consultants and their designated scope of work:

- HSA Consulting Group** : Surveying Services
- Dantin Consulting, LLC**: Traffic Analysis
- Gaines and Sons**: Striping

2.3 Internal Organization

The Organizational Chart located in the back of this section summarizes the internal organization of the Sandco/Inovia Team. The following is a more detailed explanation of how our design/build team will work together to produce the best possible work product.

2.3.1 Design Team

Mr. Russell Large, P.E. of Inovia will lead the design team and serve as the design consultant project manager. Mr. Large will be the point of contact for HSA, Ardaman and Associates, Dantin Consulting, and Wood + Partners. Mr. Large will use the proposed design schedule shown Section 3 of this proposal to keep the design sub-consultants on task. He will ensure that each member of the team delivers the requirements within their scope on time and within their proposed budget. Upon award of the project, the entire design team and construction managers will meet with the County personnel for a Kick-off meeting in order to discuss and address questions, concerns, and ideas to accelerate the project schedule. Before the monthly progress reports to the County, the design team will meet via conference call or in person to review design milestones, anticipated completion dates, and discuss ways to expedite the design process. Each consultant is local to Leon County. If anything arises in the field, as often happens with retrofit projects, team members can mobilize to the project site in a matter of minutes to resolve any issue that arises.

2.3.2 Construction Team

Mr. Bob Myrick will be the head of the construction efforts as the Construction Project Manager. Mr. Myrick will be the point of contact for CW Roberts and Gaines and Sons Striping. He will ensure that project remains on time and within budget. Mr. Myrick will conduct weekly meeting on the project status, to keep the team and the County informed. Under Mr. Myrick is Mr. Buddy Watley, who will be in the project superintendent. The quality control manager will be Mr. Charles Fields, who will guarantee the County receives an outstanding final product.

2.4 Man-Loading

All members of the Sandco/Inovia Team understand the amount of work required and the time constraints associated with a design/build project and are willing, available, and capable of delivering such a project that meets the County's standards for quality, timeliness, and efficiency. The team has complied the expected man-hours required to accomplish both the design and the construction of this project. The team has also analyzed any upcoming individual team member obligations to establish the availability for each team member to work on this project. A chart depicting the availability of key personnel is shown at the end of Section 1. The table with the estimated required man-hours for each portion of the project, including construction, can be seen behind the availability chart.

3.0 Coordination

Due to the nature of design / build projects having a high volume of information flow, this type of project delivery system demands a higher level of executive oversight and coordination. Our team's approach to design / build project delivery encourages the team to work together in a collaborative manner. The objective of our approach is to complete a project which is

1. Delivered Timely
2. Meets Leon County's Expectations
3. Is Cost Effective
4. Is Constructible
5. Is Maintainable

In addition to the team's internal coordination efforts, our external coordination efforts are equally important to maintain. Our team has assigned Russell Large, P.E. as the main point of contact known as the Liaison Officer, who will lead day-to-day internal coordination efforts between design and construction.

The Liaison Officer will also be responsible for communication with Chris Muehlemann, P.E., the Public Works Project Manager, and other interested parties. The





County will be actively involved in the process during all phases, and will be provided full and open access to the design development and construction processes.

The schedule of meetings anticipated for this contract according to phase is as follows:

- Design Phase: Monthly Meetings
- Construction Phase: Weekly Meetings

Progress of the project will be documented, at a minimum, in monthly written progress reports that document progress and work effort for the coming period. These reports will also include items on upcoming activities and related concerns, so that all team members are primed to be responsive and assure that the project schedule is maintained.

4.0 Responsible Office

Summary of Responsible Offices

| Firm | Address | Role |
|------------------------------|--|------------------------------|
| Sandco Inc. | 4708 Capital Circle NW Tallahassee, FL 32303 | Prime Contractor |
| CW Roberts Contracting, Inc. | 3372 Capital Circle NE Tallahassee, FL 32308 | Paving Sub-Contractor |
| Gaines & Sons Striping | 8765 Jimerce Court Tallahassee, FL 32309 | Striping Sub-Contractor |
| Inovia Consulting Group | 1983 Centre Pointe Boulevard, Suite 103 Tallahassee, FL 32308 | Prime Engineering Consultant |
| HSA Consulting Group | 1648 Metropolitan Circle, Suite A Tallahassee, FL 32308 | Survey Consultant |
| Ardaman and Associates | 3175 West Tharpe Street Tallahassee, FL 32303 | Geotechnical Consultant |
| Dantin Consulting | 506 Frank Shaw Road Tallahassee, FL 32312 | Traffic Consultant |
| Wood + Partners | 612 South Copeland Street Tallahassee, FL 32304 | Landscape Design Consultant |

5.0 Ability / References



Linene Woods Infrastructure Improvements-2011

For: Leon County Public Works
Contact: Kim Wood, P.E. Leon County Project Manager 850-606-1545

The Linene Woods Homeowners Association approached Leon County in hopes of improving the roadway and drainage system throughout the subdivision. This project proceeded under the County's two-third, one-third program and road right-of-way has been taken over by Leon County. Due to poor site preparation, there was significant rutting, cracking, and failures in the roadway. Further, roadway and yard flooding were also issues for the subdivision. Inovia was tasked with identifying the cause of roadway damages and flooding problems and determining various design solutions. The construction process is complete, alleviating the subdivisions flood problems and returning the road to a suitable condition.



Carrabelle Downtown Streetscape Improvements-2012

For: City of Carrabelle
Contact: Courtney Dempsey, City Administrator, 850-697-2727

The goal of this Inovia project was the beautification of downtown Carrabelle, FL. The project consisted of the retrofit of the existing stormwater management facility by removing a total of 20,276 SF of impervious area. These areas were replaced with new asphalt, decorative sidewalks, curb and gutter, stormwater infrastructure and facilities, an outdoor pavilion, and numerous landscaping improvements. This project was funded by DEO and required coordination with the City of Carrabelle, FDOT, and NWFWM.





Lawndale Drainage Improvements-2011

For: Leon County Public Works

Contact: Charles Wu, P.E. Leon County Project Manager 850-606-1500



Inovia designed the drainage improvements to Lawndale Road between the Sugar Mill and Sedgefield subdivisions with Sandco as contractor. Previously, flooding occurred within the subdivisions and along Buck Lake Road due to the high water elevation of the surrounding wetlands. Inovia designed a new storm drain system that provides adequate conveyance of runoff along Buck Lake Road. Leon County personnel and Inovia also collaborated to conduct a community awareness meeting. Inovia was a critical component in performing onsite construction administration. This project successfully mitigated an ongoing flooding nuisance in the Lawndale Road and Buck Lake Road vicinity. **The project was named the Regional Project of the Year and is nominated for the State and National American Public Works Association Project of the Year.**

SR 20 (US 90) (Mahan Drive) - 2013

For: Florida Department of Transportation

Contact: Greg Wilson Parsons Brinkerhoff Construction 850-942-7153



Sandco reconstructed main 2-lane thoroughfare, widening to 4 lanes divided highway. This project covered nearly 4 miles of highly trafficked urban roadway and included massive earthwork/roadway construction, extensive storm drain conveyance system, retaining/gravity walls, storm water facilities, sanitary sewer/potable water construction, two beam bridges, signalization, and landscaping/irrigation. Sandco successfully accelerated the project schedule to complete it 7 months earlier than expected.

Gaines Street Corridor Reconstruction- 2011

For: City of Tallahassee

Contact: John Ward, City of Tallahassee Public Works, 850-891-8197



This downtown beautification project constructed by Sandco reduced driving lanes, seating walls, extra-wide strolling walkways and major landscape/hardscape features. The streets were taken down to the original brick pavers which were removed and new road base, installed. Utility updates including modernization of electrical and stormdrain infrastructure was also included.

Orange Avenue Roadway Reconstruction-2009

For: Leon County Public Works

Contact: Tony Park, Director 850-606-1537



This project by Sandco presented numerous challenges, including construction of almost two miles of large box culverts. The box culverts were installed in a major creek, requiring bypass pumping and environmental controls to protect downstream in the event of a major rainfall- an event which did occur and resulted in no detriment to the project or surrounding area. Approximately 200' of 36" sewer main was relocated in careful coordination with the COT. Over 2000' of retaining walls with ornamental surfaces were installed combined with landscaping and a round-a-bout feature to create a park-like aesthetic for the entire community. 160,000 CY of earthwork, drainage, paving, curb, and gutter were constructed while maintaining a safe flow of traffic through and around the project. All features were completed safely and nearly one year ahead of schedule with tremendous savings to the tax payers.

Capital Circle Southeast- E2-2010

Owner: Blueprint 2000

For: Parsons Brinckerhoff Construction

Contact: JW Hunter, P.E., Assistant Vice President 850-942-7153



This notable Sandco project involved the widening of 2.35 miles of an existing 2-lane road into 6-lane urban thoroughfare. The project included the installation of deep pipelines, work in heavy traffic, coordination with the public, all of which required highly experienced crews, which Sandco provided. This project included the construction of park-like features with street lighting, 10' wide meandering walking trail, and landscaping that emphasizes native species. The one mile of deep sanitary sewer mains (15' - 20' average depth) and the stormwater ponds required 300,000 CY of earthwork, 36,000 tons of asphalt paving, and coordinated traffic control to construct a major intersection without impeding movement of the traveling public. This project also required coordination with other utilities and with the COT to perform work on water and sewer lines while maintaining services to the public.





Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

1074 Highway 90 East
Chapley, FL 32428

STEPHANIE C. KOPELOUSIS
SECRETARY

March 15, 2010

To Whom It May Concern

RE: Reference Letter for Inovia Consulting Group

Dear Sir / Madam:

Inovia Consulting Group and Russell Large, P.E. recently completed a State Road 83 (US 331) resurfacing project in DeFuniak Springs for which I was the FDOT Project Manager. During the course of the plans update phase, additional work including a new turn lane and signal was added to the project, creating a very stringent schedule. Russell and his staff worked very diligently, even over the holiday season, to complete the project in time for letting.

Respectfully,

Alaina Webb
Project Manager
Florida Department of Transportation District 3



Leon County

Board of County Commissioners

301 South Monroe Street, Tallahassee, Florida 32301
(850) 606-5302 www.leoncountyfl.gov

LEON COUNTY PUBLIC WORKS
2280 Micosukee Road
Tallahassee, Florida 32308
(850) 606-1600

Commissioners

BILL PROCTOR
District 1

JANE G. SAJLS
District 2

JOHN DAILEY
District 3

BRYAN DESLOGE
District 4

KRISTIN DOZIER
District 5

AKIN AKINYEMI
At-Large

NICK MADDOX
At-Large

VINCENT S. LONG
County Administrator

HERBERT W.A. THIELE
County Attorney

November 17, 2011

To Whom It May Concern:

RE: Inovia Consulting Group

Dear Sir / Madam:

This letter is offered as a letter of reference for Inovia Consulting Group. Inovia has designed and permitted stormwater improvements for a number of projects as a consultant for Leon County Public Works. Inovia staff has a clear understanding of the level of effort and desired results related to the stormwater improvement projects undertaken by Leon County. In addition to design capabilities, Inovia has communicated well with the public through community awareness meetings and presentations. Inovia staff is technically experienced, attentive to the needs of the County, and are easy to work with.

Sincerely,

Charles Wu, P.E.
Chief of Engineering Design
Leon County Public Works

BOARD CHAIR
Dee Dee Rasmussen

BOARD VICE-CHAIR
Forrest Van Camp

TEEN BOARD MEMBER
Connor Dawkins (Chiles)



SUPERINTENDENT
Jackie Pons

BOARD MEMBERS
Maggie Lewis Butler
Georgia M. "Joy" Bowen
Dee Crumpler

October 1, 2012

To Whom It May Concern:

Over the past several years I have become familiar with Sandco, Inc. and it's President Steve Ghazvini. Sandco has successfully completed several projects for the school board. These projects involved site preparation, parking and driveway installation, and construction of athletic fields.

Our project at Chiles High School was a perfect example of the quality and quantity of work they do. In this particular project, Sandco moved 300,000 cubic yards of dirt in approximately 90 days to facilitate the timely opening of the new high school.

Sandco has proven their expertise for working with multiple governmental agencies on infrastructure projects through Leon County School Board. At Lincoln High School they relocated Trojan Trail, (a City of Tallahassee public roadway) keeping this open for high school and elementary school traffic with the combination of local traffic during the entire project. This project required a site contractor to meet the standards of two government agencies while completing on schedule and within budget.

Sandco has also successfully completed The School Bus Transportation Facility on time and within budget. I would not hesitate to recommend them for any big project with a critical time frame.

Should you have any questions please do not hesitate to contact me at 617-1822.

Sincerely,

Paul W. Byrd
Assistant Superintendent

Askari Rental LLC

7417 Millcreek Ct, Tallahassee, FL 32308 • Telephone: 850/994-9016 • Mobile: 850/556-6666

September 1, 2011

Steve Ghazvini
Sandco, LLC
4708 Capital Circle NW
Tallahassee, FL 32303

Dear Steve:

It is a pleasure that I write this letter of thanks to you and your team for the excellent work and care your group put into the sitework and holding pond at the ACE/General Dollar Store on North Monroe St. I have personally been involved with many construction projects and never have I found the process to be as successful as this project was with your company.

The sitework was critical to timely completion of this store and enabled us to maintain our schedule with the national franchise for the grand opening celebration of the facility. You and your staff kept us fully informed and provided suggestions that improved the project.

It has definitely been our pleasure to work with you and your staff on this project. We are planning another store in Tallahassee and you can rest assured that we will look to your company to provide the essential construction management services we require. I am happy to commend your services to any future clients.

Thanks again for your excellent work and professionalism.

Sincerely,

Mike Askari
President



Historic 4th Ward Park

For: Atlanta Beltline Inc.
Contact: Kevin Burke, ASLA 404-588-5474



A new Urban Park, located within the Historic Fourth Ward Neighborhood of Atlanta, GA, is one of the first redevelopment projects undertaken by the Atlanta BeltLine Incorporated. WPI was selected as the phase II project prime consultant. The brownfield sites have been turned into civic open spaces complete with open lawns, water play areas, playgrounds, historic artifacts, art, a skate park, a multi-use field and a large event greensward. Sustainable design principles are implemented through the incorporation of photovoltaic solar arrays to adhere to an energy neutral usage policy, along with stormwater reuse for irrigation, use of recycled materials and establishment of urban forest and native meadow areas. The park connects directly to the future 22-mile BeltLine loop and will become the catalyst for additional redevelopment and reinvestment within the surrounding community.

Boone Boulevard

For: City of Tallahassee Stormwater Division
Contact: Jodie Cahoon, P.E. 850-891-6860



This project by Sandco involved the relocation of an existing street and the construction of a major stormwater pond. It required a major excavation (160,000 CY of earthwork) of an approximately 1000 acre drainage basin coming through the existing waterway, which required continual pumping and the use of a filtration system to maintain water flow while controlling sediment, so that the turbidity did not exceed DEP limits to protect the downstream environment, which included Lake Jackson. It also included relocation of live sewer lines in the vicinity of the pond, a large drainage control structure, damming of the pond itself with massive retaining walls (2200 CY of concrete over 20' tall and 2' thick), 11,400 LF of pilings, and the removal and reconstruction of an existing road while providing a safe traffic corridor. Sandco constructed this major stormwater pond for the COT with an emphasis so that the finished product has a park-like appearance. Sandco relocated a city street that required large retaining walls. Landscaping and ornamental surfacing of the walls added to the final appearance.

6.0 Summary of Innovative Aspects

A benefit of the design build approach is the communication between the engineer and contractor in terms of innovative ideas. The Sandco/Inovia team has developed innovative ideas, presented in more detail in Section 4, which have the potential to save money, reduce the extent of maintenance of traffic, increase safety, and reduce the construction duration. These items are intended to be suggestions at this point. During negotiation we will review each measure with Leon County to determine where any of these innovative concepts will be beneficial for this project.

The items include 1) cracking and re-seating the existing concrete pavement, and 2) providing supplemental safety features at the mid-block pedestrian crossing at The Moon. Each of these items have the potential to add value to the project and increase safety.

7.0 Summary of Quality Management

For this project, our Quality Management program began during the preparation of the Expanded Letter of Interest and it will continue until final acceptance of the construction. To ensure that we provide quality services and products, we have controls in place that

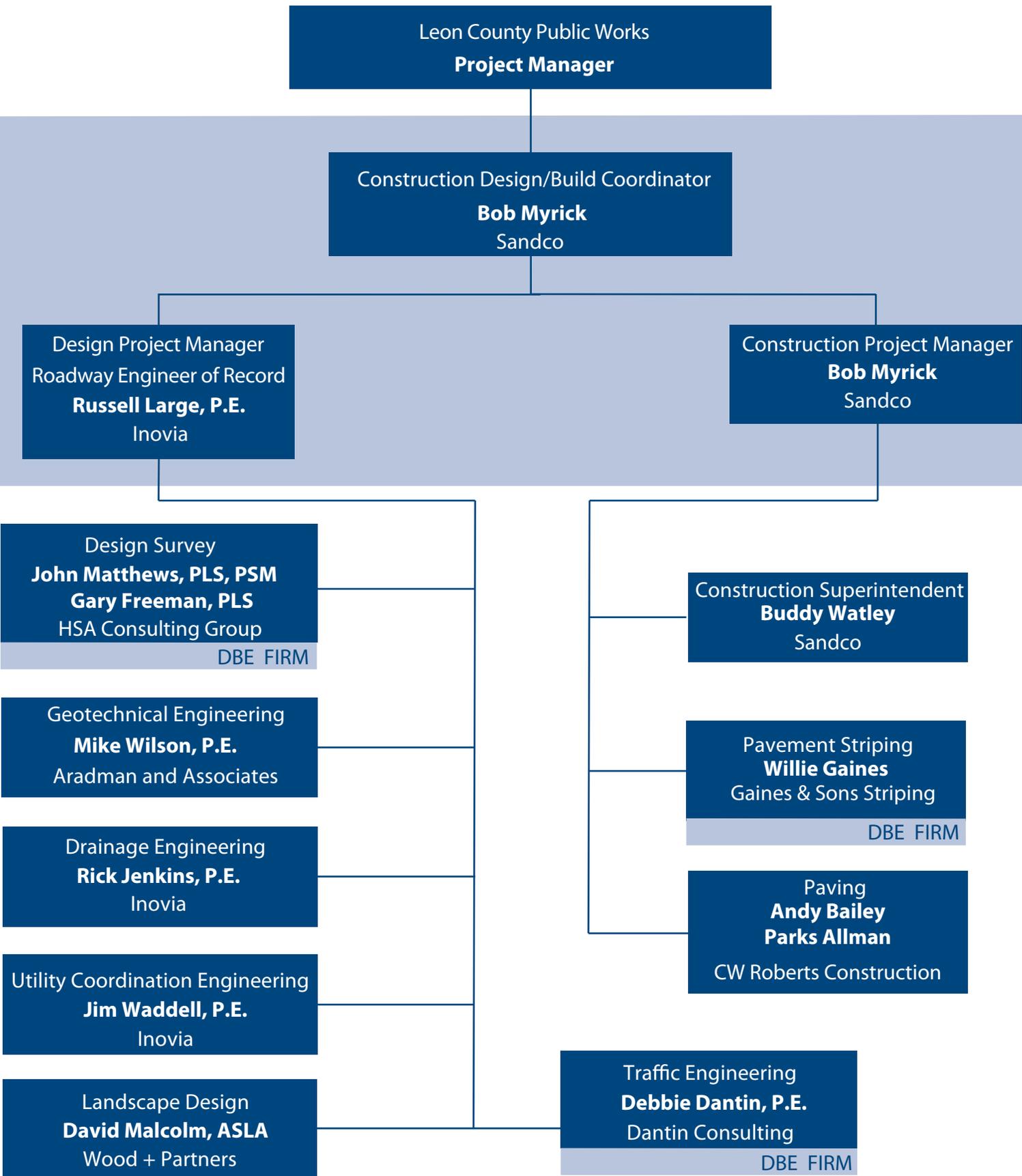
will check, correct, and verify the product and the process. Our commitment to quality extends beyond the plans, specifications, and construction elements, but includes a commitment to every document produced during the project. We understand the importance of all documents, including meeting minutes and correspondence, especially correspondence to regulatory agencies or concerned citizens.

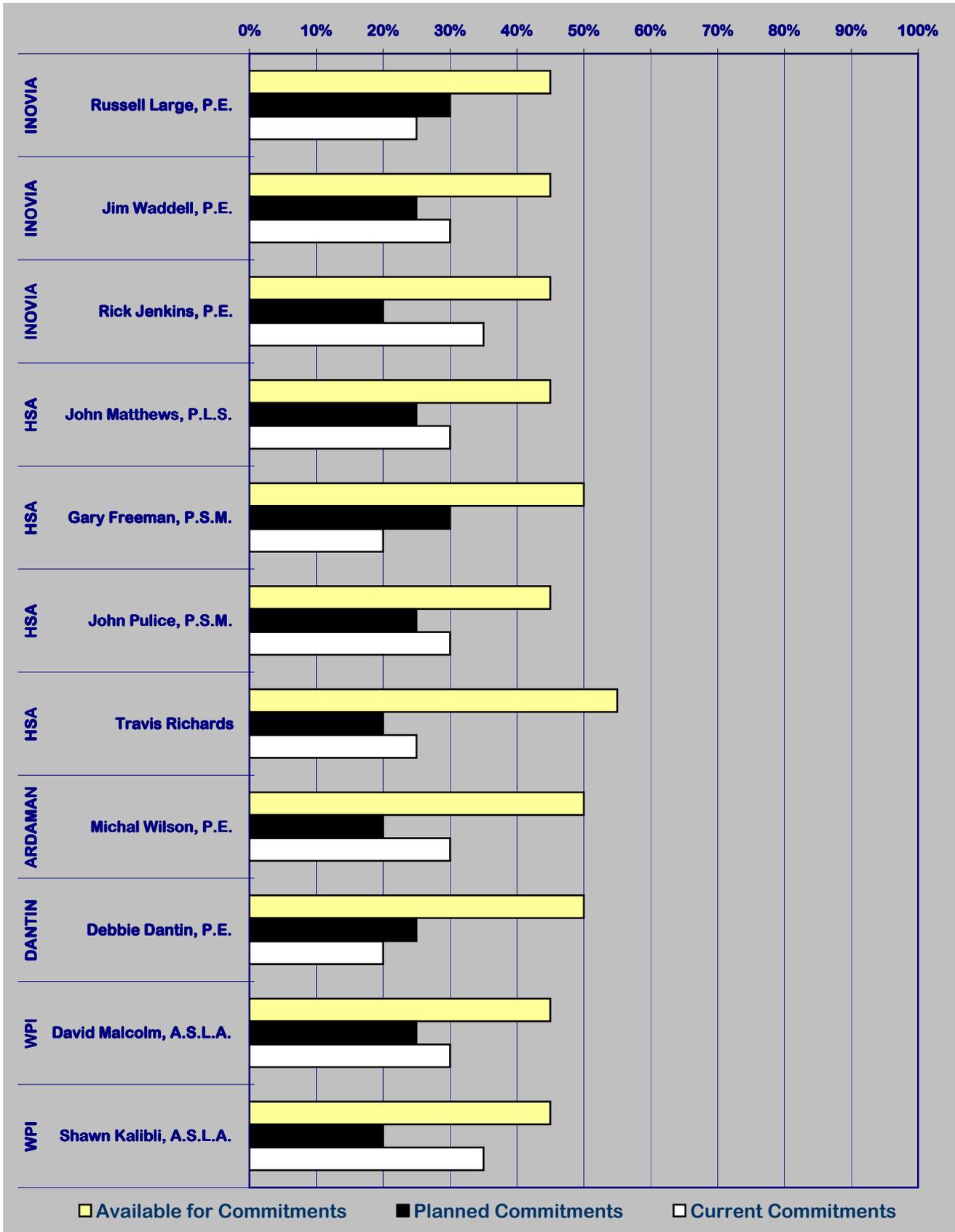
In today's competitive engineering and construction industry, the Sandco/Inovia team realizes that quality is mandatory for success. Section 5, Quality Management Plan, describes the quality control plans of the Sandco/Inovia design build team in more detail. A functional, safe, and pleasant roadway corridor will be the result of the implementation of quality management during the design and construction phases.

8.0 Summary of Project Schedule

The project schedule presented in Section 3 of this document calls for completion within 397 days. The LAP agreement for funding expires on June 30, 2014, and the project end is scheduled for March 5, 2014, which accommodates a 3 month, 25 day buffer.







Project Staff Hour Summary

Inovia Consulting Group

Lafayette Street Sidewalk and Roadway Improvements
430154-1-58-01

| Activity No. | Activity | Project Staff Hours | | | | | | | | | | Total Hours | | | | |
|----------------------|---------------------------------------|---------------------|------------|-----------|-----------|------------|---------------|----------|----------|----------|----------|-------------|----------|----------|----------|---------------|
| | | INOVIA | HSA | ARDAMAN | DANTIN | WPI | SANDCO | Sub 6 | Sub 7 | Sub 8 | Sub 9 | | Sub 10 | Sub 11 | Sub 12 | |
| 3 | Project Common and General Tasks | 59 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 59 |
| 4 | Roadway Analysis | 425 | 0 | 0 | 60 | 0 | 0 | | | | | | | | | 485 |
| 5 | Roadway Plans | 125 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 125 |
| 6 | Drainage Analysis | 12 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 12 |
| 7 | Utilities | 38 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 38 |
| 8 | Env. Permits, Compliance & Clearances | 30 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 30 |
| 19 | Signing & Pavement Marking Analysis | 40 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 40 |
| 20 | Signing & Pavement Marking Plans | 30 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 30 |
| 25.1 | Data Collection | 0 | 50 | 0 | 0 | 8 | 0 | | | | | | | | | 58 |
| 25.2 | Site Inventory and Analysis | 0 | 0 | 10 | 0 | 8 | 0 | | | | | | | | | 18 |
| 25.3 | Planting Design | 0 | 0 | 0 | 0 | 24 | 0 | | | | | | | | | 24 |
| 25.4 | Irrigation Design | 0 | 0 | 0 | 0 | 18 | 0 | | | | | | | | | 18 |
| 25.7 | Cost Estimates | 0 | 0 | 0 | 0 | 14 | 0 | | | | | | | | | 14 |
| 25.8 | Technical Specifications Provisions | 0 | 0 | 0 | 0 | 10 | 0 | | | | | | | | | 10 |
| 25.11 | Field Reviews | 0 | 0 | 0 | 0 | 10 | 0 | | | | | | | | | 10 |
| 25.12 | Technical Meetings | 0 | 0 | 0 | 0 | 12 | 0 | | | | | | | | | 12 |
| 25.13 | Quality Assurance/Quality Control | 0 | 0 | 0 | 0 | 4 | 0 | | | | | | | | | 4 |
| 25.15 | Supervision | 0 | 0 | 0 | 0 | 4 | 0 | | | | | | | | | 4 |
| 25.16 | Coordination | 0 | 0 | 0 | 0 | 3 | 0 | | | | | | | | | 3 |
| 27 | Survey - Field and Office Support | 0 | 50 | 0 | 0 | 0 | 0 | | | | | | | | | 50 |
| 30 | Geotechnical | 0 | 0 | 10 | 0 | 0 | 0 | | | | | | | | | 10 |
| CONSTRUCTION | | | | | | | | | | | | | | | | |
| 1 | MOT | 0 | 0 | 0 | 0 | 0 | 160 | | | | | | | | | 160 |
| 2 | Erosion Control | 0 | 0 | 0 | 0 | 0 | 160 | | | | | | | | | 160 |
| 3 | Demolition | 0 | 0 | 0 | 0 | 0 | 360 | | | | | | | | | 360 |
| 4 | Grading | 0 | 0 | 0 | 0 | 0 | 1360 | | | | | | | | | 1360 |
| 5 | Drainage | 0 | 0 | 0 | 0 | 0 | 2500 | | | | | | | | | 2500 |
| 6 | Concrete | 0 | 0 | 0 | 0 | 0 | 2960 | | | | | | | | | 2960 |
| 7 | Paving | 0 | 0 | 0 | 0 | 0 | 1350 | | | | | | | | | 1350 |
| 8 | Striping | 0 | 0 | 0 | 0 | 0 | 420 | | | | | | | | | 420 |
| 9 | Landscaping | 0 | 0 | 0 | 0 | 0 | 540 | | | | | | | | | 540 |
| 10 | Water and Sewer Utilities | 0 | 0 | 0 | 0 | 0 | 1800 | | | | | | | | | 1800 |
| Project Total | | 759 | 100 | 20 | 60 | 115 | 11,610 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,664 |
| 27 | Survey Field Crew Days | 0 | 16 | 0 | 0 | 0 | | | | | | | | | | 16 |

Notes: 1. Staff hours for prime consultant come directly from each discipline's worksheet.
 2. Staff hours for subconsultants are to be entered manually into columns D through O.
 MHE 3. For workbooks prepared by subconsultants, their project hours will be totaled in column C.
 Design & Const. Summary



Contents:

- **Robert (Bob) Myrick- Construction Project Mangager, Design / Build Coordinator**
- **Buddy Watley- Construction Superintendent**
- **Charles Fields- Quality Control Manager**
- **Russell Large, P.E. - Design Project Manager, Roadway Engineer of Record**
- **Jim Waddell, P.E. - Utility Coordination Engineer**
- **Rick Jenkins, P.E. - Drainage Engineer**
- **John Matthews, P.L.S. - Survey Contract Manager**
- **Gary Freeman, P.S.M. - Survey Project Manager**
- **John Pulice, P.S.M. - Survey Field Crew Manager**
- **Travis Richards - Survey Senior CADD / GIS Supervisor**
- **Michael Wilson, P.E. - Geotechnical Engineer of Record**
- **Debbie Dantin, P.E. - Traffic Engineer**
- **David Malcolm, A.S.L.A - Landscape Architect**
- **Shawn Kalbli, A.S.L.A. - Landscape Architect**
- **Charlie Johnson - Landscaping Project Manager**

Robert Myrick – Sr. Project Manager/Estimator



With over 38 years of experience in all aspects of construction and project management, Bob has extensive experience in utility, site work and roadway construction with 20 years as a project manager and estimator. He is well versed in early problem identification and resolution and is an expert at trouble shooting, acting as a resource for project personnel and works closely with owners to resolve any issues and identify areas of cost savings.

Employment History

- 2001 – Present , Project Engineer / Sr. Project Manager, Sandco, FL
- 1999 – 2001, Estimator, White Construction
- 1998 – Superintendent, Belleview Underground, Inc.
- 1996 – 1997, Project Manager, Able Construction
- 1995 – 1996, General Superintendent, Clark Sand Co.
- 1988 – 1995, Owner, Myrick Construction
- 1984 – 1988, Field Superintendent, RDM Construction
- 1978 – 1984, Project Manager, BA Myrick & Sons
- 1976 – 1978, Wastewater Superintendent, City of Gainesville

Education

- Attended University of Florida

Professional Experience

- **Mahan Dr/US 90**, Tallahassee, FL
Florida Department of Transportation
Highway reconstruction, expansion, stormwater, utilities
- **Capital Circle SE**, Tallahassee, FL
Blueprint 2000
Highway construction, stormwater, utilities
- **Orange Avenue**, Tallahassee, FL
Leon County
Four lane road, with major box culvert construction
- **Mission Road**, Tallahassee, FL
City of Tallahassee
Major roadway widening project
- **U.S. Highway 98**, Walton County, FL
Florida Department of Transportation
Four lane ten miles of U.S. highway
- **Southwood**, Tallahassee, FL
Capital Region Development
Construction of boulevards & subdivision roads
- **Highway 77**, Washington County., FL
Florida Department of Transportation
Widening & resurfacing of state road
- **SR-200**, Marion County, FL

- Florida Department of Transportation
Four lane six miles of state highway
- **Capital Circle N.E.**, Tallahassee, FL
Florida Department of Transportation
Four lane two miles of state highway
- **I-10 Resurface**, Washington County, FL
Florida Department of Transportation
Resurfacing interstate highway
- **U.S. Highway 319**, Leon County, FL
Florida Department of Transportation
Four lane six miles of U.S. highway
- **U.S. Highway 98**, Franklin County, FL
Florida Department of Transportation
Widening & resurfacing of a U.S. highway
- **Marianna Wal-Mart**, Mariana, FL
Case Contracting
Site preparation & construction of streets
- **Orion's Point**, Midway, FL
G & A Lloyd, LLC
Five miles of new road construction
- **Sutor Road**, Tallahassee, FL
City of Tallahassee
Reconstruction & safety improvements
- **SR-100**, Putnam County, FL
Florida Department of Transportation
Widening & resurfacing of state road
- **Conner Boulevard**, Tallahassee, FL
City of Tallahassee
New construction, widening & lane additions
- **Welaunee Boulevard**, Tallahassee, FL
City of Tallahassee
New construction of four lane road
- **County Wide Resurfacing**, Leon County, FL
Annual contract with Leon County

Leadership Team



O.F. (Buddy) Watley, Jr. – Superintendent



With over 30 years of hands-on field experience, Buddy has been a supervisor for many local roadway projects including I-10, Thomasville Road, and Hwy. 27. He is known for his organized approach to road construction and his keen ability to facilitate communication with project engineers and owner representatives. Buddy directly supervises all field personnel to run the project in a timely and effective manner.

Employment History

- 2003 – Present, Superintendent, Sandco, Inc.
- 1990 – 2003, Superintendent, White Construction
- 1985 – 1990, Superintendent, C & W Systems
- 1980 – 1985, Heavy Equipment Operator, Ross Construction
- 1975 – 1980, Equipment Operator, Brown & Root

Education/Certifications

- Qualified Stormwater Management Inspector

Professional Experience

- **Mahan Dr/US 90**, Tallahassee, FL
Florida Department of Transportation
Highway reconstruction, expansion, stormwater, utilities
- **Capital Circle SE**, Tallahassee, FL
Blueprint 2000
Highway construction, stormwater, utilities
- **Southwood**, Tallahassee, FL
Capital Region Development
Construction of boulevards and subdivision roads
- **U.S. 319**, Leon County, FL
Florida Department of Transportation
Reconstruct, lane addition
- **U.S. 98**, Walton County, FL
Florida Department of Transportation
Reconstruct, lane addition
- **State Road 59**, Jefferson County, FL
Florida Department of Transportation
Widening, shoulder work, resurfacing
- **Capital Circle N.E.**, Tallahassee, FL
Florida Department of Transportation
Reconstruct, lane addition
- **I-10 Resurfacing**, Leon County, FL
Florida Department of Transportation
Milling & resurfacing
- **Welaunee Boulevard**, Tallahassee, FL
City of Tallahassee
New construction of four lane road
- **1-75 Project**, 56 Miles in Various Counties in Florida
Florida Department of Transportation
Milling, resurfacing, addition of new lanes
- **SR- 331**, Walton County, FL
Florida Department of Transportation
Milling, widening, resurfacing, 19 miles
- **Magnolia/Apalachee Parkway**, Tallahassee, FL
Florida Department of Transportation
Add turn lanes, milling & resurfacing
- **Capital Circle S.W.**, Tallahassee, FL
Florida Department of Transportation
Widening & resurfacing
- **U.S. 90**, Leon County, FL
Florida Department of Transportation
Widening & resurfacing
- **U.S. 231**, Jackson County, FL
Florida Department of Transportation
Reconstruct, lane addition
- **U.S. 90**, Crestview, FL
Florida Department of Transportation
Widening, resurfacing & shoulder work, 15 miles
- **U.S. 79**, Bonifay, FL
Florida Department of Transportation
Widening & resurfacing
- **SR 145**, Pinetta, FL
Florida Department of Transportation
Widening, resurfacing & shoulder work
- **Dry Creek**, Tallahassee, FL
Dry Creek Run, LLC
New construction of subdivision roads
- **U.S. 231**, Jackson County, FL
Florida Department of Transportation
Milling, resurfacing, widening & shoulder work

Leadership Team



Charles Field – Senior Project Manager



Mr. Field came to Sandco in 2005 with over 20 years of experience as the Chief of Construction Management for Leon County. He is a Tallahassee native who's over 37 years of experience with Leon County make him very familiar with the workings of all of the government agencies including permitting procedures. He maintains a strong field presence, coordinating field, administrative and subcontractor activities.

Employment History

- 2005 – Present, Senior Project Manager, Sandco, Inc.
- 1986 - 2005, Chief of Construction Management., Leon County Board of County Commissioners
- 1982 - 1986, Asst. Chief of Construction Management
Leon County Board of County Commissioners
- 1977 – 1988, Chief Enforcement Officer
Department of Environmental Services
Leon County Board of County Commissioners
- 1974 – 1977, Environmental Inspector
Department of Environmental Services
Leon County Board of County Commissioners
- 1973 – 1974, Assistant Administrator
Department of Environmental Services
Leon County Board of County Commissioners
- 1974 – 1988, Owner, Charles Field Construction, Inc.

Education

- Bachelor of Arts
Physical Geography/Geology
Florida State University

Professional Experience

- **Capital Cascade Trail Park**, Tallahassee, FL
Blueprint 2000
Excavation & sitework, Stormwater, hardscape, landscape
- **Capital Circle SW**, Tallahassee, FL
Blueprint 2000
Four lane road, Stormwater, walkways
- **Orange Avenue**, Tallahassee, FL
Leon County
Four lane road, with major box culvert construction
- **Centerville Road Construction**, Tallahassee, FL
Leon County
3.2 miles road widening, stormdrain improvements
- **Killearn Lakes Box Culverts**, Tallahassee, FL
Leon County
County wide resurfacing

- **Intersection Improvements**, Leon County, FL
Leon County
Widening turn lanes, signals
- **Drainage Improvements Projects**, Leon County, FL
Leon County
Drainage improvements to Lake Bradford
- **Spring Hill Road**, Tallahassee, FL
Leon County
Construction of four lanes and bridge
- **Mission Road**, Tallahassee, FL
City of Tallahassee
Major roadway widening project
- **Orion's Point**, Midway, FL
G & A Lloyd, LLC
Five miles of new road construction
- **Welaunee Boulevard**, Tallahassee, FL
City of Tallahassee
New construction of four lane road
- **Dry Creek**, Tallahassee, FL
Dry Creek Run, LLC
New construction of subdivision roads
- **Bull Run**, Tallahassee, FL
Bryon Block
New construction of subdivision roads
- **Laurel Trace**, Tallahassee, FL
Marsh Road Development, Inc.
New construction of subdivision roads
- **Woodbriar**, Tallahassee, FL
Woodbriar, LLC
New construction of subdivision roads
- **Hartsfield Hills**, Tallahassee, FL
Summer Lake, LLC
New construction of subdivision roads
- **Park Charleston**, Tallahassee, FL
Turner Construction
New construction of subdivision roads
- **County Wide Resurfacing**, Leon County, FL
Annual contract with Leon County





Russell Large, P.E.
Design Project Manager
Roadway E.O.R.



Professional Overview

Mr. Large is a Principal and cofounder of Inovia Consulting Group. His professional experience spans 17 years and includes a variety of project types. His experience is very well rounded in the general civil arena with project types including new alignment highway design, complex urban interchange design, widening and resurfacing projects, stormwater modeling and stormwater improvement projects, and water and sewer utility projects. Mr. Large is a founding principal of Inovia Consulting Group.

Relevant Experience

State Road 10 From Apex Dr. to East of CR 59 - Leon County, FL **FDOT - District 3**

On this project, Mr. Large was the lead roadway design engineer and was responsible for the geometric design, plans production, quantity computation and estimates, and utility coordination.

US 98 / Thomas Drive Flyover - Panama City Beach, FL **FDOT - District 3**

On this project, Mr. Large was the lead roadway design engineer and was responsible for the geometric design which included numerous elevated and at-grade alignments.

State Road 79 From US 98 to ICWW - Bay County, FL **FDOT - District 3**

Mr. Large served as the lead roadway design engineer for this multi-laning project in Bay County. His responsibilities as lead roadway engineer included geometric design, plans production, quantity computation and estimates, and utility coordination. Mr. Large's involvement was substantial in developing the geometric elements including typical sections for urban and rural sections, horizontal and vertical alignments, and intersection details.

State Road 61 From SR 263 to SR 363 - Leon County, FL **FDOT - District 3**

Mr. Large's responsibilities consisted of general preparation of plans, signing and pavement marking plans, and assisted in the preparation of the Pond Siting Report and Drainage Report.

EDUCATION

Bachelor of Science in
Civil Engineering
Auburn University,
1994

REGISTRATION

Professional Engineer
FL No. 53933
GA No. PE026434
AL No. 29304E
TN No. 112129

YEARS OF EXPERIENCE

12 with Inovia
5 with other firms

AFFILIATIONS

American Society of Civil
Engineers

i n n o v a t i o n v i a d e s i g n

1983 Centre Pointe Blvd, Suite 103
Tallahassee, FL 32308
phone 850.298.4213
fax 850.298.4498



Jim Waddell, P.E.
Principal



Professional Overview

Mr. Waddell has 24 years experience in design and project management covering a vast array of project types. His experience has included roadway design, major utility rehabilitation and replacement projects, commercial site planning and land development projects, environmental studies, environmental permitting, and public administration assistance. Mr. Waddell is a founding principal of Inovia Consulting Group.

Relevant Experience

Marion Street Transit Parkway
Tampa Central Business District
Hillsborough Regional Transit Authority

Design Engineer for a 9-block (approximately 1 mile) urban realignment project located in the Tampa Central Business District. The project involved realignment and construction of the corridor from a 4-lane, 1-way urban roadway to a 2-lane, 2-way urban bus and pedestrian mall. Responsibilities included preparation of final design plans and specifications, utility coordination, coordination with FDOT District VII, and construction contract administration and services during construction. Specific design elements of the project with which Mr. Waddell was involved as design engineer included geometric design of the urban section roadway, drainage design involving an urban drainage conveyance system, maintenance of traffic plans for the high volume roadways including the intersecting roadway State Road 60, signing and pavement marking plans, utility relocation plans, and coordination with design team members responsible for landscape/hardscape elements.

City of Carrabelle Town Engineer
Carrabelle, Florida

Acting as the town engineer for the City of Carrabelle, the scope of services provided include: Design and Permitting of Water System Extensions, Consumptive Use Permitting of the City's Water Supply Wells, Design and Permitting of Sewer Collection System Extensions, Construction Administration, Modifying the City's Development Standards Document, Review of Land Development Projects, Program Management of projects receiving grant funding from various agencies.

City of Carrabelle Downtown Streetscape Improvements
Carrabelle, Florida

Mr. Waddell was project manager and engineer of record for this streetscape beautification project. As a retrofit project, there required special attention to the existing and proposed utilities within the area. Unexpected utility conflicts were handled quickly and effectively under Mr. Waddell's direction. This project also involved extensive coordination with the NFWFMD, FDOT, the City of Carrabelle, and the Department of Economic Opportunity (DEO).

EDUCATION

Bachelor of Science in
Civil Engineering
Florida State University,
1987

REGISTRATION

Professional Engineer
FL No. 46019
AL No. 28556E
GA No. PE031985
MS No. 18067

YEARS OF EXPERIENCE

12 with Inovia
12 with other firms

AFFILIATIONS

Florida Engineering Society
American Society of Civil
Engineers
National Society of
Professional Engineers

i n n o v a t i o n v i a d e s i g n

1983 Centre Pointe Blvd, Suite 103
Tallahassee, FL 32308
phone 850.298.4213
fax 850.298.4498



Rick Jenkins, P.E. Drainage Engineer



Professional Overview

Mr. Jenkins' duties include the management, design, production and permitting of a well-rounded variety of civil engineering projects. Mr. Jenkins has applied his technical knowledge and project management skills in the successful completion of various projects for public agencies such as Leon County Public Works, City of Tallahassee Stormwater Division, City of Carrabelle, FDOT, and the Suwannee River Water Management District. His experience includes stormwater management design, environmental permitting, roadway design, and utility design and coordination. Prior to joining Inovia Consulting Group, Mr. Jenkins worked for FDOT in the Midway Maintenance Office as a Permits Technician. Projects representative of Mr. Jenkins abilities are discussed below:

Relevant Experience

Ben Boulevard Drainage Improvements, Tallahassee, FL **Leon County Public Works**

Engineering design and permitting for rural street drainage and stormwater management upgrades for Ben Boulevard and its surrounding area. Mr. Jenkins is the responsible design engineer for the project as well as the project manager. The project required extensive adICPR3 and xpSWMM modeling to analyze and improve the existing flooding. The project involved permitting with NFWWMD and Leon County Growth Management.

Frenchtown Stormwater Improvements (Phase I) Tallahassee, FL **City of Tallahassee Stormwater Division**

Mr. Jenkins is the project manager and responsible design engineer for the drainage improvements to the Frenchtown area, which includes the Carter Howell Strong Park and surrounding areas. This project required extensive modeling and coordination with utility providers including the City of Tallahassee.

Call Street and Cadiz Street Stormwater Improvement Project, Tallahassee, FL **City of Tallahassee Stormwater Division/City of Tallahassee Water Utilities**

Mr. Jenkins was the responsible design engineer and the assistant project manager for the project. Mr. Jenkins was instrumental in the roadway design for the resurfacing part of the project and heavily involved in the permitting process with FDEP, FDOT, Leon County, COTGEM and the NFWWMD.

Lawndale Drainage Improvements, Tallahassee, FL **Leon County Public Works**

The goal of this project is to design and oversee the drainage improvements to Lawndale Road between the Sugar Mill and Sedgfield subdivisions. Mr. Jenkins was instrumental in designing a new storm drain system that will provide adequate conveyance of runoff along Buck Lake Road. A cross drain relieved the surcharge condition of the north roadside ditch along Buck Lake Road. Mr. Jenkins is the responsible design engineer for the project as well as the project manager. The project required extensive adICPR3 modeling to analyze and improve the existing flooding.

EDUCATION

Bachelor of Science in
Civil Engineering
Florida State University,
2003

REGISTRATION

Professional Engineer
FL No. 68365

YEARS OF EXPERIENCE

7 with Inovia
3 with other firms

AFFILIATIONS

Florida Engineering
Society

i n n o v a t i o n v i a d e s i g n

1983 Centre Pointe Blvd, Suite 103
Tallahassee, FL 32308
phone 850.298.4213
fax 850.298.4498



John E. Matthews, PLS, PSM
Vice President, Surveying & Mapping

Professional Certifications & Licensure

Licensed as a Florida Professional Land Surveyor since 1988
Member of the Florida Society of Professional Surveyors and Mappers
Qualified Instructor for the Florida Surveying and Mapping Society

Professional Experience

Mr. Matthews has over thirty years experience as a supervisor in surveying and data collection of all types of planimetric and topographic data using both conventional and photogrammetric methods relating to design surveys. While Mr. Matthews has performed work in most of the 67 Florida counties, the vast majority of his experience has been completed in the counties comprising FDOT District 3. He has over 15 years experience in the fields of CADD, GIS, and GPS. He has an extensive background in the transportation planning, surveying, civil engineering and other associated disciplines in both the public and private sectors. His experience includes working as a contract/project manager for the Department of Environmental Protection (DEP). Mr. Matthews also has extensive experience as a Professional Land Surveyor with the Florida Department of Transportation (FDOT)'s Central Office working with surveying, GPS, GIS, & CADD to include MicroStation, AutoCad, Geopak, CAICE. After joining HSA Consulting Group in early 2001, Mr. Matthews has been extensively involved in utilizing GIS for GPS Ground Control Surveying and Photogrammetric Mapping for aerial topographic surveys.

Relevant Project Experience

As VP of Surveying and Mapping for HSA, he has served as Contract Manager on the following projects:

Aerial Topographic Surveys for 3R Design Projects throughout Northwest Florida

Mr. Matthews served as Surveyor and Mapper in Charge of several photogrammetric mapping projects for collecting 2D and 3d topographic survey data including SR12 in Leon and Gadsden Counties, SR61, SR 285, SR85, and so on.

Eastern Tallahassee 115kV Underground Transmission Line Project

Mr. Matthews managed this surveying effort for the City of Tallahassee Prime consultant, Power Engineers, Inc., HSA successfully completed all surveying services for design of the Eastern Tallahassee 115kV Underground Transmission Line Project.

Leon Lidar Power Transmission Line Mapping Project in Leon, Gadsden and Wakulla Counties. Mr. Matthews served as the Prime Consultant for this 175 mile Power Transmission line project. Work included setting targets on ground for horizontal and vertical control, the extraction of planimetric data from aerial photography and the ground check QA/QC of extracted data for accuracy and thoroughness. Mr. Matthews also coordinated the staged final delivery of all sub consultant products to the City of Tallahassee Utility Department.

Full Design Survey for Two (2) Bridge Replacement projects in Holmes County – Mr. Matthews managed these projects for FDOT District 3, including horizontal and vertical project network control, alignment, topographic survey, digital terrain model (DTM), cross sections, jurisdictional wetlands delineation, etc.

3R Design Surveys w/ Photogrammetry:

- SR 10 from E of CR89 to 2.5 m E. of SR 87, SR 89 from CR 178 to Jay City Limits Santa Rosa County
- Digital Data Extraction – District Three Roadway Inventory – 2000+ Miles
- SR 10 (US 90) from Country Club Rd to Holmes County Line in Walton Co.
- SR 85 Eglin Pkwy from SR 30 (US 98) to N of Richbourg Ave. in Okaloosa Co.
- SR 10 (US 90-90A) from E. Perdido River Bridge to Pine Cone Dr. in Escambia Co.
- SR 189 Lewis Turner from Roberts Blvd. To SR 397 Eglin Pkwy in Okaloosa Co.



Gary W. Freeman, PSM
Project Manager

Professional Certifications & Licensure

Licensed as a Florida Professional Surveyor & Mapper (No. 5972)
Member of the Florida Surveying & Mapping Society
Member of the Florida GPS Users Group

Professional Experience

Gary W. Freeman, P.S.M. has over 30 years of surveying and mapping experience. He has been involved in a wide range of surveying projects for the private and public sectors that have helped him develop an outstanding foundation in the surveying and mapping profession. Mr. Freeman grew up surveying in Central Florida and later moved to the NW Panhandle of Florida where he now resides. Mr. Freeman's FDOT District 3 experience began when he formerly worked for DRMP, Inc. as a Project Manager on 3R and Design Surveys. Since joining HSA, Mr. Freeman has performed FDOT Design and Right of Way Surveying projects along with Aerial Control, Alignments, Subsurface Utility Locations and Maintenance Map surveys. Mr. Freeman has also worked in Districts 1, 2, 5, 7, and 8 in the past. Gary brings a mastery of MicroStation, CAiCE, Geopak and numerous other software suites to any project he completes. His vast experience utilizing Electronic Field Book (EFB) is passed to the field crews under his charge to ensure they are collecting data correctly from the project's onset in order to reduce time lost from having to re-do work already completed. His constant focus on quality is constantly emphasized to both his field and office staff. Mr. Freeman places the safety of both his personnel and the public in the highest regard and constantly strives to remind his staff of safety awareness.

Relevant Project Experience:

FDOT Design Surveys, 3R Surveys and Maintenance Maps Experience

- SR 10 (US 90) from Apex Dr. to east of CR 59 in Leon County. Milling & Resurfacing project.
- I-10 & I-110, Escambia County. Interchange Design, Photogrammetric & Conventional Surveying
- SR 79 from SR 10 (US 90) to AL St. Line, Holmes Co.
- SR 79 from Town of Ebro to Holmes County Line, Washington County.
- SR8 (Interstate 10) Multi-laning from East of Davis Highway to US90 (Scenic Highway) in Escambia Co.– Full topographic design survey for this large, complex multi-laning project to include coordinating field survey data efforts with LAMPS aerial survey data collection.
- I-10 Rest Areas, Jefferson County. Full Topographic Surveys and Alignment for 2 Rest Areas
- SR 30 (US 98/Avenue E), Apalachicola, Franklin County. Milling & Resurfacing project. Full survey services performed.
- SR10 (US 90A) from east of Perdido River Bridge to Pine Cone Dr. in Escambia County. Milling & Resurfacing project. Full survey services performed
- Holmes County Bridge Replacement, Corinth Road over Otter Creek & Bonifay-ChIPLEY Road over Unnamed Branch. Full survey services performed. Right-of-Way Map/Maintenance Maps were provided by HSA and were included on the Control Survey Maps.
- SR 95/US 29 in Escambia County. Milling, Resurfacing & Sidewalk, Full survey services performed.
- SR 22 from CR 2315 (Star Ave.) to the Gulf County line in Bay County. Milling, Resurfacing & Minor Design project. Full survey services performed

Specialized Training:

- Data Collectors
- Survey Business Management
- CAiCE Processing and Software
- Positional Tolerance & Least Sq. Adjustments
- Florida Laws
- AutoCAD
- FEMA Elevation Certificate
- Jurisdictional Surveys
- GPS Control Surveys
- MOT Certification



John M. Pulice, PSM
Survey Supervisor & Field Crew Manager

Education

A.A. in General Studies, Florida Community College of Jacksonville, 2007
B.S. in Geography, Florida State University, 2009

Professional Affiliations

Professional Registration and Affiliations
Florida Professional Surveyor & Mapper, LS.6811
Florida Surveying and Mapping Society (FSMS)

Professional Experience

Mr. Pulice serves as the Survey Supervisor and field crew manager for HSA's Tallahassee office. He brings over ten years of experience in varied roadway, right-of-way, topographic and control surveys. Mr. Pulice also has experience in alignments, construction layout and sectional surveying. His expertise and leadership is instrumental in ensuring accurate field data collection by the crews in the field as well as final submittal of drawings by the technical staff in the office. He has managed numerous field crews, coordinating multiple projects simultaneously to achieve complete satisfaction of the clients. Mr. Pulice strives to stay abreast of the latest trends and technologies in the surveying profession to ensure efficiency and thoroughness on every project. He has recently completed the necessary ancillary education requirements and is currently undergoing the licensure process for Alabama and Georgia.

Relevant Project Experience

Bannerman Road Corridor & Drainage Study, Leon County, FL

Mr. Pulice was the survey project supervisor responsible for the full topographic location of a five mile corridor on Bannerman Road. Along with topographic location, underground utilities were located and the road alignment was re-established. Aerial targeting was also set and utilized to produce an ortho-rectified mosaic of the project corridor. This project includes level runs, drafting a maintenance map, alignment & stationing, and drafting a full DTM, digital terrain model.

SR 79 from south of the Intercoastal Waterway to north of the CR 388 intersection in Bay County, FL.

Mr. Pulice served as survey project supervisor for this FDOT design project. The project included recovering and setting the alignment from existing monumentation, recovering existing Right of Way and completing a full topographic survey of the entire project corridor.

Jacksonville Port Authority, NE of Jacksonville FL

Mr. Pulice was the Project/ Survey Manager for an addition to the Port of Jacksonville. He created new and manipulated existing AutoCAD drawing for the purpose of defining boundary, construction and As-built surveys.

Bus Rapid Transit Route, Jacksonville, FL

Mr. Pulice served as the sub consultant Project Manager to England- Thims & Miller for this Jacksonville Transportation Authority project. The project consisted of numerous proposed bus stop locations, each requiring detailed 3-D topographic surveys for use in site design. Mr. Pulice coordinated the field efforts with the in-house CADD support to ensure thorough and accurate drawings were created, reviewed and delivered to the client within a timely manner.



Travis Richards
Senior CADD/ GIS Supervisor

Education

BS, Geography– GIS & Remote Sensing, Florida State University

Licensure

U.S. Merchant Marine Officer, United States Coast Guard

Professional Experience

Travis Richards is a Senior CADD/ GIS Supervisor in the Tallahassee office. He has over 12 years of CADD and GIS experience, over half of which while employed by FDOT's Central Surveying & Mapping Office and District Two Planning Office. His background in GIS, coupled with his experience in the production of technical drawings and plans are further tempered by prior experience in Roadway and Bridge Maintenance which allows him a comprehensive understanding of a project's lifespan from initial concept inception through its design, construction and eventual maintenance requirements. He has performed survey, design and plans production tasks on numerous projects for both private sector and governmental clients to include roadway capacity design, resurfacing, structural plans and details for bridges and other structures, utility relocation, storm water, erosion and sediment control, specifications, maintenance of traffic, cost estimating, project scheduling, site development and mapping. He has extensive experience using ESRI ArcGIS applications, Microstation (versions J through V8-i), Geopak, CAiCE, InRoads, AutoCAD Civil 3D, ERDAS, Hydraflow, ICPR and numerous other technical software suites. Mr. Richards is also responsible for ensuring HSA's QA/QC process is followed, documented and approved prior to final submittal of a project. He ensures completeness and consistency of work performed by all team members on a project by providing a well rounded final review to verify not only technical compliance, but also constructability and adherence to established design standards are obtained.

Relevant Project Experience

Surveying & Mapping- Mr. Richards has completed numerous survey related tasks and QA/QC on the following projects:

- Leon Lidar Project – City of Tallahassee– Lidar extraction of ortho planimetric features for use in mapping high voltage overhead transmission lines and structures.
- Killearn Lakes Stormwater Permitting – Leon County, FL– Drainage basin survey and mapping project.
- Central Ave. Rail Trail- Hamilton County, FL- FDOT D2- Topo survey, Right of Way maps, Control maps and easement documentation.
- Horizontal Alignment and Project Network Control Sheets created for following State Road projects:
 - SR 30- Franklin Co., SR 75- Jackson Co., SR 10 Okaloosa Co., SR 10- Leon Co., SR 8- Jefferson Co., SR 71- Gulf Co.

Design Projects - Responsible for geometric design layout, plans production, CADD QC and final delivery on the following projects:

- Thomas Drive (SR 30) -FDOT District 3, Intersection Reconstruction with structures
- SR 83 (US 331) -North end of Choctawhatchee Bay- FDOT District 3, 3R Project
- SR 22 (Wewa Highway) -FDOT District 3, 3R Project

Plans Production - Has extensive experience compiling FDOT plan sets using the latest versions of Microstation, Geopak, and other FDOT software applications. Mr. Richards serves as the lead coordinator for FDOT Electronic Delivery utilizing the PEDDS software. He is well versed in the use of CAiCE, InRoads, AutoCad Civil 3D, AutoTurn, GuideSign and several other design software suites.

ARDAMAN & ASSOCIATES, INC., TALLAHASSEE

EDUCATION:

M.S. Civil Engineering (Geotechnical), Auburn University, 1985
B.S. Civil Engineering, Auburn University, 1984
B.S. Mathematics & Physical Science, Troy State University, 1981

REGISTRATION:

Professional Engineer, Florida, No. 46088
Professional Engineer, Georgia, No. 16722
Professional Engineer, Alabama, No. 24013

DUTIES:

Mr. Wilson is responsible for overall operations of a full service geotechnical, construction materials testing and environmental geo-sciences office. Supervises a staff of engineers, technicians and support staff (30 employees) who provide services on a wide range of infrastructure projects for both public and private clients. Also manages engineering projects including supervision of field exploration, analyses of foundation alternatives and presentation of geotechnical recommendations and technical reports.

EXPERIENCE:

Mr. Wilson has 27 years of experience in geotechnical engineering. He has worked on a broad range of projects in the Southeastern United States. A few representative projects are briefly described.

- **SR 61 & SR 369 Improvements (Crawfordville Road), HatchMott McDonald, Florida Department of Transportation, Leon County, Florida**
Mike performed subsurface exploration and provided design recommendations for new roadway widening (four-laning) bridge construction and associated ponds. Roadway and bridge construction is planned over karst features.
- **I-75 Widening, Florida Department of Transportation Districts 2 and 5, Marion and Columbia Counties, Florida**
Mike performed explorations and provided design recommendations for roadway soil survey, pavements, high mast lighting and bridge widening. Study area included areas with shallow limestone, sinkholes and high plastic clays.
- **I-10 Escambia Bay Bridge Replacement, Pensacola, Florida**
Initiated proposal and professional geotechnical services on this large project to replace the bridge severely damaged by Hurricane Ivan. Services including, geotechnical exploration with up to 5 barge mounded drill rigs, evaluations of various pile foundation alternatives and completed pile installation monitoring September 2007.
- **Blairstone Road and Bridge Construction, Tallahassee, Florida**
Along with normal construction materials testing, we provided vibrations consulting to address construction induced vibrations at nearby residences and an eye clinic. These services required both technical expertise and expert witness testimony.
- **Tartary Drive Drainage Improvements, Tallahassee, Florida**
Along with typical construction materials testing, provided consulting regarding damage to pipe during compaction efforts.



Debbie M. Dantin is a registered professional engineer (in Florida and Georgia), and has over twenty-five (25) years of transportation engineering and planning experience in Florida and Georgia. Her hands-on experience is diverse in traffic operations, signalization/ITS, corridor and mobility studies, developments of regional impacts (DRI), planned unit developments (PUD), design standards, expert witness testimony, roadway corridor studies, preliminary design and environmental (PD&E) studies, access management/permitting, multi-modal transportation master plans, transportation policy development, transportation concurrency, traffic impact studies, traffic calming, regional bicycle and pedestrian plans, and parking and circulation studies. Projects range in size from \$2,500 - \$250,000, with management of projects of up to \$8.5M including planning, design and implementation of Tallahassee's Advanced Transportation Management System to operate and maintain all signals within Leon County.

Ms. Dantin is President of Dantin Consulting formed in March 2009, a DBE firm certified with FDOT, State of Florida, Leon County and various local governments in Florida. She has both public and private sector experience; Senior Vice President/owner of Genesis Group from 2001-2009 where she began statewide transportation engineering and planning services; and ten (10) years with the City of Tallahassee serving as City Traffic Engineer from 1995-2001.

Relevant Sample Projects

Traffic Studies, Roadway Projects and Permitting

- Freeway Management System and Regional Transportation Management System Design-Build, Plan Review, Permitting & Utility Coordination, Tallahassee, FL
- Leon County Schools Transportation & Nopetro CNG Facility Various Traffic A Analyses and Permitting, Leon County, FL
- Burgess Road (SR 727) PD&E Study and Design Traffic, Escambia County, FL
- Valdosta-Lowndes County Bicycle-Pedestrian Master Plan, Valdosta, GA
- Mahan Drive Corridor Management & New Land Use Categories, Leon County, FL
- CR 30-A Traffic Study for Scenic Constrained Corridor, Walton County, FL
- FSU Signs and Pavement Marking Study, City of Tallahassee, FL
- Capital Cascades Roadway Closure Analysis, City of Tallahassee, FL
- Meridian Road/Ox Bottom, Meridian/Bannerman, Bradfordville/Velda Dairy, Old St. Augustine/Southwood Plantation Signal Warrant and Turn Lane Analyses, Leon County, FL
- FAMU Way Extension Transportation Analysis, City of Tallahassee, FL
- Orchard Pond Toll Facility Analysis, Leon County, FL

Signalization Design

- US 98/4th Street Mast Arm Signal and Intersection Realignment, Panama City, FL
- Pensacola (SR 20)/Lipona Avenue New Mast Arm Signal, Tallahassee, FL
- Project Engineer Design-Build Signal Fiber Communications, Bay County, FL
- Rosemary Beach Mast Arm Signals, Walton County, FL

J. David Malcolm,
ASLA
 Principal/Vice President
 Wood+Partners Inc.

David Malcolm is currently a principal, and office manager, for the Florida office of Wood + Partners, Inc., a southeastern based land planning and landscape architecture firm. David's focus within the practice is improving cities and communities by bringing form to planning and design projects for public and private sector clients. His specialties range from the design and creation of vibrant public spaces, to the planning of new communities within urban, mixed-use and destination locations. He has successfully lead public consensus building for small town main street revitalization projects to large brown-field redevelopment sites in metropolitan areas. He has extensive experience in master planning and design development, needs assessments, greenways and trails, public presentations, design workshops, stormwater management, feasibility analysis, cost estimating and construction documentation and observation. In addition, Mr. Malcolm is responsible for the day to day operations and oversight of the Tallahassee office.

Education

Bachelor of Landscape Architecture, Virginia Tech, 1995

Professional Registration

Registered Landscape Architect – FL #6666821, NC #0969

Appointments and Professional Affiliations

- Member, American Society of Landscape Architects (ASLA)
- Government Affairs Committee - Florida Chapter of ASLA
- Urban Design Commission (UDC) - City of Tallahassee
- Los Robles Green Architecture Review Board
- Board Member - Keep Tallahassee / Leon County Green
- SCASLA Executive Committee, 2001-2005
- Juror, Clemson University Student Awards, 2002, 2004 & 2005

Significant Projects
 With WPI and
 In Prior Association*

- Martin Luther King Jr., Blvd., Atlanta, GA
- Valdosta Gateway Corridor Improvements, Valdosta, GA
- Cairo Downtown Redevelopment Master Plan, Cairo, GA
- Historic Fourth Ward, Atlanta, GA
- Depot Park Redevelopment Master Plan, Gainesville, FL
- Port of Port Royal, SC Land Use Plan
- Savannah Harbor Resort, GA
- City of Woodbine Comprehensive Master Plan, Woodbine, GA
- Venture Crossing Streetscape Design, West Bay, Florida
- Lynn Haven – Florida Ave. Revitalization, Lynn haven, FL
- State Road 65 Vegetation Management Plan – FDOT Environmental Management Office – Statewide Environmental Services Tallahassee, FL
- Stormwater Irrigation Re-use Design Standards, Specifications, and Maintenance Plans – FDOT Environmental Management Office – Statewide Environmental Services – Tallahassee, FL
- Panama City Planning Services, Panama City, FL
- Gaines Street Redevelopment Charette, Tallahassee, FL
- West Washington Street Downtown Redevelopment Master Plan & Streetscape, Greenville, SC
- Perry CRA Master Plan, Perry, FL
- Gadsden County Gateways, Gadsden County, FL
- Historic 4th Ward Park, Atlanta, GA
- Falls Lake Nature Trail, Wake Forest, NC*
- Linear Rail Walk, Roanoke, VA*
- American Tobacco Trail, Durham, NC*
- State Road 95 Landscape Plan and Specifications – District Two – Escambia County, FL
- Lake Oconee Village Design Guidelines, Reynolds Plantation, GA
- FSU Intramural Outdoor Athletic Complex, Tallahassee, FL
- Fallschase, Tallahassee, FL
- Bull Run, Tallahassee, FL
- Town of SaltAire Master Plan and Waterfront Development, Mobile, AL
- Daniel Island Land Use Plan, Charleston, SC
- Rockingham Downtown Revitalization Plan, Rockingham, NC*
- Milledgeville Phase 4 Streetscape, Milledgeville, GA
- HOPE Community, Tallahassee, FL
- Bryan Mall, Clemson University, SC
- Townhomes at SouthShore, Hilton Head Island, SC
- Marriott's Barony Beach Club, Hilton Head Island, SC
- Freeport, FL Community Park
- Cypress Mill Redevelopment, Perry, FL
- Welaunee Tract, City of Tallahassee, FL

Awards

- Port of Port Royal Land Use Plan – 2007 SCASLA Honor Award
- West Washington Street Redevelopment & Streetscape – 2007 SCASLA Merit Award
- Lake Oconee Village Design Guidelines – 2005 SCASLA Honor Award for Planning
- Savannah Harbor – 2001 SCASLA Merit Award for Planning

Shawn C. Kalbli
ASLA
 Associate
 Wood+Partners Inc.

Shawn Kalbli is an Associate at Wood+Partners specializing in Landscape Architecture and Urban Design. His background is in comprehensive/long range urban planning and site scale design projects for public and private sector clients throughout northern Florida and the Midwest. He has extensive experience providing planning and design services for municipalities and large scale master planned communities, corridor redevelopment, design guidelines, and design review process.

Education

- Masters of Landscape Architecture – The Ohio State University, Knowlton School of Architecture – 2003
- Bachelor of Science, Social Science Interdisciplinary: Urban Planning, Sociology, Economics – Florida State University, College of Social Science – 1998

Appointments, Professional Affiliations & Experience

- Full Member, American Society of Landscape Architects
- Tallahassee Section Chair, Florida Chapter American Society of Landscape Architects 2006 to Present, Government Affairs Chair 2008 – Present, Secretary 2007 to 2008
- Inducted Member, The Honor Society of Sigma Lambda Alpha, Rho Chapter
- Adjunct Professor – FAMU, School of Architecture – 2004 – 2011

Significant Projects With WPI and In Prior Association*

- City of Panama City – Continuing Services Contract for Planning & Landscape Architecture, Panama City , Florida
- FDOT Environmental Management Office – Statewide Environmental Services – Design Standards Update, Plans Preparation, Stormwater Irrigation Re-use-Tallahassee, FL
- Welaunee Conceptual Framework Plan – Tallahassee, Florida
- Pelican Bay Strategic Master Plan – Naples, Florida
- Florida's Main Streets Program – Northwest and Central Florida*
- Tallahassee and Leon County, FL Economic and Environmental Consensus Committee's award-winning project *Blueprint 2000 and Beyond**
- Old Bainbridge Road Corridor Study – Public Works Department, Leon County, Florida – Corridor Study – Tallahassee, FL*
- Old Town Design Guidelines – City of Carmel, IN*
- Streetscape Design Guidelines, GIS Database Integration – City of Cincinnati, OH*
- 20-Year Master Plan – Residential, Commercial and Recreational Land Planning – City of Wyoming, OH*
- Hudson Design Guidelines – Village of Hudson, OH*
- Range Line Road Redevelopment Plan – Mixed-Use Commercial/ Residential Redevelopment – City of Carmel, IN*
- FDOT Environmental Management Office – Statewide Environmental Services – Design Standards Update, Plans Preparation, Update, Highway Landscape Guide, and Specifications and PD&E Manual – Tallahassee, FL*
- State Road 166 Pedestrian Trail Planning and Design – FDOT District 3 – Chipley, FL*
- Ohio, Kentucky, and Indiana Council of Governments – OKI Regional Household and Employment Allocation Model*
- Capital Circle Office Complex – Master Planning and Planned Unit Development – Tallahassee, FL*
- SouthWood – Master Planning, Site Planning, Detailed Landscape Architectural Design and Design Review – Tallahassee, FL*
- One Charleston Place – Site Planning, Pool Amenity Design, Landscape Architectural Design – St. George Island, FL*
- Reflections – Land Planning, Entry Sequence, Monumentation, Pool Amenity Design, Streetscape Design, and Design Guidelines – Panama City Beach, FL*
- Beach Ridge – Entry Sequence, Monumentation, Pool Amenity Design, Streetscape Design, and Design Guidelines – Walton County, FL*
- Tallahassee Ranch Club – Equestrian Community Entry Sequence, Monumentation, and Sales Center Design – Leon County, FL*

Awards

- FLASLA Chapter Service Award, 2005-2011
- Florida Chapter, American Planning Association, Award of Merit, Grassroots Initiative Category, Midtown PlaceMaking Action Plan
- OCASLA Student Honor Award, 2003
- Faculty Prize in Landscape Architecture, 2000-2003
- Florida Chapter, American Planning Association, Award for Best Public Interest Group Project, *Blueprint 2000 and Beyond*, 1999



Planning & Landscape Architectural Services

Charlie A. Johnson
Project Manager
Wood+Partners Inc.

A Project Manager at Wood+Partners, he offers experience in urban design, park planning, landscape architecture, permitting, and site construction observation. He has extensive experience in teaming with architects, engineers, biologists, surveyors and permitting specialists on many projects in the public realm ranging from local to state government. His strengths include design & planning, public presentations, design workshops, environmental analysis, municipal plan approvals and permitting, cost estimating and construction documentation and observation.

Education

Bachelor of Landscape Architecture, University of Georgia, 2003

Appointments and Professional Affiliations

- Florida Main Street Consultant in Urban Design and Property Development
- Speaks at Florida Main Street Annual Conference

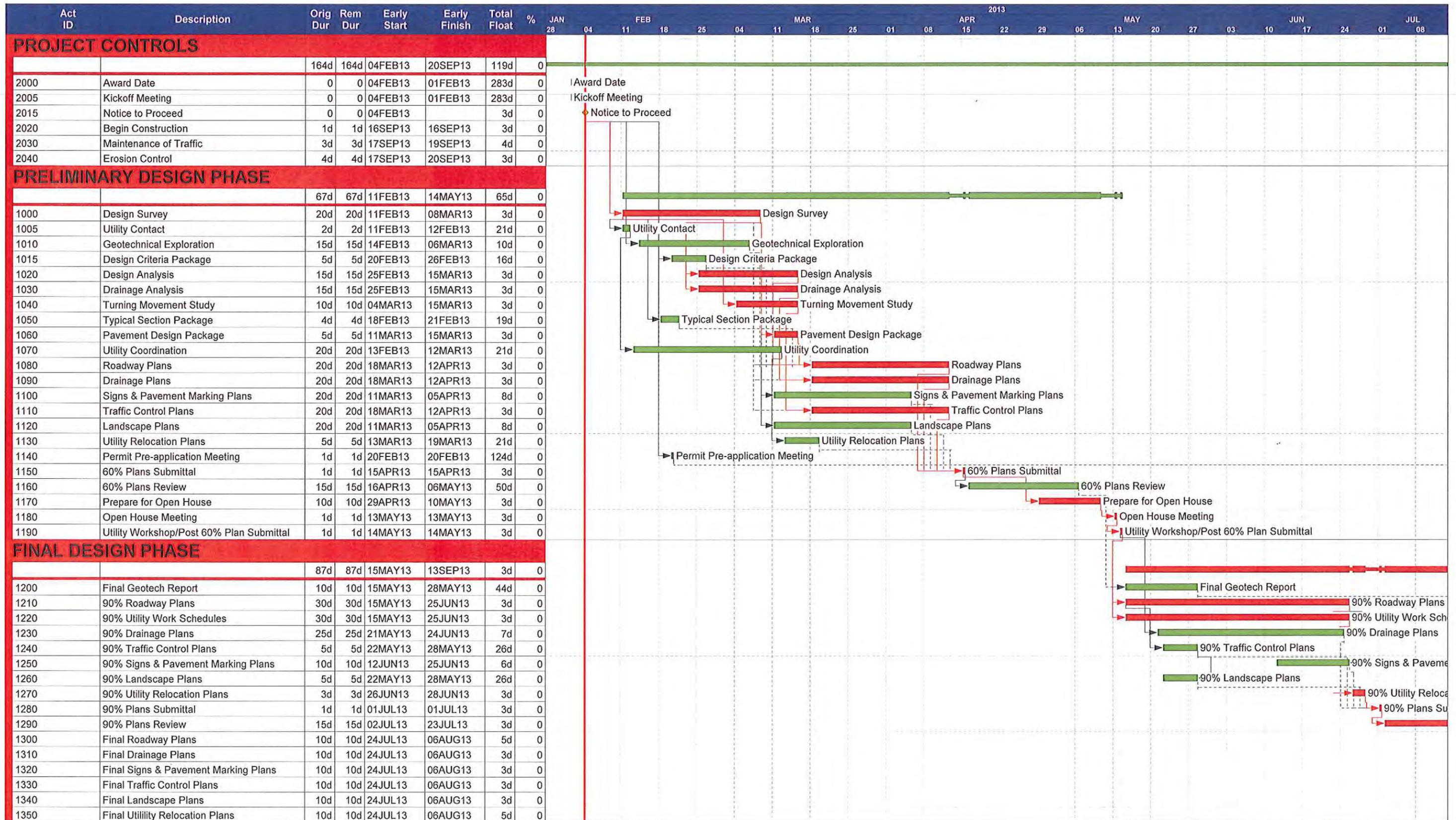
Significant Projects With WPI and In Prior Association*

- Milledgeville Phase 4 Streetscape, Milledgeville, GA
- Davis Park Conceptual Design, Cairo, GA
- Downtown Lynn Haven Master Plan, Lynn Haven, FL
- Florida Ave Streetscape, Lynn Haven, FL
- Historic Fourth Ward Park, Atlanta, GA
- Martin Luther King Jr., Blvd, Atlanta, GA
- Gaines Street Rendering, Tallahassee, FL
- Lafayette Park Place, Tallahassee, FL
- Jetty Park Landscape Improvements, Port St. Joe, FL
- Evening Rose Mixed-Use Community, Tallahassee, FL
- FDOT, SR 65 Roadside Vegetation Management, State of Florida
- FDOT, SWMF Irrigation Re-Use, State of Florida
- FDOT, Park in a Parking Lot, Tallahassee, FL
- City of Tallahassee - Welaunee Planned Unit Development, Tallahassee, FL
- Brandon Gateway Landscape Inspection, Florida Department of Transportation, Tampa, FL*
- Landscape & Irrigation Plans Review, Florida Department of Transportation, District 5, FL*
- Brandon Gateway Landscape & Irrigation Design, Florida Department of Transportation, Tampa, FL*
- FDOT District 2 Urban Office Landscape Design, Jacksonville, FL*
- Riverwalk, Tampa, FL*
- Sanibel Causeway Bridge Improvements, Lee County, FL*
- Memorial Highway Improvements, Tampa, FL*
- Main Street at Hampton Lakes, Tampa, FL*



PROPOSED SCHEDULE

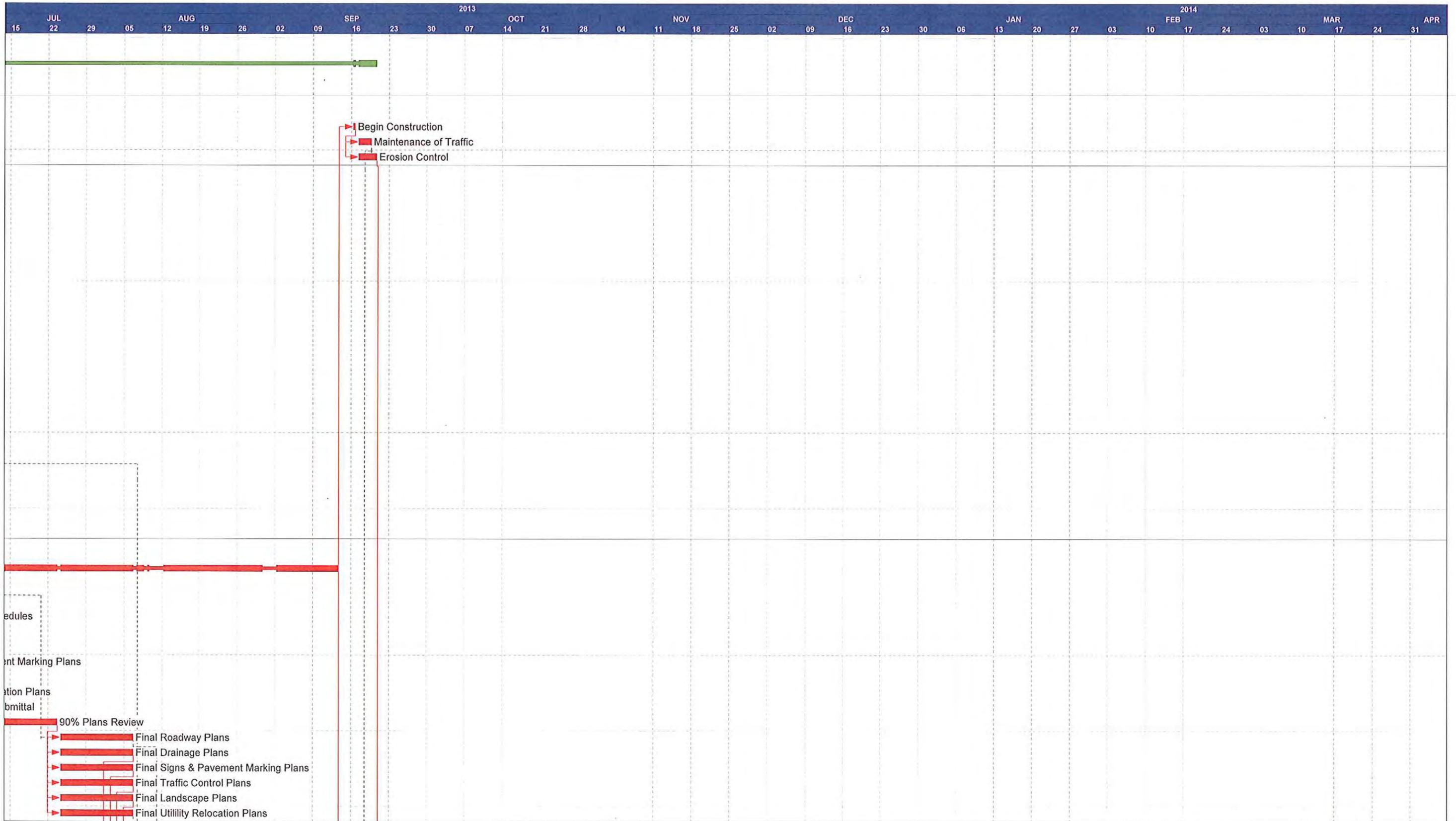
The following project schedule calls for completion within 397 days. The LAP agreement for funding expires on June 30, 2014, and the project end is scheduled for March 5, 2014, which accomodates a 3 month, 25day buffer.



Start date 04FEB13
 Finish date 05MAR14
 Data date 04FEB13
 Run date 15NOV12
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**Sandco/Inovia
 Lafayette St. Sidewalks**

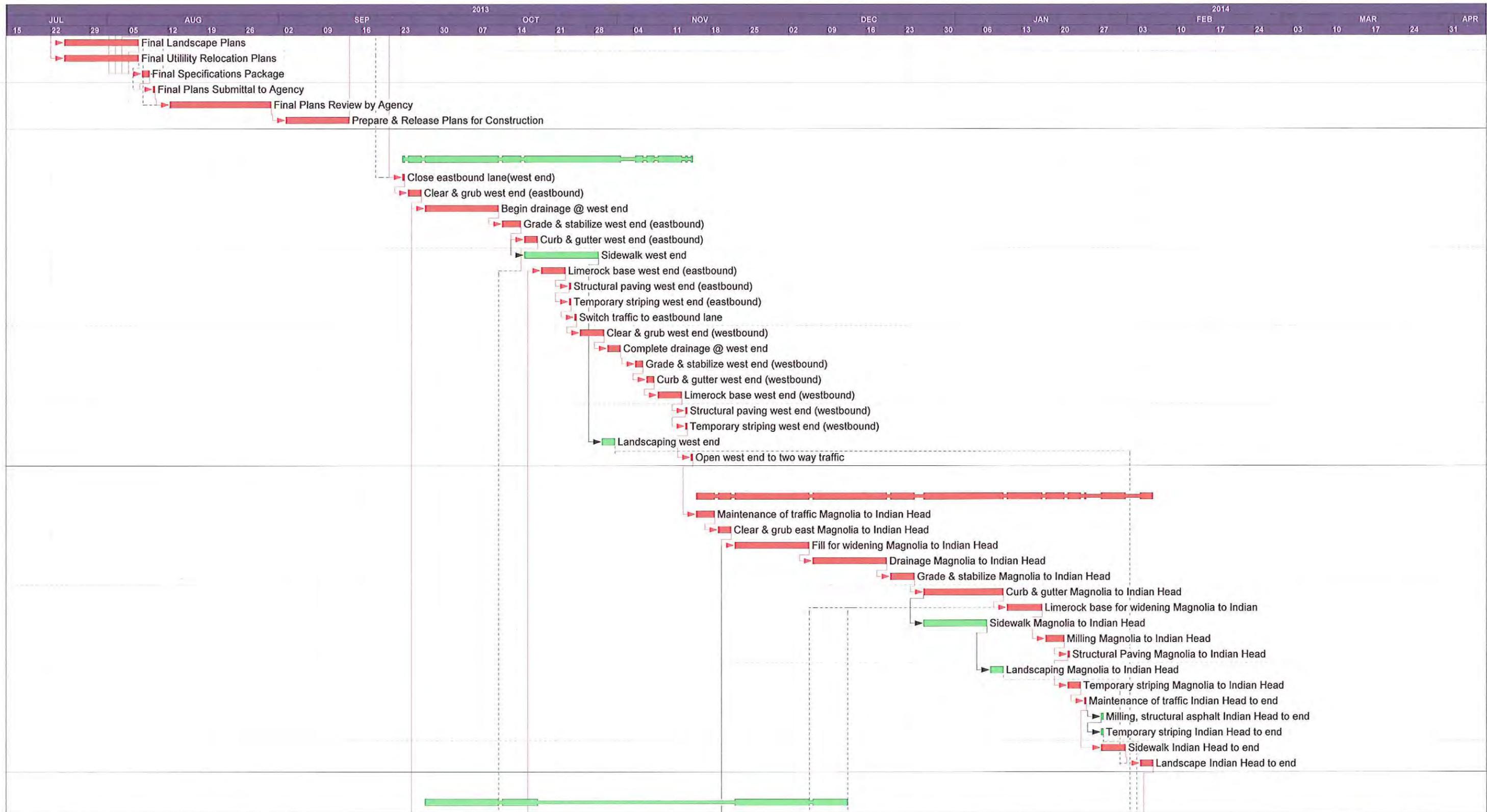
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**Sandco/Inovia
Lafayette St. Sidewalks**

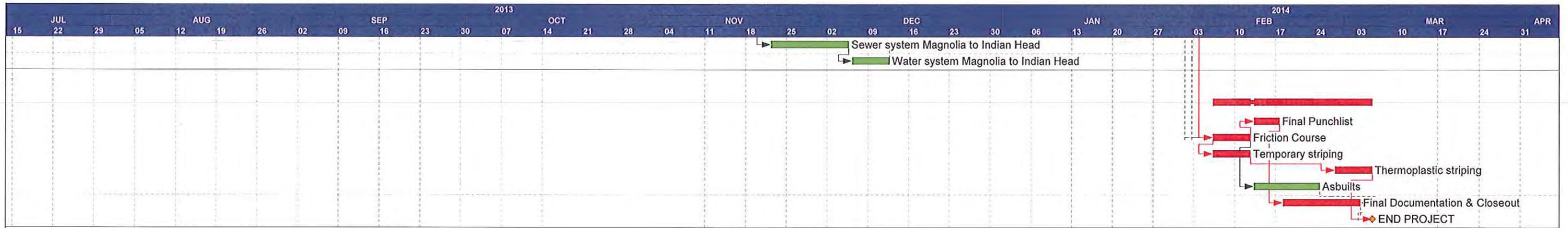
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**Sandco/Inovia
 Lafayette St. Sidewalks**

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**Sandco/Inovia
 Lafayette St. Sidewalks**

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4.0 Innovative Aspects

A benefit of the design build approach is the communication between the engineer and contractor in terms of innovative ideas. The Sandco/Inovia team has developed innovative ideas presented in the paragraphs below which have the potential to save money, reduce the extent of maintenance of traffic, increase safety, and reduce the construction duration. These items are intended to be suggestions at this point. During negotiation we will review each measure with Leon County to determine where any of these innovative concepts will be beneficial for this project.



Equipment used to crack concrete pavement

1.1 Crack and Re-seat Concrete Pavement

The scope calls for the removal of existing concrete slabs under pavement from the project beginning to station 451+60. We investigated crack and re-seat methodology in lieu of removing the concrete pavement as an innovative aspect for this project. FDOT provides a specification (Specification 175) for this methodology, which has been used successfully along the Interstate 10 corridor. The first step in the construction methodology is to mill the asphalt surface down to the concrete surface. Specialized equipment is then used to crack the existing concrete pavement. Compaction equipment is used to re-seat the broken pieces of concrete. An ARMI membrane is placed over the re-seated concrete, and then asphalt is overlaid to the requisite thickness.



Compact cracked concrete to reseat

We contacted FDOT District 3 staff, Jimmy Miller in construction, and Charles Dunn, P.E. who has provided pavement design services for the Department for over 30 years. Both cited the success of the methodology on the Interstate 10 corridor. However, Charles Dunn cited a recent study which found that an ARMI layer does not prevent reflective cracking over time. Given the relatively short distance of the corridor where concrete pavement exists, Charles Dunn recommended the concrete be removed unless other factors dictated crack and re-seat use.

Advantages of the crack and re-seat methodology include reduced construction time, reduced maintenance of traffic effort, and reduced cost. The construction time can be reduced by 10 days. This is a significant reduction in the disruption of traffic flow and impacts to adjacent businesses. A reduction in cost could be realized by not hauling and disposing of the concrete pavement, and by not needing to construct base. Maintenance of traffic effort is reduced by eliminating drop off conditions adjacent to the open travel lane, and allowing for a reduced work zone length.



Before and after examples





1.2 Lighted Advanced Warning Sign

Currently a lighted pedestrian crossing exists at The Moon for pedestrians crossing from the parking lot on the north side of Lafayette Street to The Moon on the south side of Lafayette Street. In-roadway lighting markers, LumiStar XP model, manufactured by Silicon Constellations, are manually operated by a private security officer employed by The Moon during events. The in-roadway lighting markers will be replaced under the design build contract.

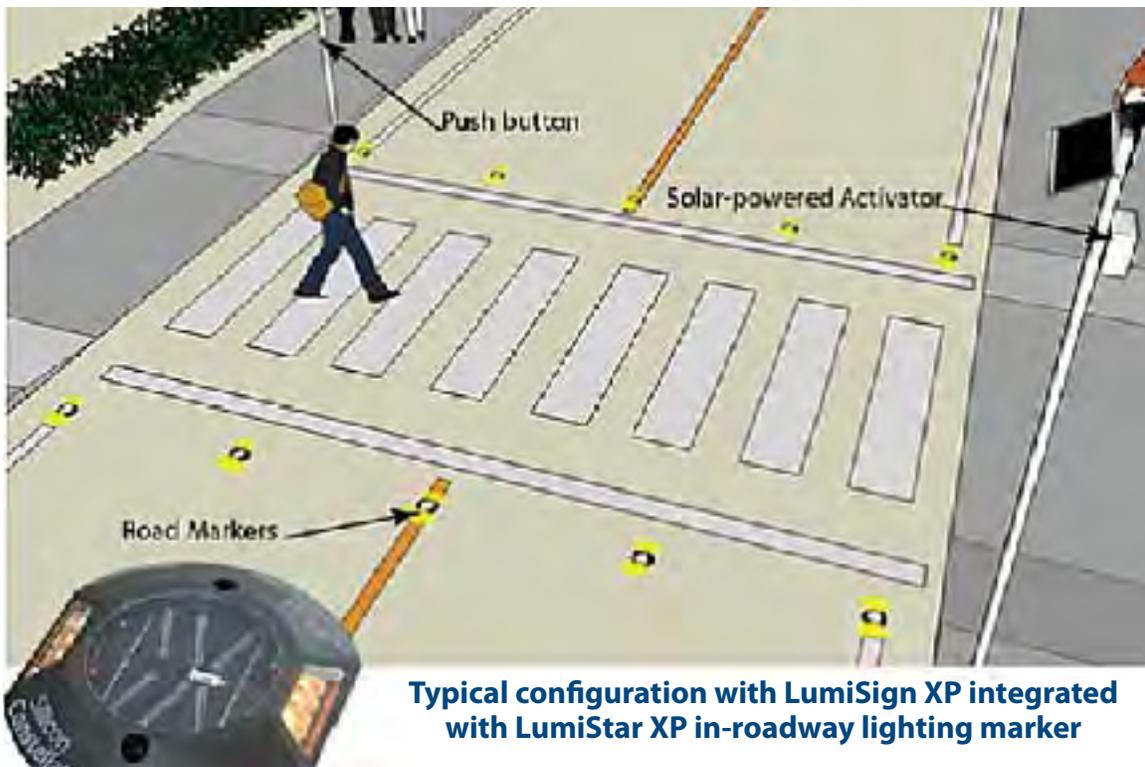
Due to the pedestrian accident reported in the State's crash report database, additional safety considerations are warranted for this mid-block pedestrian crossing. Not proposed in the preliminary plans, but mentioned here for consideration as an innovative aspect, is an accompanying lighted advanced warning sign, LumiSign XP. Blink rate and cycle duration are programmable and can be synchronized with the LumiStar XP in-roadway markers. The addition of this sign would provide a mitigating factor to the pedestrian accident reported in the State's crash report database.



LumiSign XP integrates with LumiStar XP lights



LumiStar In-Roadway lighting markers



Typical configuration with LumiSign XP integrated with LumiStar XP in-roadway lighting marker



Push button for wireless activation



Quality Management Plan

For this project, our Quality Management program began during the preparation of the Expanded Letter of Interest and it will continue until final acceptance of the construction. For the design team and the construction team, quality is more than just meeting the County's requirements. It is a matter of pride - pride in our work product and the manner in which it is produced. While quality is result, it is also a process, and a process that constantly needs monitoring. To ensure that we provide quality services and products, we have controls in place that will check, correct, and verify the product and the process. Our commitment to quality extends beyond the plans, specifications, and construction elements, but includes a commitment to every document produced during the project. We understand the importance of all documents, including meeting minutes and correspondence, especially correspondence to regulatory agencies or concerned citizens.

In today's competitive engineering and construction industry, the Sandco/Inovia team realizes that quality is mandatory for success. The following sections describe the quality control plans of the design and construction team. The design quality control plan incorporates specific elements of this project and includes provisions for collaboration with the contractor. The construction quality control plan is maintained in accordance with FDOT specification 105.

1.0 Design Quality Control

The International Organization for Standardization defines quality as the "degree to which a set of inherent characteristics fulfills requirements." Inovia believes that the term "quality" should be more highly regarded. We have learned quality is also a measure of esteem. This entails fully addressing all requirements with accuracy, expediency, and care, not simply meeting requirements outlined by the scope. In other words, quality is not just found in the result, it is also found in the process. For projects to live up to standards of high quality, constant monitoring of the process is in order. Inovia's Quality Control Process has evolved to be effective in reducing error and delay in the design and per-

mitting process.

Included in the Quality Control Plan are standard, best quality practices, which ensure that we provide exceptional services to each client. Each member of our staff and our sub consultants recognize the importance of quality and the responsibility they undertake as we work with the Department. The Inovia team's sense of personal responsibility promotes care in the work produced through the design process.

Checklists, which are project-tailored and dispersed at the onset of the project, are important assets when performing quality control reviews. For this project we have placed particular emphasis on the details of design elements, which were identified in the scope and during our field reviews. One of the first things we will do is meet with our survey sub consultant and create a checklist of special areas where specific survey information is needed. All survey elements will be identified by this checklist prior to fieldwork commencing and will be used during the quality control process. The same process will be used as Inovia begins our work effort and again with other sub consultants.

Inovia also uses standard industry accepted methods when reviewing design documentation. This includes checking, rechecking, and verification of design and construction documents. When each design document is completed the originator signs and marks the plans with Inovia's QC stamp. After a redline review, the reviewer returns the signed and dated redline plans to the originator for correction. The corrected plans are then given to a third party to verify that the QC process has been followed and completed correctly. Each time plans are originated, reviewed, or corrected the responsible party must sign and date the QC stamp. This process is repeated until the drawings are approved by all reviewers.

Quality control documents including marked-up plans and checklists are retained in the project file and will be made available.

2.0 Construction Quality Control

Sandco's work will be governed by similar QC Plan provisions, which contains procedures, reporting accountability, and responsibility for various work





that will be included in the contract. As discussed in Section 1 of this proposal, Mr. Charles Field will be the responsible quality control officer for the construction of the Lafayette Street Sidewalk and Roadway Improvements Project. Mr. Field is well qualified for this essential role of the construction team and will be responsible to overseeing the implementation of the Quality Control (QC) Plan. The need for a comprehensive, dynamic QC Plan is recognized as an integral part of Sandco's corporate construction business activities. They understand that it provides a road map to provide quality services and that in order to survive in today's business climate the emphasis on quality and client satisfaction in every aspect is required. Sandco follows standards enforced by the Florida Department of Transportation, and has lengthy documents detailing the quality control process for various construction activities. Some key points of the Sanco quality control plan follow.

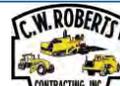
The elements of the Company's QC plan are reviewed quarterly by the QC manager and company personnel to incorporate any new Company changes and any governmental processes or specification changes.

An alternate quality control officer will be available if required. Mr. Nick Hall is this projects alternate quality control officer.

All inspector that are assigned to this project will be FDOT qualified as appropriate for their assignments. Current qualification status will be verified by Mr. Filed or his designee prior to inspector assignment duties.

Responsibilities of the QC manager include overseeing QC staff on this project. This includes producers supplying material to the project. the oversight will usually take the form of audits on a periodic basis as need to verify that Producers have and are following their own QC plans. This oversight shall not relive the Producer in any way of responsibilities under their own QC plan. The QC manager shall also ensure that all QC staff have a copy of the project QC plan. The QC manager will make sure that all forms are completed using ink when practical and are available to the County upon request. He will also ensure that applicable QC test results and other information are entered into the database in a timely manner.

As previously mentioned Sandco's construction QC Plan is very detailed and cites standards and methodologies for each aspect of construction being performed. As example, the following is a portion of Sandco's FDOT approved Quality Control Plan.





CONCRETE

CNC 3.2 - Personnel

CNC-3.2.1 - Qualifications - The following is a list of personnel that may provide concrete testing services on this project and their qualifications.

| <u>Name</u> | <u>TIN</u> | <u>Responsibility</u> |
|-----------------|------------|-----------------------------|
| Scott Raulerson | R46247768 | Primary Concrete Testing |
| David Henry | H56016570 | Secondary Concrete Testing |
| Chad Day | D00042370 | Secondary Concrete Testing |
| Mike Stalvey | B40017477 | Concrete Level II Testing |
| Melissa Ayers | A62055782 | Laboratory Concrete Testing |
| Tyler Harrison | H62550886 | Secondary Concrete Testing |
| Bill Slaughter | S42391974 | Primary Concrete Testing |

CNC-3.2.2 - Level of Responsibility - Mr. Scott Raulerson will provide the primary concrete acceptance testing services on this project. Mr. David Henry and Mr. Chad Day will be available during peak work times and will serve as back-up technicians to Mr. Raulerson, if deemed necessary. Mr. Mike Stalvey will provide concrete Level II testing services on this project as required by the plans and specifications. Ms. Melissa Ayers will provide primary concrete laboratory testing services. Field technicians will receive field assignments from the Project Manager and/or Project Superintendent and will report to the local laboratory management. The designated Quality Control Manager will handle project quality control issues. Refer to Section QCP-3.2 for designation of the Quality Control Manager (QC Manager) and Section QCP-3.4 for the Monthly Certification designation.

The following personnel are authorized to accept or reject the concrete being placed on the referenced project

1. Project Manager and/or Project Superintendent for the Contractor.
2. QC Manager.

CNC-3.2.2.1 - Concrete Field Technician Level I – This is the QC Technician who must be qualified to perform acceptance tests such as slump, temperature, air content and making/curing concrete cylinders.

CNC-3.2.2.1 - Concrete Field Technician Level II – This is the QC Technician who must be certified as a Level II technician and perform testing and inspection as detailed by the plans, Specifications, and Supplemental Specifications.





QUALITY CONTROL PLAN

CNC 3.3 – Raw Materials

CNC-3.3.1 – Source

Primary Plant:

Couch Ready Mix USA
901 Mosley Street
Tallahassee, FL 32310
Tel: (850) 297-2400
Fax: (850) 236-9109
Approved Plant Number: 55-268

| <u>Class</u> | <u>Min. 28 Day Strength</u> | <u>Mix Design No.</u> |
|------------------------|-----------------------------|-----------------------|
| Non-Exc. Flowable Fill | 125 psi | |
| I (Non-Structural) | 2500 psi | 03-5815 |
| II | 3400 psi | 03-1574 |
| II | 3400 psi | 03-1742 SF |
| II (Deck) | 4500 psi | 03-1573 |
| IV | 5500 psi | 03-1571 |
| IV (Drill Shaft) | 4000 psi | 03-1572 |

CNC-3.3.2 – Source

Secondary Plant:

Couch Ready Mix USA
3440 Weems Road
Tallahassee, FL 32317
Tel: (850) 297-2400
Fax: (850) 236-9109
Approved Plant Number: 55-344

| <u>Class</u> | <u>Min. 28 Day Strength</u> | <u>Mix Design No.</u> |
|------------------------|-----------------------------|-----------------------|
| Non-Exc. Flowable Fill | 125 psi | |
| I (Non-Structural) | 2500 psi | |
| I | 3000 psi | 03-1656 |
| I (Pavement) | 3000 psi | 03-1657 |
| I (Pavement) | 3000 psi | 03-1662 |
| II | 3400 psi | 03-1660 |
| II | 3400 psi | 03-1661 |
| II | 3400 psi | 03-1663 |
| II | 3400 psi | 03-1742 SF |
| II (Deck) | 4500 psi | 03-1655 |
| II (Deck) | 4500 psi | 03-1658 |
| II (Deck) | 4500 psi | 03-1664 |
| II (Deck) | 4500 psi | 03-1743 |
| II (Deck) | 4500 psi | 03-1743SF |
| IV | 5500 psi | 03-1745 |
| IV | 5500 psi | 03-1654 |
| IV (Drill Shaft) | 4000 psi | 03-1659 |





QUALITY CONTROL PLAN

| | | |
|------------------|----------|-----------------|
| IV | 5500 psi | 1534729 |
| IV (Drill Shaft) | 4000 psi | 1534728:03-1744 |

CNC-3.3.3 – Source
Secondary Plant:
 A Materials Group
 1800 Brickyard Road East
 Midway, FL 32343
 Tel: (850) 575-5815
 Fax: (850) 575-5463
 Approved Plant Number: 55-466

| <u>Class</u> | <u>Min. 28 Day Strength</u> | <u>Mix Design No.</u> |
|--------------------|-----------------------------|-----------------------|
| I (Non-Structural) | 2500 psi | 03-5874 |
| II | 3400 psi | 03-1670 |
| IV | 5500 psi | 03-1665 |
| IV | 5500 psi | 03-1667 |
| IV | 5500 psi | 03-1570 |

CNC-3.3.4 – Source
Secondary Plant:
 A Materials Group
 6800 Capital Circle SW
 Tallahassee, FL 32310
 Tel: (850) 575-5815
 Fax: (850) 575-5463
 Approved Plant Number: 55-503

| <u>Class</u> | <u>Min. 28 Day Strength</u> | <u>Mix Design No.</u> |
|--------------------|-----------------------------|-----------------------|
| I (Non-Structural) | 2500 psi | 03-5874 |
| II | 3400 psi | 03-1670 |
| IV | 5500 psi | 03-1665 |
| IV | 5500 psi | 03-1667 |
| IV | 5500 psi | 03-1570 |

CNC-3.3.5 - Mix Designs - All of the above mix designs are suitable for use in slightly aggressive or moderately aggressive environments.

A minimum of a 24-hour notice before a concrete pour can be made should the Contractor wish to change any of the above mix designs. Mix designs may be approved prior to or after the Quality Control Plan is approved. It is not a requirement to have the mix design approved prior to submittal of the Quality





QUALITY CONTROL PLAN

Control plan or vice versa. However, mix design(s) to be used in the contract shall be submitted as an addendum to the Quality Control Plan for approval.

CNC-3.3.6 - Certification - The QC Manager or his designee will verify that the raw material (concrete plant) is an approved source to supply and produce concrete. The Quality Control manager will obtain a copy of all approved mix designs from the producer.

3.3.6.1 - Delivery Certification - The delivery of concrete will be certified in accordance with Section 346-6.3 of the Standard Specifications.

CNC-3.4 - Storage Facilities for Raw Materials - Not applicable as storage of concrete will not take place on this project. Refer to applicable Concrete Producer's QC Plan.

CNC-3.5 – Production Requirements - Refer to applicable Concrete Producer's QC Plan.

CNC-3.6 – Plant Requirements

CNC-3.6.1 - Plant Identification - Refer to applicable Concrete Producer's QC Plan.

CNC-3.6.2 - Process Control System - Refer to applicable Concrete Producer's QC Plan.

CNC-3.6.3 - Loading and Shipping Control - Refer to applicable Concrete Producer's QC Plan.

CNC-3.6.4 - Types of Products Generated - Refer to applicable Concrete Producer's QC Plan.

CNC-3.7 – Other Requirements

CNC-3.7.1 - Copy of Certification - Refer to applicable Concrete Producer's QC Plan.

CNC-3.7.2 - Statement of Compliance – The QC Manager or his designee will provide the Project Manager with a notarized monthly certification accompanying each progress estimate. Certification shall be on a form number 700-020-02. The Department may not authorize payment if any progress estimates are not accompanied by an executed certification document. This certification will be required as a final certification summarizing all exceptions before final payment will be made. The Department may suspend any or all project activities except





PRELIMINARY PLANS





Specifications

Russell Large and **Rick Jenkins** have both successfully completed the Specifications Package Preparation Training and will be responsible for preparing the Specifications Package for this project. Mr. Large has also completed Specification Packages for other FDOT projects.

Select Specifications

Financial Project Number: 430154-1-58-01
Letting Date: 02/13

| Description | | Usage Notes |
|---|---|--|
| Special Provision | | |
| <input checked="" type="checkbox"/> SP0000001 | SPECIAL PROVISIONS. (Rev. 1/1/2006) (FA.) (01/06) | All Jobs |
| <input checked="" type="checkbox"/> SP0020400D3-113 | PROPOSAL REQUIREMENTS AND CONDITIONS - EXAMINATION OF CONTRACT DOCUMENTS AND SITE OF WORK. (Rev. 7/5/2012) (FA. 7/26/2012) (01/13) | All District 3 Jobs. Changes to 2-4. |
| <input type="checkbox"/> SP0020501AB | PREPARATION OF PROPOSALS. (Rev. 6/22/2004) (FA. 7/13/2004) (01/13) | A+B Bidding. Use with the approval of the Chief Engineer. Use with SP0030100AB, SP0030203AB, SP0080701AB and SP00801300AB. Changes to 2-5.1. |
| <input type="checkbox"/> SP0020501LR | PREPARATION OF PROPOSALS. (Rev. 2/21/2005) (FA. 3/31/2005) (01/13) | Lane Rental. Use with the approval of the Chief Engineer. Use with SP0030100LR, SP0081300LR, and SP0081300LRDR. (Insert Information Required.) Changes to 2-5.1. |
| | Insert \$ amount Daily Lane Rental Fee | |
| <input type="checkbox"/> SP0030001 | CONSIDERATION OF BIDS - SCOPE ALTERNATES. (Rev. 2/15/2007) (FA.) (01/13) | Use with proper authority. *Notify Contracts Office on Transmittal Memo. Changes to: 3-1. |
| <input type="checkbox"/> SP0030100AB | AWARD AND EXECUTION OF CONTRACT. (Insert Information Required.) (Rev. 11/5/1997) (FA. 1/20/1998) (01/13) | A+B Bidding. Use with the approval of the Chief Engineer. Use with SP0020501AB, SP0030203AB, SP0080701AB, and SP0081300AB. Changes to: 3-1. |
| | Type in the Daily Value. (i.e., 0,000.00) | |
| <input type="checkbox"/> SP0030100BC | BUDGETARY CONSTRAINTS. (Rev. 9/26/2006) (FA. 10/6/2006) (01/13) | Use with proper authority. Notify Contracts Administration Office on Transmittal Memo. Changes to: 3-1. |
| | Enter the maximum budget amount (i.e. ,#,###,###.## | |
| | Enter contact name | |
| | Enter date | |

| | | | | | | | |
|--|---|--|--|--|--|--|--|
| <input type="checkbox"/> SP0030100DC | AWARD AND EXECUTION OF CONTRACT. (Rev. 5/5/2011) (FA. 10/20/2011) (01/13) | District Let Construction Contracts less than \$250,000 and all Maintenance Contracts, excluding Lump Sum. | | | | | |
| <input type="checkbox"/> SP0030100LR | AWARD AND EXECUTION OF CONTRACT. (Rev. 4/11/1997) (FA. 5/7/1997) (01/13) | Lane Rental. Use with the approval of the Chief Engineer. Use with SP0020501LR, SP0081300LR and SP0081300LRDR. Changes to: 3-1. | | | | | |
| <input checked="" type="checkbox"/> SP0030100LS | AWARD AND EXECUTION OF CONTRACT. (Rev. 8/1/2000) (FA.) (01/13) | Lump Sum Projects Changes to: 3-1. | | | | | |
| <input type="checkbox"/> SP0030200 | AWARD AND EXECUTION OF CONTRACT. (Rev. 7/26/2001) (FA.) (01/13) | When necessary to change standard "Award and Execution". Contracts Office must approve. Insert information is required. Changes to 3-2. | | | | | |
| | <table border="1" style="width: 100%;"> <tr> <td data-bbox="412 781 1455 865">Type the number of days after the proposals are opened that the contract will be awarded.</td> <td data-bbox="1455 781 1487 865"></td> </tr> <tr> <td data-bbox="412 865 1455 949">Type the number of days after award to execute the contract and bond and return to the Department.</td> <td data-bbox="1455 865 1487 949"></td> </tr> <tr> <td data-bbox="412 949 1455 1033">Type the number of days after award that constitutes failure to execute the contract resulting in forfeit of the contract.</td> <td data-bbox="1455 949 1487 1033"></td> </tr> </table> | Type the number of days after the proposals are opened that the contract will be awarded. | | Type the number of days after award to execute the contract and bond and return to the Department. | | Type the number of days after award that constitutes failure to execute the contract resulting in forfeit of the contract. | |
| Type the number of days after the proposals are opened that the contract will be awarded. | | | | | | | |
| Type the number of days after award to execute the contract and bond and return to the Department. | | | | | | | |
| Type the number of days after award that constitutes failure to execute the contract resulting in forfeit of the contract. | | | | | | | |
| <input type="checkbox"/> SP0030203AB | AWARD OF CONTRACT - A+B BIDDING. (Rev. 8/22/1996) (FA. 9/3/1996) (01/13) | A+B Bidding. Use with the approval of the Chief Engineer. Use with SP0020501AB, SP0030100AB, SP0080701AB and SP0081300AB. (Insert Information Required.) Changes to 3-2. | | | | | |
| | Enter the number of calendar days <input type="text"/> | | | | | | |
| <input type="checkbox"/> SP0040100 | SCOPE OF THE WORK - INTENT OF CONTRACT. (Rev. 8/19/2009) (FA. 8/24/2009) (01/13) | All Jobs, excluding Lump Sum. (Insert Information Required.) Do not use with SP0040100SLPQ. Changes to 4-1. | | | | | |
| | Enter the description of the project. <input type="text"/> | | | | | | |
| <input checked="" type="checkbox"/> SP0040100LS | SCOPE OF THE WORK. (Rev. 8/24/2010) (FA. 10/8/2010) (01/13) | All Lump Sum Projects. Do not use with SP0040100SLLS. (Insert Information Required.) Changes to 4-1, 4-3.1, 4-3.4, 4-3.9.4. | | | | | |
| | <table border="1" style="width: 100%;"> <tr> <td data-bbox="412 1768 1081 1820">Type the description of the project</td> <td data-bbox="1081 1768 1114 1820"></td> </tr> <tr> <td data-bbox="412 1820 1081 1873">Enter the Lump Sum Pay Item Number(s). 999-xxx-xxx</td> <td data-bbox="1081 1820 1114 1873"></td> </tr> </table> | Type the description of the project | | Enter the Lump Sum Pay Item Number(s). 999-xxx-xxx | | | |
| Type the description of the project | | | | | | | |
| Enter the Lump Sum Pay Item Number(s). 999-xxx-xxx | | | | | | | |
| <input type="checkbox"/> SP0040100SLLS | SCOPE OF THE WORK - INTENT AND SCOPE. | All Projects less than \$2,000,000 & less than 2,000 tons of asphalt - Streamline LS. Do not | | | | | |

| | | |
|---|---|---|
| | (Rev. 8/24/2010) (FA. 10/8/2010) (01/13) | use with SP0040100LS. Insert Information Required. For bridge repair/rehab projects contact DCE prior to use. Changes to 4-1, 4-3.1, 4-3.4, 4-3.9.4. |
| | Type in the description of the work. | |
| | Enter the Lump Sum Pay Item. 999-xxx-xxx | |
| <input type="checkbox"/> SP0040100SLPQ | SCOPE OF THE WORK - INTENT AND SCOPE. (Rev. 9/16/2009) (FA. 11/9/2009) (01/13) | All Projects less than \$2,000,000 & less than 2,000 tons of asphalt - Streamline PQ. Do not use with SP0040100. For bridge repair/rehab projects, contact the DCE prior to use. Insert Information Required. Changes to 4-1. |
| | Enter the description of the work | |
| <input checked="" type="checkbox"/> SP0040400 | UNFORESEEABLE WORK. (Rev. 9/28/1998) (FA.) (01/13) | 999-25. Changes to 4-4. |
| <input checked="" type="checkbox"/> SP0050501LS | CONTROL OF THE WORK. (Rev. 3/15/2002) (FA.) (01/13) | Lump Sum Projects. Changes to: 5-1.1, 5-2, 5-7.6. |
| <input type="checkbox"/> SP0050901 | INSPECTION. (Rev. 2/10/1994) (FA.) (01/13) | Long bridge jobs (1500 feet or longer); modify to suit. (Change(s) to: 5-9.1.) |
| <input checked="" type="checkbox"/> SP0060100LS | CONTROL OF MATERIALS. (Rev. 8/17/2009) (FA. 8/24/2009) (01/13) | Lump Sum Projects. Changes to: 6-1. |
| <input checked="" type="checkbox"/> SP0060502 | CONTROL OF MATERIALS - SOURCE OF SUPPLY - STEEL. (Rev. 10/19/2012) (FA.) (01/13) | All Jobs |
| <input checked="" type="checkbox"/> SP0070101 | REQUIREMENTS FOR FEDERAL JOBS - COMPLIANCE WITH FHWA 1273. (Rev. 7/16/2012) (FA. 8/2/2012) (01/13) | All Federal Aid Jobs. |
| <input type="checkbox"/> SP0070201A | PERMITS PROCURED BY THE DEPARTMENT. (Rev. 8/7/2001) (FA. 4/14/2005) (01/13) | Jobs with permits procured by DOT. Changes to: 7-2.1. |
| <input type="checkbox"/> SP0070202 | DISCHARGE TO OR WORK OR STRUCTURES IN NAVIGABLE WATERS OF THE U.S., WATERS OF THE U.S. AND WATERS OF THE STATE. (Rev. 7/16/2009) (FA. 7/30/2009) (01/13) | When DEP Generic Permit is required. Changes to: 7-2.2. |

| | | | | | | | | | | | | | | | | | | |
|--|---|---|--|---|--|--|--|---|--|--|--|--|--|---|--|--|--|--|
| <input type="checkbox"/> SP0070701DC | LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC. (Rev. 8/22/2013) (FA.) (01/13) | District Let Construction Contracts less than \$250,000 and all Maintenance Contracts. Insert Information Required. Changes to 7-7.1, 7-13.2, 7-13.3. | | | | | | | | | | | | | | | | |
| | <table border="1"> <tr> <td data-bbox="415 281 1458 331">What is the liability insurance bodily injury limit per person? (i.e. 0,000.00)</td> <td data-bbox="1458 281 1484 331"></td> </tr> <tr> <td data-bbox="415 331 1458 382">What is the liability insurance bodily injury limit per occurrence? (i.e. 0,000.00)</td> <td data-bbox="1458 331 1484 382"></td> </tr> <tr> <td data-bbox="415 382 1458 432">What is the amount of property damage insurance? (i.e. 0,000.00)</td> <td data-bbox="1458 382 1484 432"></td> </tr> <tr> <td data-bbox="415 432 1458 483">What is the amount of property damage insurance per occurrence? (i.e. 0,000.00)</td> <td data-bbox="1458 432 1484 483"></td> </tr> <tr> <td data-bbox="415 483 1458 533">What is the protective liability insurance bodily injury limit per person? (i.e. 0,000.00)</td> <td data-bbox="1458 483 1484 533"></td> </tr> <tr> <td data-bbox="415 533 1458 617">What is the protective liability insurance bodily injury limit per occurrence? (i.e. 0,000.00)</td> <td data-bbox="1458 533 1484 617"></td> </tr> <tr> <td data-bbox="415 617 1458 667">What is the amount of protective property damage insurance? (i.e. 0,000.00)</td> <td data-bbox="1458 617 1484 667"></td> </tr> <tr> <td data-bbox="415 667 1458 751">What is the amount of protective property damage insurance per occurrence? (i.e. 0,000.00)</td> <td data-bbox="1458 667 1484 751"></td> </tr> </table> | What is the liability insurance bodily injury limit per person? (i.e. 0,000.00) | | What is the liability insurance bodily injury limit per occurrence? (i.e. 0,000.00) | | What is the amount of property damage insurance? (i.e. 0,000.00) | | What is the amount of property damage insurance per occurrence? (i.e. 0,000.00) | | What is the protective liability insurance bodily injury limit per person? (i.e. 0,000.00) | | What is the protective liability insurance bodily injury limit per occurrence? (i.e. 0,000.00) | | What is the amount of protective property damage insurance? (i.e. 0,000.00) | | What is the amount of protective property damage insurance per occurrence? (i.e. 0,000.00) | | |
| What is the liability insurance bodily injury limit per person? (i.e. 0,000.00) | | | | | | | | | | | | | | | | | | |
| What is the liability insurance bodily injury limit per occurrence? (i.e. 0,000.00) | | | | | | | | | | | | | | | | | | |
| What is the amount of property damage insurance? (i.e. 0,000.00) | | | | | | | | | | | | | | | | | | |
| What is the amount of property damage insurance per occurrence? (i.e. 0,000.00) | | | | | | | | | | | | | | | | | | |
| What is the protective liability insurance bodily injury limit per person? (i.e. 0,000.00) | | | | | | | | | | | | | | | | | | |
| What is the protective liability insurance bodily injury limit per occurrence? (i.e. 0,000.00) | | | | | | | | | | | | | | | | | | |
| What is the amount of protective property damage insurance? (i.e. 0,000.00) | | | | | | | | | | | | | | | | | | |
| What is the amount of protective property damage insurance per occurrence? (i.e. 0,000.00) | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> SP0071105 | LEGAL REQUIREMENTS AND RESPONSIBILITIES TO THE PUBLIC - OPERATIONS WITHIN RAILROAD RIGHT OF WAY. (Rev. 11/5/2010) (FA. 11/9/2010) (01/13) | Projects involving CSX Transportation. Changes to 7-11.5. | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> SP0071163A | UTILITY WORK. (Rev. 2/10/1994) (FA.) (01/13) | When there are no utility work schedules. Changes to: 7-11.6.3.) | | | | | | | | | | | | | | | | |
| <input checked="" type="checkbox"/> SP0071163B | UTILITY SCHEDULES. (Rev. 8/27/2001) (FA. 4/14/2005) (01/13) | When there are utility work schedules. Changes to: 7-11.6.3. | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> SP0071600 | LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC - WAGE RATES FOR FEDERAL-AID PROJECTS. (Rev. 12/21/2009) (FA. 12/28/2009) (01/13) | All Federal Aid Jobs. Insert information required. Changes to 7-16. | | | | | | | | | | | | | | | | |
| | <table border="1"> <tr> <td data-bbox="415 1575 1010 1625">Enter the Wage Rate number(s). (i.e., FLXXX)</td> <td data-bbox="1010 1575 1036 1625"></td> </tr> </table> | | Enter the Wage Rate number(s). (i.e., FLXXX) | | | | | | | | | | | | | | | |
| Enter the Wage Rate number(s). (i.e., FLXXX) | | | | | | | | | | | | | | | | | | |
| <input checked="" type="checkbox"/> SP0072400 | LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC - DISADVANTAGED BUSINESS ENTERPRISE PROGRAM. (Rev. 10/23/2012) (FA.) (01/13) | All Jobs | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> SP0072600 | EQUAL EMPLOYMENT OPPORTUNITY REQUIREMENTS. | Non-Federal Aid Projects. Changes to: 7-26. | | | | | | | | | | | | | | | | |

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|---|---|---|
| | (Rev. 4/25/2002) (FA. 7/17/2002) (01/13) | |
| <input type="checkbox"/> SP0072700 | LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC - PREFERENCE TO STATE RESIDENTS. (Rev. 1/13/2012) (FA.) (01/13) | Non-Federal Aid Projects - Construction Projects Only. Changes to 7-27. |
| <input checked="" type="checkbox"/> SP0072800 | LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC - E-VERIFY. (Rev. 6/13/2011) (FA. 6/16/2011) (01/13) | All Jobs. |
| <input checked="" type="checkbox"/> SP0072900 | LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC - SCRUTINIZED COMPANIES. (Rev. 6/17/2011) (FA.) (01/13) | All Jobs. |
| <input type="checkbox"/> SP0080302A | PROSECUTION AND PROGRESS - SUBMISSION OF WORKING SCHEDULE. (Rev. 1/11/2011) (FA. 5/12/2011) (01/13) | Use only when CPM is authorized by District Construction Engineer. Do not use with SP0080302DC. Changes to: 8-3.2. |
| <input checked="" type="checkbox"/> SP0080302DC | PROSECUTION AND PROGRESS. (Rev. 6/18/2012) (FA.) (01/13) | District Let Construction Contracts (including Lump Sum) less than \$250,000, and all Maintenance Contracts. Do not use with SP0080302A. Changes to: 8-3.2, 8-8, 8-9.1. |
| <input type="checkbox"/> SP0080303A | PROSECUTION OF WORK - FLEXIBLE START TIME. (Rev. 2/15/2011) (FA. 2/17/2010) (01/13) | When called for by the District Construction Engineer. *Contracts Office must be notified. Changes to: 8-3.3. |
| | Enter the number of calendar days allowed after the Notice to Proceed is issued before work starts. | |
| <input type="checkbox"/> SP0080303B | BEGINNING WORK. (Rev. 7/10/1995) (FA.) (01/13) | When called for by the District Construction Engineer. Use with the approval of the Chief Engineer. Changes to: 8-3.3. |
| | Notice to Proceed will be issued how many days after execution of Contract? | |
| <input type="checkbox"/> SP0080303C | BEGINNING WORK. (Rev. 10/22/1998) (FA. 11/5/1998) (01/13) | When called for by the District Construction Engineer. Use with the approval of the Chief Engineer. Changes to: 8-3.3. |
| | Date work is to begin? | |

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|--|--|---|--|--|--|--|
| <input type="checkbox"/> SP0080306 | PROSECUTION OF WORK - PARTNERING. (Rev. 5/15/2012) (FA. 5/21/2012) (01/13) | 999-16. *Contracts Office must be notified. (Insert Information Required.) Changes to: 8-3.6. | | | | |
| <table border="1" style="width: 100%;"> <tr> <td style="width: 80%;">Enter the non-bid lump sum amount established for Partnering. (0,000.00)</td> <td style="width: 20%;"></td> </tr> </table> | | | Enter the non-bid lump sum amount established for Partnering. (0,000.00) | | | |
| Enter the non-bid lump sum amount established for Partnering. (0,000.00) | | | | | | |
| <input checked="" type="checkbox"/> SP0080307DRB | PROSECUTION OF WORK - DISPUTES REVIEW BOARD. (Rev. 1/4/2011) (FA. 1/21/2011) (01/13) | 999-20 Items. *Contracts Office must be notified. Changes to: 8-3.7. | | | | |
| <input checked="" type="checkbox"/> SP0080307RDRB | PROSECUTION OF WORK - REGIONAL DISPUTES REVIEW BOARD. (Rev. 1/4/2011) (FA. 1/21/2011) (01/13) | Jobs without 999-20 Items. Changes to 8-3. | | | | |
| <input type="checkbox"/> SP0080308SDRB | PROSECUTION OF WORK - STATEWIDE DISPUTES REVIEW BOARD. (Rev. 1/4/2011) (FA. 1/21/2011) (01/13) | 334, 337, 350, 570, 580 or 649 Items. Changes to 8-3. | | | | |
| <input checked="" type="checkbox"/> SP0080401LS | PROSECUTION AND PROGRESS. (Rev. 8/1/2000) (FA.) (01/13) | Lump Sum Projects. Changes to: 8-4.1. | | | | |
| <input type="checkbox"/> SP0080408 | LIMITATIONS OF OPERATIONS - FENCING. (Rev. 6/17/2004) (FA. 7/13/2004) (01/13) | Jobs on Limited Access Highways. Changes to: 8-4.8. | | | | |
| <input type="checkbox"/> SP0080409D3-113 | CONTAMINATED MATERIAL - MERCURY-CONTAINING DEVICES AND LAMPS. (Rev. 11/6/1995) (FA. 12/27/1995) (01/13) | District 3 Jobs with Lighting. | | | | |
| <input type="checkbox"/> SP0080701A | COMPUTATION OF CONTRACT TIME. (Rev. 12/22/1998) (FA. 1/19/1999) (01/13) | Use when requested by proper authority, (must be modified). (Insert Information Required.) Changes to: 8-7.1. | | | | |
| <table border="1" style="width: 100%;"> <tr> <td style="width: 80%;">Contract time (number of calendar days)?</td> <td style="width: 20%;"></td> </tr> <tr> <td>Type a reason for the reduced productivity by Contractor's forces.</td> <td></td> </tr> </table> | | | Contract time (number of calendar days)? | | Type a reason for the reduced productivity by Contractor's forces. | |
| Contract time (number of calendar days)? | | | | | | |
| Type a reason for the reduced productivity by Contractor's forces. | | | | | | |
| <input type="checkbox"/> SP0080701AB | COMPUTATION OF CONTRACT TIME. (Rev. 7/24/1996) (FA. 9/3/1996) (01/13) | A+B Bidding. Use with the approval of the Chief Engineer. Use with SP0020501AB, SP0030100AB, SP0030203AB, and SP0081300AB. Changes to: 8-7.1. | | | | |
| <input type="checkbox"/> SP0080701B | COMPUTATION OF CONTRACT TIME. | Use when requested by the District Construction Engineer. Changes to: 8-7.1. | | | | |

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| | (Rev. 2/14/1994) (FA.) (01/13) | |
| | "Normal" contract time in days: | |
| | "Specified" contract time in days: | |
| <input type="checkbox"/> SP0080701C | COMPUTATION OF CONTRACT TIME. (Rev. 12/22/1998) (FA. 2/1/1999) (01/13) | Use when requested by the District Construction Engineer. Changes to: 8-7.1. |
| <input type="checkbox"/> SP0081300 | DAMAGE RECOVERY. (Rev. 2/4/2004) (FA.) (01/13) | Use when requested by the District Construction Engineer. (Insert Information Required.) (Do not use with Lane Rental) Changes to: 8. |
| | Damage Recover Cost - first 30 minutes and under (i.e., 0,000.00) | |
| | Damage Recovery Cost - each additional 30 minutes (i.e., 0,000.00) | |
| | Damage Recover Cost - amount not to exceed (i.e., 0,000.00) | |
| <input type="checkbox"/> SP0081300A | PROSECUTION AND PROGRESS. (Rev. 7/28/1997) (FA.) (01/13) | All Jobs with Alternative Bidding. Use with the approval of the Chief Engineer. Changes to: 8-13. |
| <input type="checkbox"/> SP0081300ABB | 8-13. "Bonus" Payment and Waiver of Contractor Claims. (Rev. 5/19/2004) (FA. 7/13/2004) (01/05) | A+B Jobs with Bonus. Use with the approval of the Chief Engineer. Changes to: 8-13. |
| | Bonus payment amount? (0,000.00) | |
| | Number of calendar days from commencement of work to completion? | |
| <input type="checkbox"/> SP0081300B | 8-13. "Bonus" Payment and Waiver of Contractor Claims. (Rev. 7/27/2004) (FA. 7/28/2004) (01/05) | Bonus (Date Specific.) Use with the approval of the Chief Engineer. Changes to: 8-13. |
| | Bonus amount (0,000.00)? | |
| | Bonus completion date? | |
| <input type="checkbox"/> SP0081300BCD | 8-13. "Bonus" Payment and Waiver of Contractor Claims. (Rev. 7/27/2004) (FA. 7/28/2004) (01/05) | Bonus (Calendar Days.) Use with the approval of the Chief Engineer Changes to: 8-13. |
| | Bonus amount (0,000.00)? | |
| | Number of calendar days to complete work (0,000)? | |

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| <input type="checkbox"/> SP0081300ID | 8-13. Incentive - Disincentive. (Rev. 7/27/2004) (FA. 7/28/2004) (01/05) | Incentive-Disincentive. Use with the approval of the Chief Engineer. Do not use with SP0081300MID. Changes to: 8-13. | | | | | | | | | | | | | | |
| | | <table border="1"> <tr> <td>Total Incentive payment or Disincentive deduction not to exceed (i.e., 0,000.00)?</td> <td></td> </tr> <tr> <td>Incentive payment per calendar (i.e., 0,000.00)?</td> <td></td> </tr> <tr> <td>Disincentive deduction per calendar day (i.e., 0,000.00)?</td> <td></td> </tr> </table> | Total Incentive payment or Disincentive deduction not to exceed (i.e., 0,000.00)? | | Incentive payment per calendar (i.e., 0,000.00)? | | Disincentive deduction per calendar day (i.e., 0,000.00)? | | | | | | | | | |
| Total Incentive payment or Disincentive deduction not to exceed (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| Incentive payment per calendar (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| Disincentive deduction per calendar day (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> SP0081300IDLR | 8-13. Incentive - Disincentive for Lane Rental Days. (Rev. 9/25/2003) (FA. 12/24/2003) (07/04) | Incentive-Disincentive for Lane Rental Days. Use with the approval of the Chief Engineer. Do not use with SP0081300LR or SP0081300LRDR. Changes to: 8-13. | | | | | | | | | | | | | | |
| | | <table border="1"> <tr> <td>Total Incentive payment or Disincentive deduction will not exceed (i.e., 0,000.00)?</td> <td></td> </tr> <tr> <td>Number of Lane Rental days (i.e., 0,000)?</td> <td></td> </tr> <tr> <td>Incentive payment for fewer days used (i.e., 0,000.00)?</td> <td></td> </tr> <tr> <td>Disincentive deduction for fewer days used (i.e., 0,000.00)?</td> <td></td> </tr> <tr> <td>Damage Recovery/User Cost for first 30 minutes (i.e., 0,000.00)?</td> <td></td> </tr> <tr> <td>Damage Recovery/User Cost for each additional 30 minutes (i.e., 0,000.00)?</td> <td></td> </tr> <tr> <td>Damage Recovery/User Cost not to exceed (i.e., 0,000.00)?</td> <td></td> </tr> </table> | Total Incentive payment or Disincentive deduction will not exceed (i.e., 0,000.00)? | | Number of Lane Rental days (i.e., 0,000)? | | Incentive payment for fewer days used (i.e., 0,000.00)? | | Disincentive deduction for fewer days used (i.e., 0,000.00)? | | Damage Recovery/User Cost for first 30 minutes (i.e., 0,000.00)? | | Damage Recovery/User Cost for each additional 30 minutes (i.e., 0,000.00)? | | Damage Recovery/User Cost not to exceed (i.e., 0,000.00)? | |
| Total Incentive payment or Disincentive deduction will not exceed (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| Number of Lane Rental days (i.e., 0,000)? | | | | | | | | | | | | | | | | |
| Incentive payment for fewer days used (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| Disincentive deduction for fewer days used (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| Damage Recovery/User Cost for first 30 minutes (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| Damage Recovery/User Cost for each additional 30 minutes (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| Damage Recovery/User Cost not to exceed (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> SP0081300LQS | 8-13. Liquidated Savings for Early Completion. (Rev. 5/18/1999) (FA. 6/10/1999) (07/00) | Liquidated Savings. Use with the approval of the Chief Engineer. Changes to: 8-13. | | | | | | | | | | | | | | |
| | | <table border="1"> <tr> <td>Liquidated savings amount for early completion (i.e., 0,000.00)?</td> <td></td> </tr> </table> | Liquidated savings amount for early completion (i.e., 0,000.00)? | | | | | | | | | | | | | |
| Liquidated savings amount for early completion (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> SP0081300LR | 8-13. Pay Adjustment for Fewer-More Lane Rental Days. (Rev. 4/29/1997) (FA. 5/7/1997) (07/00) | Lane Rental. Use with the approval of the Chief Engineer. Use with SP0020501LR, SP0030100LR, and SP0081300LRDR. Changes to: 8-13. | | | | | | | | | | | | | | |
| <input type="checkbox"/> SP0081300LRDR | 8-13. Damage Recovery. (Rev. 9/25/2003) (FA. 12/24/2003) (07/04) | Lane Rental. Use with the approval of the Chief Engineer. Use with SP0020501LR, SP0030100LR, and SP0081300LR. Changes to: 8-13. | | | | | | | | | | | | | | |
| | | <table border="1"> <tr> <td>Damage Recovery/User Cost for first 30 minutes (i.e., 0,000.00)?</td> <td></td> </tr> <tr> <td>Damage Recovery/User Cost for each additional 30 minutes (i.e., 0,000.00)?</td> <td></td> </tr> <tr> <td>Damage Recovery/User Cost not to exceed (i.e., 0,000.00)?</td> <td></td> </tr> </table> | Damage Recovery/User Cost for first 30 minutes (i.e., 0,000.00)? | | Damage Recovery/User Cost for each additional 30 minutes (i.e., 0,000.00)? | | Damage Recovery/User Cost not to exceed (i.e., 0,000.00)? | | | | | | | | | |
| Damage Recovery/User Cost for first 30 minutes (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| Damage Recovery/User Cost for each additional 30 minutes (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| Damage Recovery/User Cost not to exceed (i.e., 0,000.00)? | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> SP0081300MB | 8-13. "Bonus" Payment and Waiver of Contractor Claims. | Milestone Bonus. Use with the approval of the Chief Engineer. Do not use with SP0081300B | | | | | | | | | | | | | | |

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|---|--|--|--------------------------|--|-------------------------------------|--|-------------------------------------|--|---|--|
| <input type="checkbox"/> SP0081300MID | (Rev. 4/12/2006) (FA. 4/25/2006) (01/07) 8-13. Incentive - Disincentive. (Rev. 2/9/2006) (FA. 4/25/2006) (01/07) | or SP0081300BCD. (Data for table must be manually input.) Changes to: 8-13. Milestone Incentive - Disincentive. Use with the approval of the Chief Engineer. Do not use with SP0081300ID. Changes to: 8-13. (Data for table must be manually input.) | | | | | | | | |
| <input type="checkbox"/> SP0090103LSD3-113 | MEASUREMENT AND PAYMENT. (Rev. 12/14/0201) (FA. 1/5/2012) (01/13) | Lump Sum Jobs in D3. Do not use with SP0090103SLLSD3-113. Changes to 9-1.3, 9-2, 9-3, 9-5.5.2, 9-9, 9-11 | | | | | | | | |
| <input type="checkbox"/> SP0090103SLLSD3-113 | MEASUREMENT AND PAYMENT. (Rev. 12/14/2011) (FA. 1/10/2012) (01/13) | All Projects less than \$2,000,000 & less than 2,000 tons of asphalt - Streamline LS. For bridge repair/rehab projects, contract the DCE prior to use. Do not use with SP0090103LSD3-113. Changes to 9-1.3, 9-2, 9-3, 9-5, 9-8, 9-9, 9-11. | | | | | | | | |
| <input type="checkbox"/> SP0090103SLPQ | MEASUREMENT AND PAYMENT. (Rev. 11/7/2011) (FA. 1/12/2012) (01/13) | All Projects less than \$2,000,000 & less than 2,000 tons of asphalt - Streamline Plan Quantity. For bridge repair/rehab projects, contact the DCE prior to use. Do not use with SP0090501DC. Changes to 9-1.3.2, 9-2, 9-3.2.3, 9-5.1, 9-8.1, 9-9. | | | | | | | | |
| <input type="checkbox"/> SP0090501DC | MEASUREMENT AND PAYMENT. (Rev. 10/29/2008) (FA. 1/16/2009) (01/13) | District Let Contracts. Excluding Lump Sum Projects. Do not use with SP0090103SLPQ. Changes to 9-5.1, 9-5.4 and 9-9. | | | | | | | | |
| <input type="checkbox"/> SP1021312 | MAINTENANCE OF TRAFFIC. (Rev. 9/4/2012) (FA. 9/6/2012) (01/13) | 102-89-17 Items. Changes to 102-13.12. | | | | | | | | |
| <input type="checkbox"/> SP1090000 | ENGINEER'S FIELD OFFICE. (Rev. 1/4/2011) (FA. 2/17/2011) (01/13) | 109-71 Items. Changes to 109. | | | | | | | | |
| <input type="checkbox"/> SP1100601 | REMOVAL OF EXISTING STRUCTURES - STRUCTURES TO BE REMOVED. (Rev. 9/10/2007) (FA. 2/15/2008) (01/13) | Use when requested by proper authority. (Must have signed agreement with Local Agency) (Insert Information Required.) Changes to: 110-6.1. | | | | | | | | |
| | | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Enter the bridge number.</td> <td style="width: 20%;"></td> </tr> <tr> <td>Enter location for bridge delivery.</td> <td></td> </tr> <tr> <td>Enter location for bridge delivery.</td> <td></td> </tr> <tr> <td>Enter the number of miles from project site to delivery site.</td> <td></td> </tr> </table> | Enter the bridge number. | | Enter location for bridge delivery. | | Enter location for bridge delivery. | | Enter the number of miles from project site to delivery site. | |
| Enter the bridge number. | | | | | | | | | | |
| Enter location for bridge delivery. | | | | | | | | | | |
| Enter location for bridge delivery. | | | | | | | | | | |
| Enter the number of miles from project site to delivery site. | | | | | | | | | | |
| <input type="checkbox"/> SP1100606 | REMOVAL OF EXISTING STRUCTURES. (Rev. 5/13/2005) (FA. 8/18/2005) (01/13) | Use when areas of Asbestos Abatement are identified in the Plans. Changes to: 110-6.6.5/13/2005 | | | | | | | | |
| <input type="checkbox"/> SP1101102 | MATERIAL FOR REEF ESTABLISHMENT. | Item 110-84. Changes to 110-11.2, 110-12.7. | | | | | | | | |

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| <input type="checkbox"/> SP1200100A | (Rev. 7/10/1995) (FA. 6/21/1999) (01/13) EXCAVATION - IDENTIFIED AREAS OF CONTAMINATION. (Rev. 1/3/1994) (FA. 6/21/1999) (01/13) | Use when contaminated areas are delineated in the plans. Changes to: 120-1. |
| <input type="checkbox"/> SP1201003SL | EXCAVATION AND EMBANKMENT - ACCEPTANCE PROGRAM. (Rev. 9/16/2009) (FA. 11/9/2009) (01/13) | All Projects less than \$2,000,000 & less than 2,000 tons of asphalt - Streamline. For bridge repair/rehab projects, contact the DCE prior to use. Changes to 120-10.3.1. |
| <input type="checkbox"/> SP1250903SL | EXCAVATION FOR STRUCTURES AND PIPE - ACCEPTANCE PROGRAM. (Rev. 9/16/2009) (FA. 11/9/2009) (01/13) | All Projects less than \$2,000,000 & less than 2,000 tons of asphalt - Streamline. For bridge repair/rehab projects, contact the DCE prior to use. Changes to 125-9.3.1. |
| <input type="checkbox"/> SP1600402SL | STABILIZING - ACCEPTANCE PROGRAM. (Rev. 9/16/2009) (FA. 11/9/2009) (01/13) | All Projects less than \$2,000,000 & less than 2,000 tons of asphalt - Streamline. For bridge repair/rehab projects, contact the DCE prior to use. Changes to 160-4.2.4. |
| <input type="checkbox"/> SP1610000 | PREDESIGNED STABILIZED SUBGRADE. (Rev. 3/12/2007) (FA. 3/14/2007) (01/13) | Non-Traffic and Shoulder-Only Construction. Do not Use on Widening Projects. Changes to: 161. |
| <input type="checkbox"/> SP2000702SL | ROCK BASE - ACCEPTANCE PROGRAM. (Rev. 9/16/2009) (FA. 11/9/2009) (01/13) | All Projects less than \$2,000,000 & less than 2,000 tons of asphalt - Streamline. For bridge repair/rehab projects, contact the DCE prior to use. Changes to 200-7.2.2. |
| <input type="checkbox"/> SP2040000 | GRADED AGGREGATE BASE. (Rev. 8/8/2007) (FA.) (01/13) | Non-FA Jobs with 285 Items. Changes to: 204. |
| <input type="checkbox"/> SP3270100 | MILLING OF EXISTING ASPHALT PAVEMENT. (Rev. 8/31/1999) (FA. 2/14/2000) (01/13) | When the plans provide a location for stockpiling milled material. Insert quantity to be retained. Use "all, tons, square yards, etc.". (Insert Information Required.) Changes to: 327-1, 327-6. |
| | Quantity of material to be retained by the Department? (i.e., 125.000 tons) <input type="text"/> | |
| <input checked="" type="checkbox"/> SP3270200 | MILLING OF EXISTING ASPHALT PAVEMENT. (Rev. 12/1/1993) (FA.) (01/13) | Use when requested by District. Changes to: 327-2. |
| <input type="checkbox"/> SP3460902SL | PORTLAND CEMENT CONCRETE - ACCEPTANCE SAMPLING FREQUENCY. (Rev. 6/25/2010) (FA. 7/8/2010) (01/13) | All Projects less than \$2,000,000 & less than 2,000 tons of asphalt - Streamline. For bridge repair/rehab projects, contact the DCE prior to use. Changes to 346-9.2. |

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| <input type="checkbox"/> SP4550100DTwTP | STRUCTURES FOUNDATIONS - DYNAMIC TESTING WITH TEST PILES. (Rev. 6/26/2012) (FA.) (01/13) | Use on Projects for 100% Dynamic Testing of Pile Foundations WITH Test Piles. |
| <input type="checkbox"/> SP4550100DTwoTP | STRUCTURES FOUNDATIONS - DYNAMIC TESTING WITHOUT TEST PILES. (Rev. 6/26/2012) (FA.) (01/13) | Use on Projects for 100% Dynamic Testing of Pile Foundations WITHOUT Test Piles |
| <input type="checkbox"/> SP4570000 | INTEGRAL PILE JACKETS. (Rev. 11/16/2011) (FA. 12/8/2011) (01/13) | 457 Items. Changes to 457 |
| <input type="checkbox"/> SP5440400 | CRASH CUSHIONS. (Rev. 8/4/2011) (FA. 8/9/2011) (01/13) | 544-75-1AA Items. Changes To 544-4. |
| <input type="checkbox"/> SP7140000 | MOTORIST AID CALL BOX RELOCATION. (Rev. 8/24/2010) (FA.) (01/13) | 714-1-500 Changes to: 714. |
| <input type="checkbox"/> SP7410000 | TRAFFIC MONITORING SITE VEHICLE SENSOR - NON-WEIGHT APPLICATIONS. (Rev. 1/3/2012) (FA. 1/27/2012) (01/13) | 741-1 Items. Changes to 741. |
| <input type="checkbox"/> SP7430000 | TRAFFIC MONITORING SITE VEHICLE SPEED/CLASSIFICATION UNIT. (Rev. 6/16/1999) (FA. 7/20/1999) (01/13) | 743-70 Items. Changes to 743. |
| <input type="checkbox"/> SP7440000 | TRAFFIC MONITORING SITE SOLAR POWER UNIT. (Rev. 10/22/2010) (FA. 11/22/2010) (01/13) | 744-70 Items. Changes to 744. |
| <input type="checkbox"/> SP7450000 | TRAFFIC MONITORING SITE INDUCTIVE LOOP ASSEMBLY. (Rev. 6/22/2010) (FA. 11/22/2010) (01/13) | 745-70 Items. Changes to 745. |
| <input type="checkbox"/> SP7460000 | TRAFFIC MONITORING SITE CABINET. (Rev. 5/6/2008) (FA. 10/14/2008) (01/13) | 746-7a-bcd Items. Changes to 746. |
| <input type="checkbox"/> SP7470000 | TRAFFIC MONITORING SITE MODEM. (Rev. 5/20/1999) (FA. 7/20/1999) (01/13) | 747-70 Items. Change to 747. |

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| <input type="checkbox"/> SP7480000 | GENERAL REQUIREMENTS FOR THE EVALUATION OF TRAFFIC MONITORING SITE EQUIPMENT AND MATERIALS. (Rev. 5/12/1999) (FA. 7/20/1999) (01/13) | Jobs with Traffic Monitoring Sites. Changes to: 748. |
| Developmental Specification | | |
| <input type="checkbox"/> SPY000008 | DEVELOPMENTAL SPECIFICATION (Rev.) (FA.) (03/06) | When called for |
| Supplemental Specification | | |
| <input checked="" type="checkbox"/> SS0000001 | SUPPLEMENTAL SPECIFICATIONS (Rev.) (FA.) (09/06) | Use when Supplemental Specifications are present for the Project. |
| <input checked="" type="checkbox"/> SS1020000 | MAINTENANCE OF TRAFFIC. (Rev. 10/9/2012) (FA.) (01/13) | All Jobs. Issued as Mandatory No. 1 to the January 2013 eBook. Changes to 102. |
| <input checked="" type="checkbox"/> SS3460000 | PORTLAND CEMENT CONCRETE. (Rev. 10/9/2012) (FA.) (01/13) | All Jobs. Issued as Mandatory No. 1 to the January 2013 eBook. Changes to 346. |
| <input checked="" type="checkbox"/> SS3470000 | PORTLAND CEMENT CONCRETE - CLASS NS. (Rev. 10/9/2012) (FA.) (01/13) | All Jobs. Issued as Mandatory No. 1 to the January 2013 eBook. Changes to 347. |
| <input checked="" type="checkbox"/> SS4000000 | CONCRETE STRUCTURES. (Rev. 10/9/2012) (FA.) (01/13) | All Jobs. Issued as Mandatory No. 1 to the January 2013 eBook. Changes to 400. |
| <input checked="" type="checkbox"/> SS4250000 | INLETS, MANHOLES, AND JUNCTION BOXES. (Rev. 10/9/2012) (FA.) (01/13) | All Jobs. Issued as Mandatory No. 1 to the January 2013 eBook. Changes to 425. |
| <input type="checkbox"/> XAPENDIC | APPENDICES (Rev.) (FA.) (01/01) | Header |
| Other | | |
| <input checked="" type="checkbox"/> XTSPs | TECHNICAL SPECIAL PROVISIONS. (Rev. 7/1/2007) (FA.) (07/07) | Use with TSPs. |

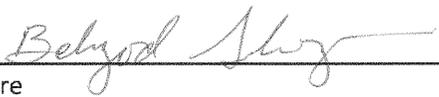


Other Proposal Documents



**CERTIFICATION REGARDING DEBARMENT, SUSPENSION,
And OTHER RESPONSIBILITY MATTERS
PRIMARY COVERED TRANSACTIONS**

1. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not within a three-year period preceding this been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of these offenses enumerated in paragraph (1)(b) of this certification; and
 - d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.
3. No subcontract will be issued for this project to any party which is debarred or suspended from eligibility to receive federally funded contracts.



Signature

President

Title

Sandco, Inc.

Contractor/Firm



State of Florida
Board of Professional Engineers
L & W ENGINEERING INC

Is authorized under the provisions of Section 471.003, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statutes.

Certificate of Authorization

EXPIRATION: 2/28/2013 CA. Lic. No:
AUDIT NO: 228201304683 8225

State of Florida
Board of Professional Engineers
Attests that
James Franklin Waddell III, P.E.

IS LICENSED AS A PROFESSIONAL ENGINEER UNDER CHAPTER 471, FLORIDA STATUTES

EXPIRATION: 2/28/2013 P.E. Lic. No:
AUDIT NO: 228201322728 46019

State of Florida
Board of Professional Engineers
Attests that
Russell T. Large, P.E.

IS LICENSED AS A PROFESSIONAL ENGINEER UNDER CHAPTER 471, FLORIDA STATUTES

EXPIRATION: 2/28/2013 P.E. Lic. No:
AUDIT NO: 228201327489 53933

State of Florida
Board of Professional Engineers
Attests that
Richard A. Jenkins, P.E.

IS LICENSED AS A PROFESSIONAL ENGINEER UNDER CHAPTER 471, FLORIDA STATUTES

EXPIRATION: 2/28/2013 P.E. Lic. No:
AUDIT NO: 228201325679 68365



State of Florida

Department of State

I certify from the records of this office that L & W ENGINEERING, INC. is a corporation organized under the laws of the State of Florida, filed on June 3, 1999.

The document number of this corporation is P99000050043.

I further certify that said corporation has paid all fees due this office through December 31, 2011, that its most recent annual report was filed on January 10, 2011, and its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

Given under my hand and the Great Seal of Florida, at Tallahassee, the Capital, this the Eleventh day of January, 2011



Jennifer Kennedy
Secretary of State

Authentication ID: 700190773237-011111-P99000050043

To authenticate this certificate, visit the following site, enter this ID, and then follow the instructions displayed.

<https://efile.sunbiz.org/certauthver.html>



State of Florida

Department of State

I certify from the records of this office that INOVIA CONSULTING GROUP is a Fictitious Name registered with the Department of State on December 20, 2010.

The Registration Number of this Fictitious Name is G10000116493.

I further certify that said Fictitious Name Registration is active.

I further certify that this office began filing Fictitious Name Registrations on January 1, 1991, pursuant to Section 865.09, Florida Statutes.

Given under my hand and the Great Seal of Florida, at Tallahassee, the Capital, this the Twenty First day of December, 2010



Laura K. Roberts
Secretary of State

Authentication ID: 900188838779-122110-G10000116493

To authenticate this certificate, visit the following site, enter this ID, and then follow the instructions displayed.

<https://efile.sunbiz.org/certauthver.html>

EQUAL OPPORTUNITY/AFFIRMATIVE ACTION STATEMENT

1. The contractors and all subcontractors hereby agree to a commitment to the principles and practices of equal opportunity in employment and to comply with the letter and spirit of federal, state, and local laws and regulations prohibiting discrimination based on race, color, religion, national region, sex, age, handicap, marital status, and political affiliation or belief.
2. The contractor agrees to comply with Executive Order 11246, as amended, and to comply with specific affirmative action obligations contained therein.

Signed: 
Title: President
Firm: Sandco, Inc

Sandco, Inc.

Required Coverage and Limits

The required types and limits of coverage for this bid/request for proposals are contained within the solicitation package. Be sure to carefully review and ascertain that bidder/proposer either has coverage or will place coverage at these or higher levels.

Required Policy Endorsements and Documentation

Certificate of Insurance will be provided evidencing placement of each insurance policy responding to requirements of the contract.

Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to and approved by Leon County. At the option of Leon County, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects Leon County, its officers, officials, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

Endorsements to insurance policies will be provided as follows:

Additional insured (Leon County, Florida, its Officers, employees and volunteers) -
General Liability & Automobile Liability

Primary and not contributing coverage-
General Liability & Automobile Liability

Waiver of Subrogation (Leon County, Florida, its officers, employees and volunteers) - General Liability,
Automobile Liability, Workers' Compensation and Employer's Liability

Thirty days advance written notice of cancellation to County - General Liability, Automobile Liability,
Worker's Compensation & Employer's Liability.

Professional Liability Policy Declaration sheet as well as claims procedures for each applicable policy to be provided

Please mark the appropriate box:

Coverage is in place Coverage will be placed, without exception professional liability
if required

The undersigned declares under penalty of perjury that all of the above insurer information is true and correct.

Name Behzad Ghazvini
Typed or Printed

Signature 

Date 11/15/12

Title President
(Company Risk Manager or Manager with Risk Authority)

INSURANCE CERTIFICATION FORM

To indicate that Bidder/Respondent understands and is able to comply with the required insurance, as stated in the bid/RFP document, Bidder/Respondent shall submit this insurances sign-off form, signed by the company Risk Manager or authorized manager with risk authority.

- A. Is/are the insurer(s) to be used for all required insurance (except Workers' Compensation) listed by Best with a rating of no less than A:VII?

YES NO

Commercial General Liability:

Indicate Best Rating: **A+**
Indicate Best Financial Classification: **XV**

Business Auto:

Indicate Best Rating: **A+**
Indicate Best Financial Classification: **XV**

Professional Liability:

Indicate Best Rating:
Indicate Best Financial Classification:

1. Is the insurer to be used for Workers' Compensation insurance listed by Best with a rating of no less than A:VII?

YES NO

Indicate Best Rating: **A**

Indicate Best Financial Classification: **IX**

If answer is NO, provide name and address of insurer:

2. Is the Respondent able to obtain insurance in the following limits (next page) as required for the services agreement?

YES NO

Insurance will be placed with Florida admitted insurers unless otherwise accepted by Leon County. Insurers will have A.M. Best ratings of no less than A:VII unless otherwise accepted by Leon County.

Required Coverage and Limits

The required types and limits of coverage for this bid/request for proposals are contained within the solicitation package. Be sure to carefully review and ascertain that bidder/proposer either has coverage or will place coverage at these or higher levels.

Required Policy Endorsements and Documentation

Certificate of Insurance will be provided evidencing placement of each insurance policy responding to requirements of the contract.

Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to and approved by Leon County. At the option of Leon County, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects Leon County, its officers, officials, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

Endorsements to insurance policies will be provided as follows:

Additional insured (Leon County, Florida, its Officers, employees and volunteers) -
General Liability & Automobile Liability

Primary and not contributing coverage-
General Liability & Automobile Liability

Waiver of Subrogation (Leon County, Florida, its officers, employees and volunteers) - General Liability,
Automobile Liability, Workers' Compensation and Employer's Liability

Thirty days advance written notice of cancellation to County - General Liability, Automobile Liability,
Worker's Compensation & Employer's Liability.

Professional Liability Policy Declaration sheet as well as claims procedures for each applicable policy to be provided

Please mark the appropriate box:

Coverage is in place Coverage will be placed, without exception

The undersigned declares under penalty of perjury that all of the above insurer information is true and correct.

Name Will Messer
Typed or Printed

Signature 

Date 11/15/12

Title Agent / Risk Manager
(Company Risk Manager or Manager with Risk Authority)

Required Coverage and Limits

The required types and limits of coverage for this bid/request for proposals are contained within the solicitation package. Be sure to carefully review and ascertain that bidder/proposer either has coverage or will place coverage at these or higher levels.

Required Policy Endorsements and Documentation

Certificate of Insurance will be provided evidencing placement of each insurance policy responding to requirements of the contract.

Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to and approved by Leon County. At the option of Leon County, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects Leon County, its officers, officials, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

Endorsements to insurance policies will be provided as follows:

Additional insured (Leon County, Florida, its Officers, employees and volunteers) -
General Liability & Automobile Liability

Primary and not contributing coverage-
General Liability & Automobile Liability

Waiver of Subrogation (Leon County, Florida, its officers, employees and volunteers) - General Liability,
Automobile Liability, Workers' Compensation and Employer's Liability

Thirty days advance written notice of cancellation to County - General Liability, Automobile Liability,
Worker's Compensation & Employer's Liability.

Professional Liability Policy Declaration sheet as well as claims procedures for each applicable policy to be provided

Please mark the appropriate box:

Coverage is in place Coverage will be placed, without exception

The undersigned declares under penalty of perjury that all of the above insurer information is true and correct.

Name BRIAN HADAR
Typed or Printed

Signature Brian R. Hadar

Date 11/15/12

Title Senior Vice President
(Company Risk Manager or Manager with Risk Authority)

USI - Suncoast Insurance

AFFIDAVIT CERTIFICATION
IMMIGRATION LAWS

Leon County will not intentionally award County contracts to any contractor who knowingly employs unauthorized alien workers, constituting a violation of the employment provisions contained in 8 U.S.C. Section 1324 A(e) {Section 274a(e) of the Immigration and Nationality Act ("INA").

Leon County may consider the employment by any Contractor of Unauthorized Aliens a violation of Section 274A(e) of the INA. **Such violation by the Recipient of the employment provision contained in Section 274A(e) of the INA shall be ground for unilateral cancellation of the contract by Leon County.**

BIDDER ATTESTS THAT THEY ARE FULLY COMPLIANT WITH ALL APPLICABLE IMMIGRATION LAWS (SPECIFICALLY TO THE 1986 IMMIGRATION ACT AND SUBSEQUENT AMENDMENTS).

Company Name: Sandco, Inc

Signature: *Bryon Shy* Title: President

STATE OF FLORIDA
COUNTY OF LEON

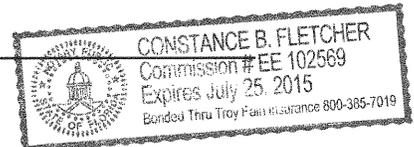
Sworn to and subscribed before me this 15th day of November, 2012

Personally known XX

Constance B. Fletcher
NOTARY PUBLIC

OR Produced identification _____

Notary Public - State of _____



(Type of identification)

My commission expires: _____

Printed, typed, or stamped commissioned name of notary

The signee of this Affidavit guarantees, as evidenced by the sworn affidavit required herein, the truth and accuracy of this affidavit to interrogatories hereinafter made.

LEON COUNTY RESERVES THE RIGHT TO REQUEST SUPPORTING DOCUMENTATION, AS EVIDENCE OF SERVICES PROVIDED, AT ANY TIME.

NON-COLLUSION AFFIDAVIT

I, Behzad Ghazvini of the city of Tallahassee according to law on my oath, and under penalty of perjury, depose and say that:

1. I am Behzad Ghazvini
of the firm of Sandco, Inc
in response to the Request for Proposals for:

Lafayette Street Sidewalk and Roadway Improvements for Leon County, and that I executed the said proposal with full authority to do so.

2. This response has been arrived at independently without collusion, consultation, communication or agreement for the purpose of restricting competition, as to any matter relating to qualifications or responses of any other responder or with any competitor; and, no attempt has been made or will be made by the responder to induce any other person, partnership or corporation to submit, or not to submit, a response for the purpose of restricting competition;

3. The statements contained in this affidavit are true and correct, and made with full knowledge that Leon County relies upon the truth of the statements contained in this affidavit in awarding contracts for said project.

Behzad Ghazvini
(Signature of Responder)

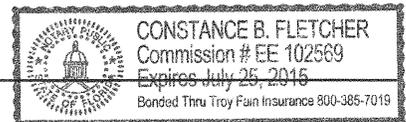
11/15/12
(Date)

STATE OF FLORIDA
COUNTY OF LEON

PERSONALLY APPEARED BEFORE ME, the undersigned authority Behzad Ghazvini who, after first being sworn by me, (name of individual signing) affixed his/her signature in the space provided above on this 15th day of November 2012.

Constance B. Fletcher
NOTARY PUBLIC

My Commission Expires: _____



DRUG-FREE WORKPLACE FORM

The undersigned vendor in accordance with Florida Statute 287.087 hereby certifies that:

Sandco, Inc

(Name of Business)

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under response/bid a copy of the statement specified in subsection (1).
4. In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under response/bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 (Florida Statutes) or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community, or any employee who is so convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

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



Responder's Signature

11/15/12

Date

BID BLANK FORM, DESIGN/BUILD PRICE PROPOSAL

Price Proposal Proposed Contract Time (calendar days): 397 days
(Enter Number of Calendar Days)

| | Item Description | Quantity | Unit | Unit Price | Subtotal |
|--------------|--|----------|------|----------------|-----------------------|
| A | All work excluding Water and Wastewater Utility Work | 1 | LS | \$1,507,300.00 | \$1,507,300.00 |
| B1 | Water Utility | 1 | LS | \$202,100.00 | \$ 202,100.00 |
| B2 | Wastewater Utility | 1 | LS | \$222,100.00 | \$ 222,100.00 |
| TOTAL | | | | | \$1,931,500.00 |

Total Lump Sum Price: \$ 1,931,500.00
(Enter the Total Lump Sum Price – extended to two decimal places)

**RESPONDENTS: ATTACH AND SUBMIT YOUR 5% BID GUARANTEE
AS PART OF YOUR PRICE PROPOSAL**