

RFP Title: Request for Proposals for Civil Engineering Services, Continuing Supply
Proposal Number: BC-03-17-11-25
Opening Date: Thursday, March 17, 2011 at 2:00 PM

PROPOSAL RESPONSE COVER SHEET

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.

Keith M. Roberts, Purchasing Director

John Dailey, Chairman
Leon County Board of County Commissioners

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

BY Reynolds, Smith and Hills, Inc.

(Firm Name)
Rick Chesser

(Authorized Representative)
Rick E. Chesser, PE, Vice President

(Printed or Typed Name)
ADDRESS 1701 Hermitage Boulevard, Suite 101

CITY, STATE, ZIP Tallahassee, Florida 32308

TELEPHONE (850) 558-2800

FAX (800) 276-0715

ADDENDA ACKNOWLEDGMENTS: (IF APPLICABLE)

Addendum #1 dated 3/3/11 Initials RC Addendum #3 dated _____ Initials _____
Addendum #2 dated 3/8/11 Initials ZC Addendum #4 dated _____ Initials _____

PLEASE MARK WHICH CATEGORIES FOR WHICH YOU WISH TO BE CONSIDERED:

- | | |
|---|--|
| <input checked="" type="checkbox"/> a. Stormwater Engineering | <input type="checkbox"/> h. Surveying |
| <input checked="" type="checkbox"/> b. Roadway Design | <input type="checkbox"/> i. Subdivision and Site Development Engineering |
| <input checked="" type="checkbox"/> c. Traffic and Intersection Engineering | <input type="checkbox"/> j. Parks and Recreational Facility Engineering |
| <input checked="" type="checkbox"/> d. Structural Engineering | <input type="checkbox"/> k. Utility Engineering |
| <input type="checkbox"/> e. Geotechnical Services | |
| <input checked="" type="checkbox"/> f. Environmental Support Services | |
| <input checked="" type="checkbox"/> g. Construction Engineering and Inspection Services | |

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D. Structural Engineering

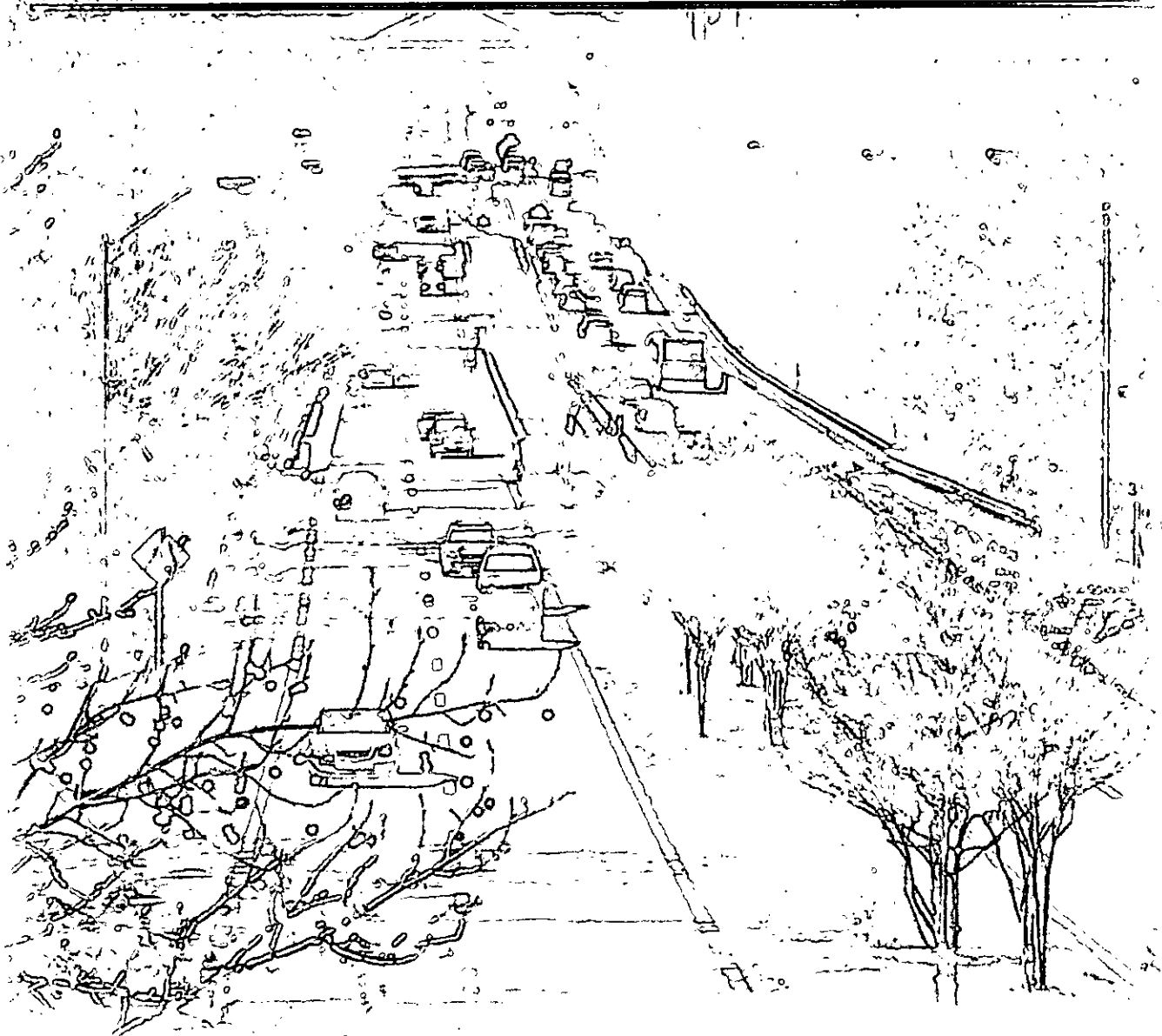
F. Environmental Support Services

G. Construction Engineering and Inspection Services



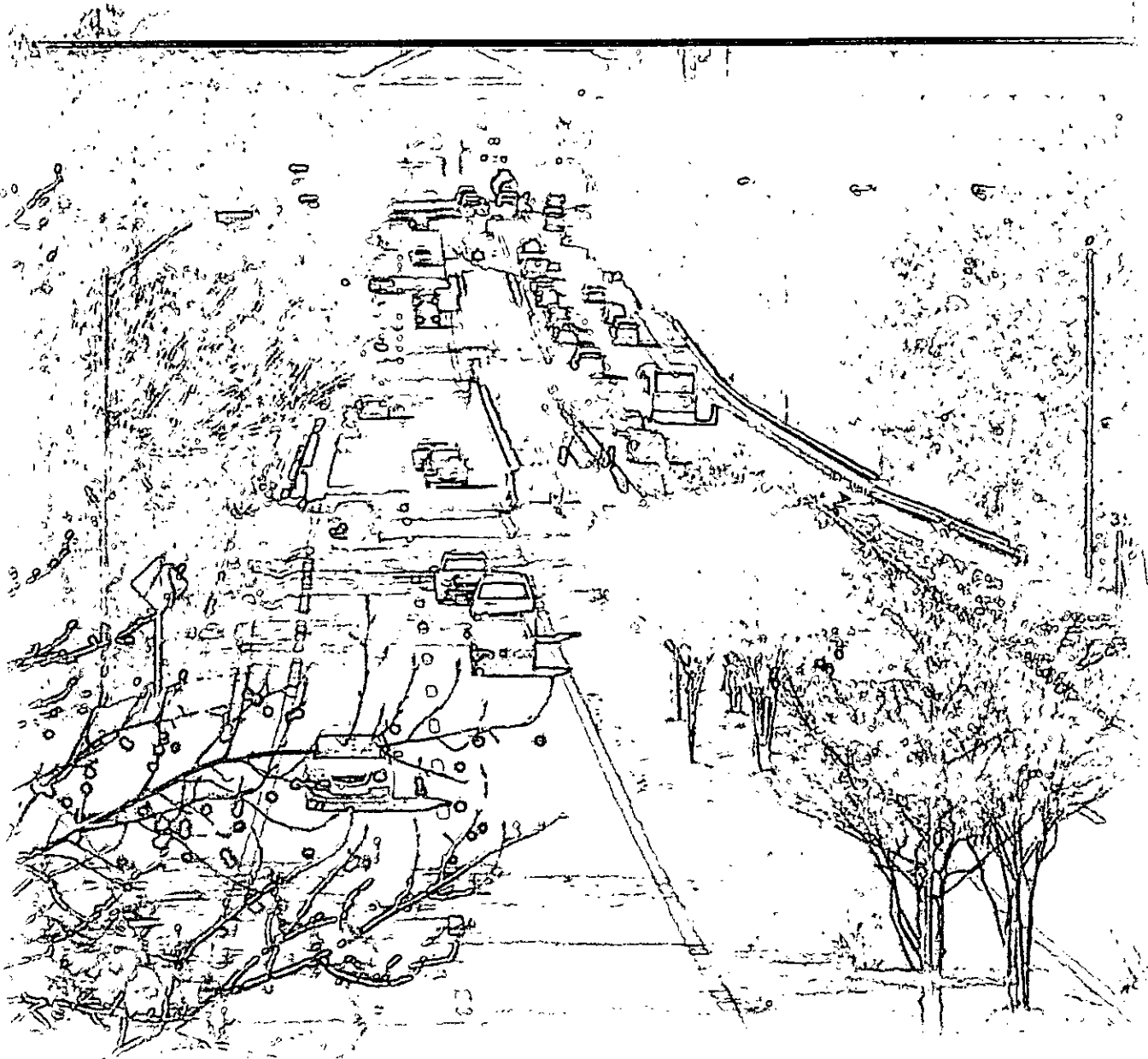


General Information Applicable to all Work Categories





A. Contractor Information



A Contractor Information

Office Location

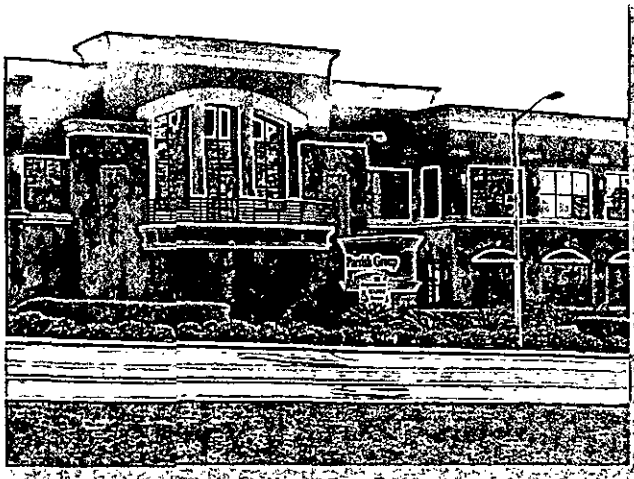
Reynolds, Smith and Hills, Inc.

Matthew Branch, PE, LEED AP
1701 Hermitage Boulevard, Suite 101
Tallahassee, Florida 32308
Telephone: (850) 558-2800
Fax: (800) 276-0715
mathew.branch@rsandh.com
www.rsandh.com

RS&H

IMPROVING YOUR WORLD

1701 Hermitage Boulevard, Suite 101
Tallahassee, Florida 32308
(850) 558-2800 • Fax (800) 276-0715
www.rsandh.com

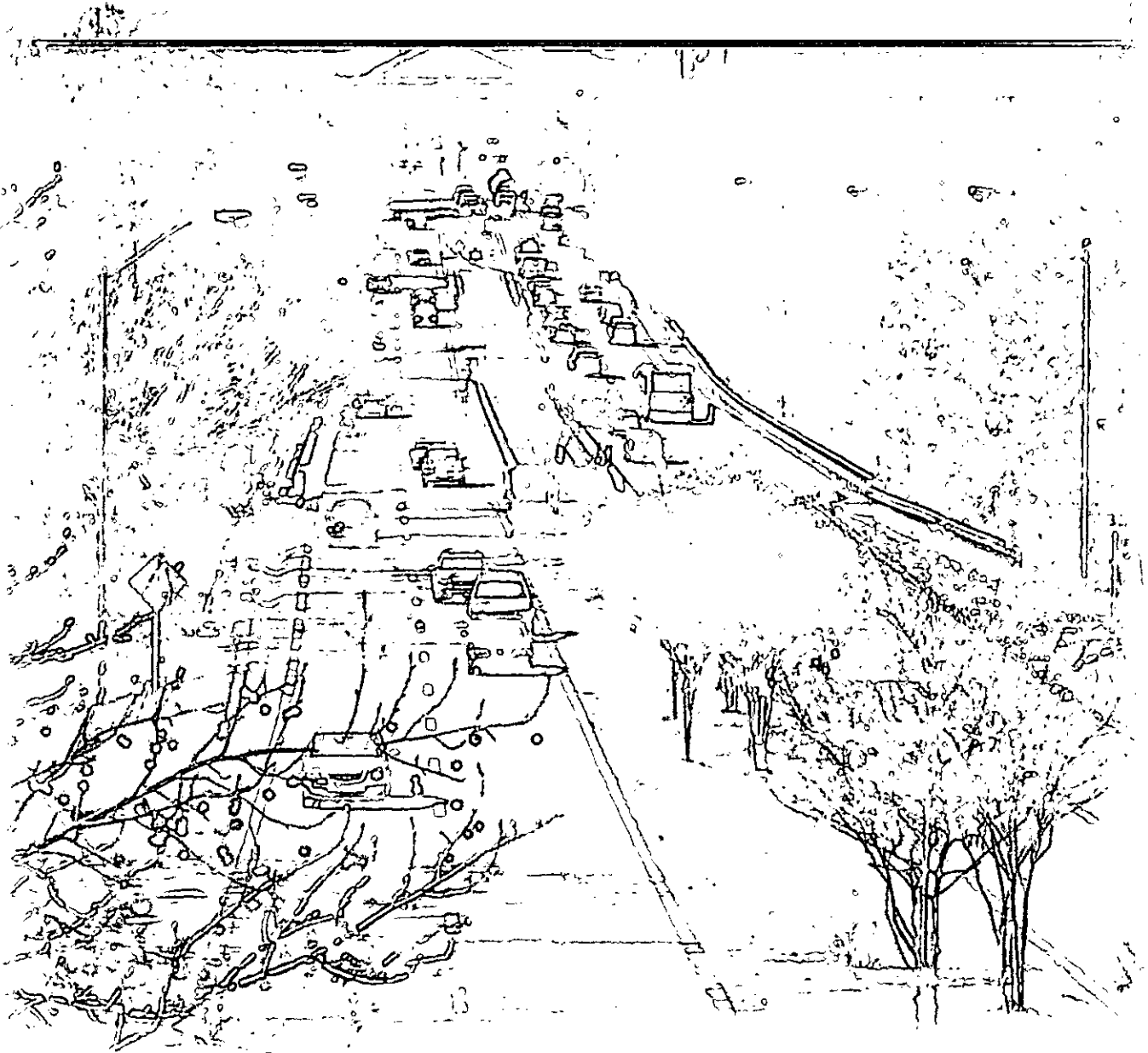


*The RS&H Team was assembled
to provide the Leon County
Board of Commissioners a
blend of local knowledge and
national experience.*





B. Executive Summary



B Executive Summary

RS&H Firm Introduction

Reynolds, Smith and Hills, Inc.







Engineers John F. Reynolds and George B. Hills and architect Ivan H. Smith brought together three separate firms to form a group architectural and engineering practice in 1941. By 1942, the founders had become partners in the firm of Reynolds, Smith and Hills, Architects and Engineers. The firm's business structure was changed the next year to an employee-owned Florida corporation, incorporating under the name of Reynolds, Smith and Hills Architects-Engineers-Planners, Incorporated.

RS&H and its subsidiaries established regional and branch offices throughout the United States and internationally. Services offered by Reynolds, Smith and Hills included architecture, engineering, planning, landscape architecture, land surveying, construction, environmental sciences, interior design, real estate, and management/economic consulting.

In February 1988, RS&H merged with a wholly owned subsidiary of Hunter Environmental Services, Inc. RS&H continued to provide comprehensive A/E/P services as a subsidiary of Hunter under various corporate names including RS&H, Hunter/RS&H and Hunter Services, Inc.

In December 1989, the senior management team formed a new Florida corporation, Reynolds, Smith and Hills, Inc. (RS&H), for purposes of re-establishing RS&H as a Florida-based, employee-owned corporation. The buy-out was completed June 28, 1990, thus positioning the new RS&H to utilize its long-established expertise and reputation to meet the needs of clients.

Today, RS&H is organized into six, client-focused programs, each with its own multi-disciplined staff of architects, engineers, planners, environmental scientists and technical support personnel. Presently, RS&H boasts more than 775 full- and part-time associates in the following six Programs:

- | | |
|--|---|
|  AEROSPACE AND DEFENSE |  EDUCATION, HEALTH AND SCIENCE |
|  AVIATION |  PUBLIC INFRASTRUCTURE |
|  CORPORATE AND COMMERCIAL |  TRANSPORTATION |

RS&H exists to satisfy our clients' facilities and infrastructure needs based upon core values of:

- Integrity
- Quality Service
- Business Success
- Valuing Associates

Clients are served by teams of specialists selected for the expertise and experience they can provide in specific areas of interest. Each team is supported by the firm's total spectrum of architectural, engineering, planning, and environmental services.

RS&H
IMPROVING YOUR WORLD
 1701 Hermitage Boulevard, Suite 101
 Tallahassee, Florida 32308
 (850) 558-2800 • Fax (800) 276-0715
 www.rsandh.com

-  Aerospace and Defense
-  Aviation
-  Corporate and Commercial
-  Education, Health, and Science
-  Public Infrastructure
-  Transportation



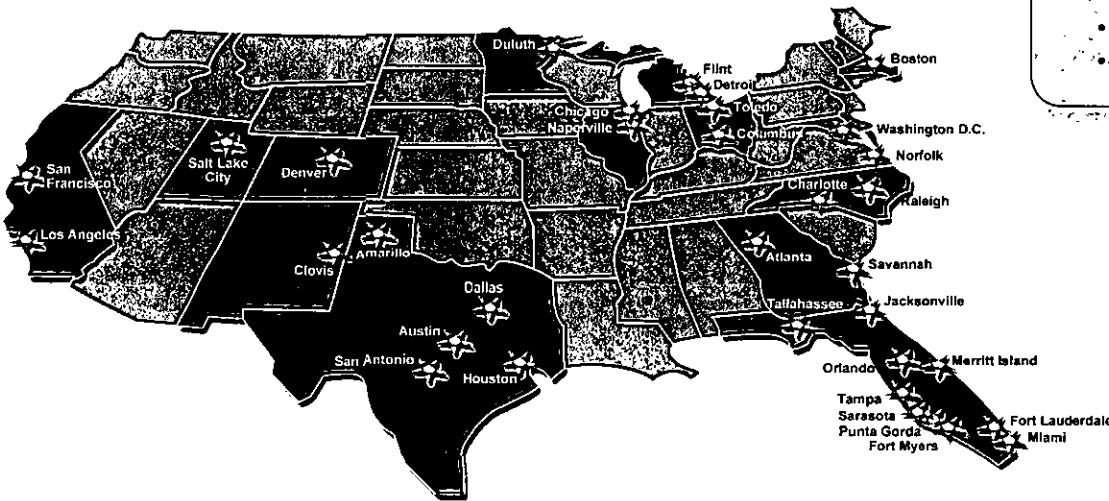
RS&H, with 34 offices in the United States, has its corporate offices in Jacksonville, Florida and maintains additional Florida offices in Fort Myers, Fort Lauderdale, Orlando, Merritt Island, Miami, Punta Gorda, Sarasota, Tallahassee and Tampa.

The Public Infrastructure / Transportation Programs provide a single, unified source for the architectural, engineering, planning and, environmental needs of local government and quasigovernmental agencies and also serves transportation and multimodal agencies, expressway, public infrastructure, and transit authorities with planning, design, and construction engineering and inspection services.

Mission Statement

Reynolds, Smith and Hills, Inc. exists to satisfy our clients' facilities and infrastructure needs based upon core values of:

- Integrity
- Quality Service
- Business Success
- Valuing Associates



Persons Authorized to Represent the Respondent

Rick E. Chesser, PE
Vice President Transportation/Infrastructure
3125 West Commercial Boulevard, Suite 130
Ft. Lauderdale, Florida 33309
(954) 474-3005
(954) 474-3006
rick.chesser@rsandh.com

By understanding these opportunities and responding to the needs of the engineering industry, RS&H has developed a worldwide reputation for project success.

Authority to Bind Principal Proponent

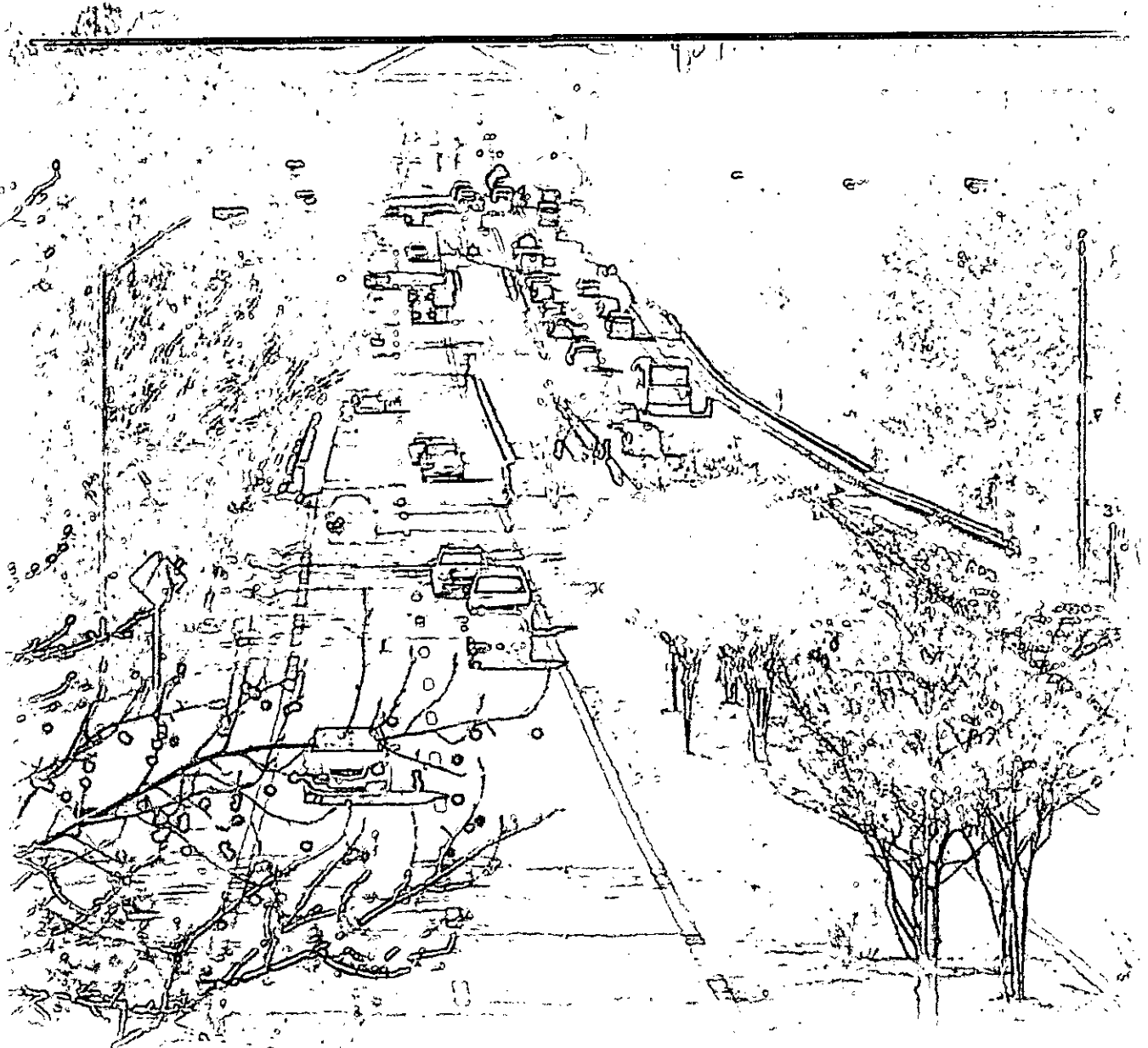
The RFP is in all respects fair and in good faith without collusion or fraud. The signer of the RFP has the authority to bind principal proponent.

Rick E. Chesser, PE, Vice President Transportation/Infrastructure





C. Required Forms



RFP Title: Request for Proposals for Civil Engineering Services, Continuing Supply
Proposal Number: BC-03-17-11-25
Opening Date: Thursday, March 17, 2011 at 2:00 PM

**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: Reynolds, Smith and Hills, Inc.

Signature: *Rich Chuan* Title: Vice President

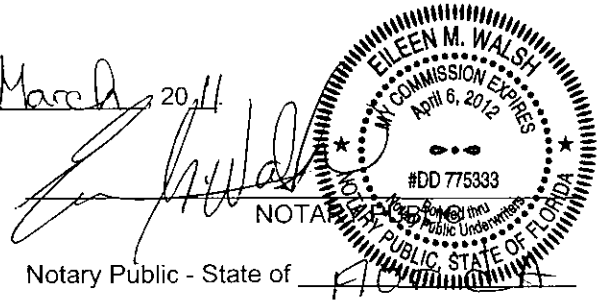
STATE OF Florida
COUNTY OF Broward

Sworn to and subscribed before me this 9th day of March, 2011.

Personally known to myself

OR Produced identification _____

(Type of identification)



Notary Public - State of FLORIDA

My commission expires: April 6, 2012

Printed, typed, or stamped
commissioned name of notary public


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.**

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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: Vice President
Firm: Reynolds, Smith and Hills, Inc.

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 completed Insurance Certification 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:	<u>A+</u>
	Indicate Best Financial Classification:	<u>XV</u>

Business Auto:	Indicate Best Rating:	<u>A</u>
	Indicate Best Financial Classification:	<u>XV</u>

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:	<u>A+</u>
Indicate Best Financial Classification:	<u>XV</u>

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

2. Is the Respondent able to obtain insurance in the following limits (next page) for this professional 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 the County. At the option of the County, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the 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

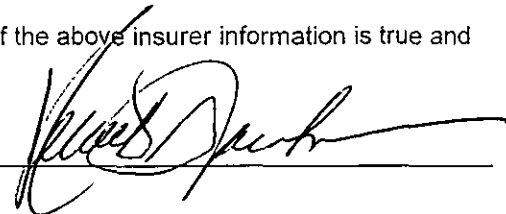
Please mark the appropriate box:

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 KENNETH R. JACOBSON
Typed or Printed

Date 03/08/2011

Signature 

Title RISK MANAGER, CFO & GENERAL COUNSEL
(Company Risk Manager or Manager with Risk Authority)

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**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 judgement 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

Vice President

Title

Reynolds, Smith and Hills, Inc.

Contractor/Firm

1701 Hermitage Boulevard, Suite 101, Tallahassee, Florida 32308

Address

LOCAL VENDOR CERTIFICATION

The undersigned, as a duly authorized representative of the vendor listed herein, certifies to the best of his/her knowledge and belief, that the vendor meets the definition of a "Local Business." For purposes of this section, "local business" shall mean a business which:

- a) Has had a fixed office or distribution point located in and having a street address within Leon, Gadsden, Wakulla, or Jefferson County for at least six (6) months immediately prior to the issuance of the request for competitive bids or request for proposals by the County; and
- b) Holds any business license required by Leon County (or one of the other local counties), and, if applicable, the City of Tallahassee; and
- c) Is the principal offeror who is a single offeror; a business which is the prime contractor and not a subcontractor; or a partner or joint venturer submitting an offer in conjunction with other businesses.

Please complete the following in support of the self-certification and submit copies of your County and City business licenses. Failure to provide the information requested will result in denial of certification as a local business.

Business Name: Reynolds, Smith and Hills, Inc.	
Current Local Address: 1701 Hermitage Boulevard Suite 101 Tallahassee, Florida 32308	Phone: (850) 558-2800 Fax: (800) 276-0715
If the above address has been for less than six months, please provide the prior address.	
Length of time at this address:	
Home Office Address: 10748 Deerwood Park Boulevard South Jacksonville, Florida 32256	Phone: (904) 256-2500 Fax: (904) 256-2501

Rick Chesser

Signature of Authorized Representative

3/10/11

Date

STATE OF Florida
COUNTY OF Broward

The foregoing instrument was acknowledged before me this 9th day of March, 2011.

By Rick E. Chesser, PE, Vice President, of Reynolds, Smith and Hills, Inc.
(Name of officer or agent, title of officer or agent) (Name of corporation acknowledging)

a Florida corporation, on behalf of the corporation. He/she is personally known to me
(State or place of incorporation)

or has produced _____ as identification.
(type of identification)

Erleen M. Wallis
Erleen M. Wallis
Notary Public, State of Florida
April 6, 2012
#00775383
Adm...
...st.

Return Completed form with supporting documents to:

**Leon County Purchasing Division
1800-3 Blair Stone Road
Tallahassee, Florida 32308**

Serial Number, If Any

County and City Licenses

2010-11	CITY OF TALLAHASSEE BUSINESS TAX CERTIFICATE		2010-11
	LOCAL BUSINESS TAX RECEIPT		
TAX CERTIFICATE EXPIRES SEPTEMBER 30, 2011			
DBA:	REYNOLDS, SMITH AND HILLS, INC	Account Number:	46602
Location:	1701 HERMITAGE BLVD #101		
Address:	TALLAHASSEE FL 32308		
	Type Code	Sub Code:	Type Description:
	675	a	Professional Office
REYNOLDS, SMITH AND HILLS, INC		The firm, corporation, organization, business or individual whose name appears herein has paid a business tax for the business activities indicated above, subject to city, state and federal laws. This certificate must be conspicuously displayed at the location of the business activity. A change of location from the stated business location on this certificate as well as a change in ownership requires a transfer. (See reverse side.)	
CHARLES ANDREW ROARK			



MAILING ADDRESS
 Post Office Box 1635
 Tallahassee, Florida 32302-1635
 (904) 488-4735

OFFICE LOCATIONS

Downtown, 315 S. Calhoun St. • Carriage Gate, 3425 Thomasville Rd.
 Great Creek, 1210 Capital Circle, SE. • Heritage Plaza, 2810 Shawnee Rd.
 Southside, 1477 S. Monroe St. • Westside, 670-1 Bloomington Hwy.

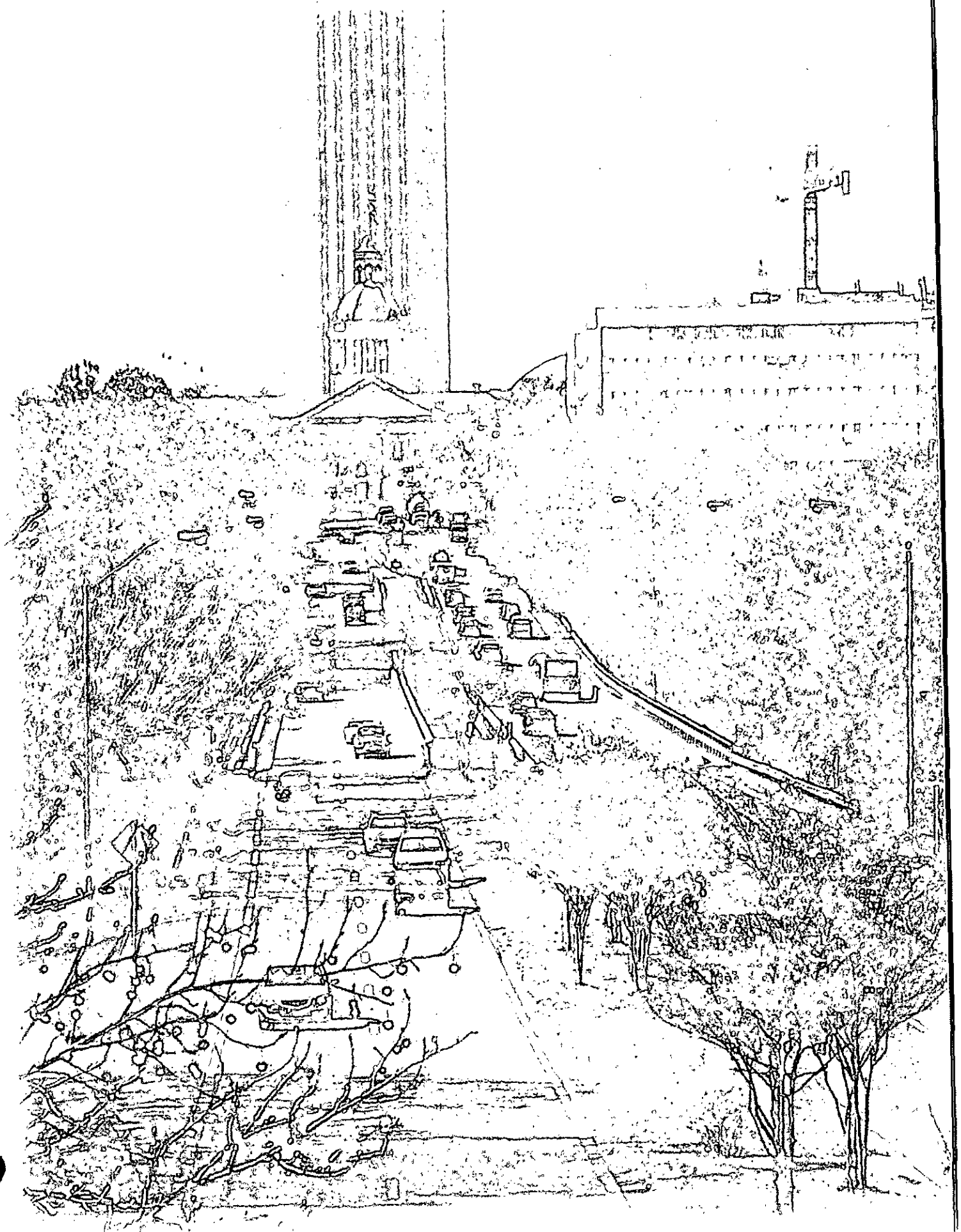


REYNOLDS SMITH AND HILLS INC
 ROARK, CHARLES ANDREW
 STE 210
 1545 RAYMOND DIEHL RD
 TALLAHASSEE FL 32308-6766

Business Tax Receipt Notice

The Leon County Board of County Commissioners voted June 9, 2009 to repeal the Local Business Tax Receipt Ordinance effective October 1, 2009. Please see enclosed letter from the Chairman of the Board of County Commissioners.

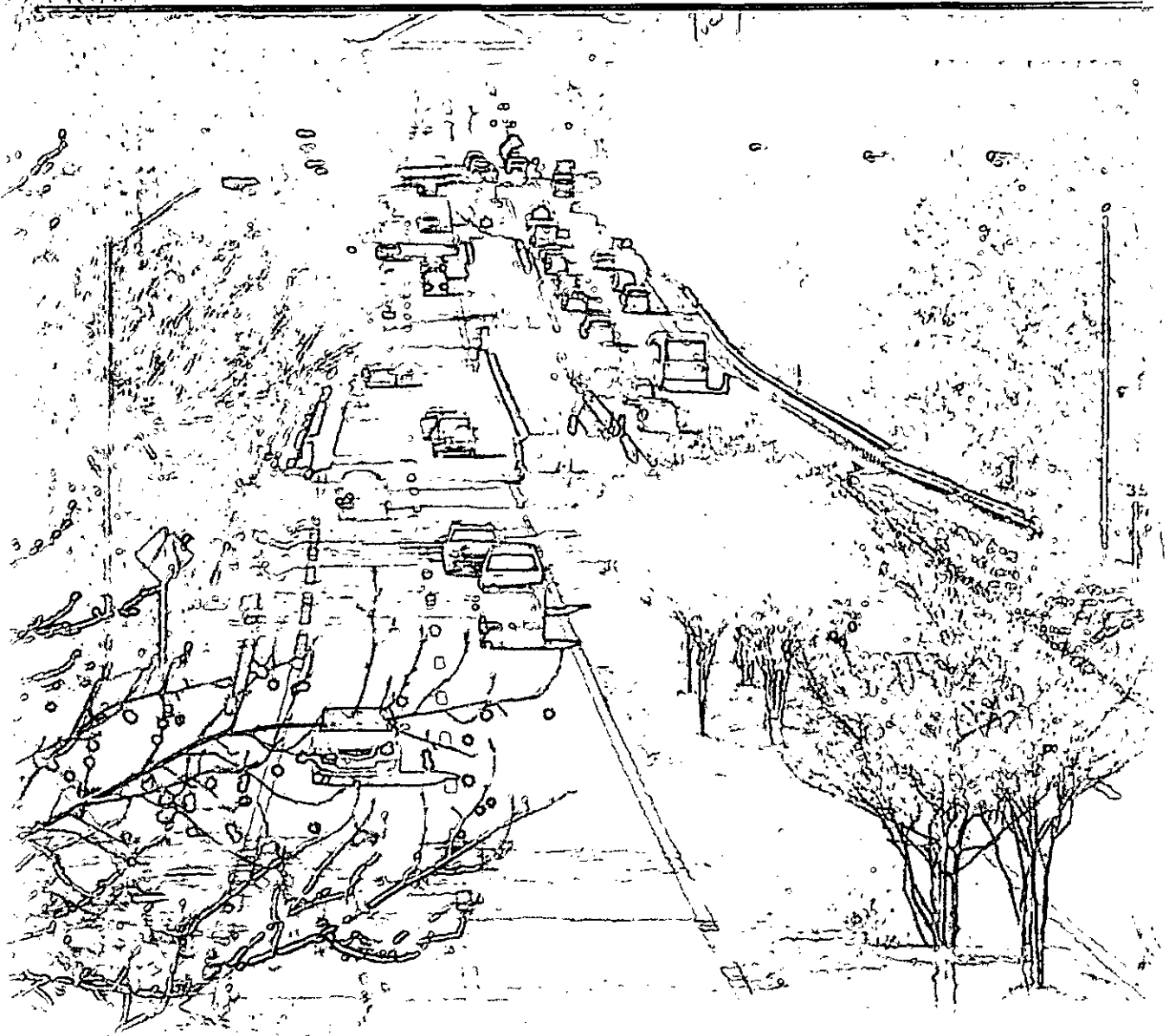




A. Stormwater Engineering

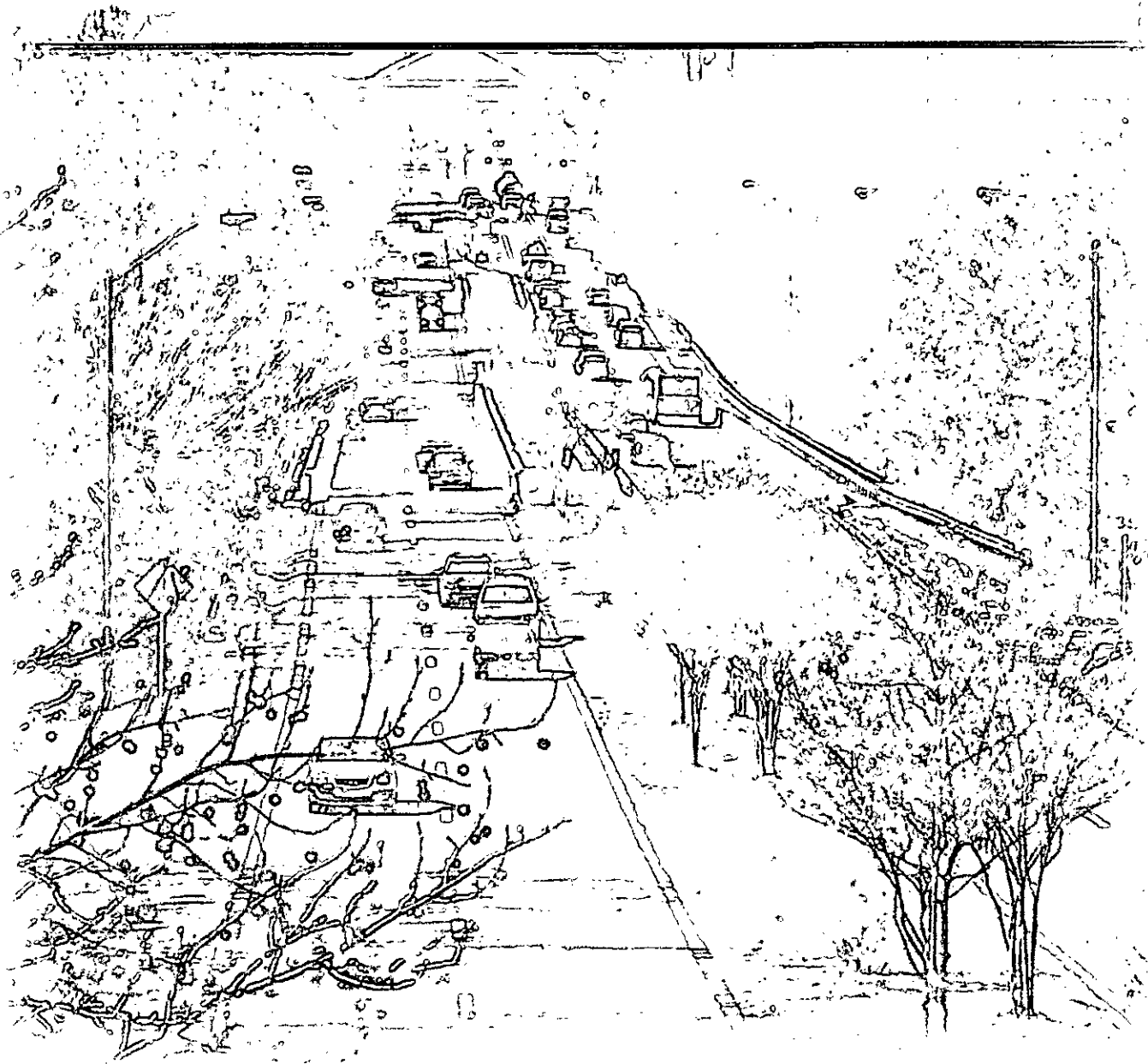


Specific Proposal Information to be Provided for Each Work Category





A. Ability of Professional Personnel

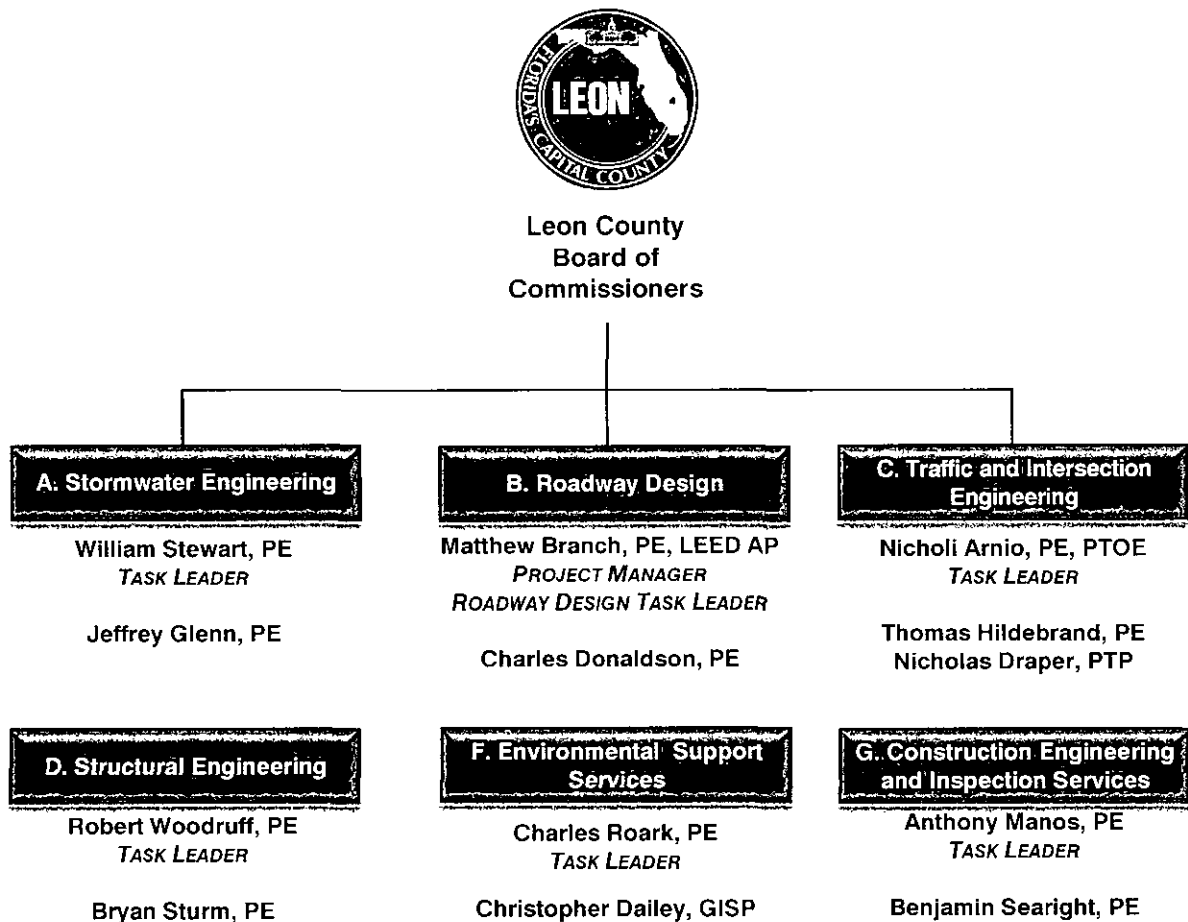


A Ability of Professional Personnel

1. Employee Summary

The total number of professionals within our organization that may be assigned to this category of project is five. Their availability to provide services on relatively short notice for small to medium size projects ranges from 50 to 80 percent.

RS&H believes the successful development of a Stormwater Engineering agreement is dependent upon the efforts of a dedicated team of professionals working together in a unified effort with the county's staff. RS&H has assembled a highly-qualified and experienced team available to start work immediately. Team staff members were carefully selected to take best advantage of the special qualifications and experience of each person. A unique aspect of the RS&H Team is that key participants have successfully performed numerous retrofit designs and stormwater/drainge reviews. RS&H staff availability exceeds the staff identified on the organization chart. The depth of personnel within RS&H and the core team members will ensure each project is completed on-time and within budget. Following the chart are brief resumes of key personnel.



Years with RS&H 1
Years with other Firms 34

Task Leader Stormwater Engineering

Responsibilities

As a Senior Drainage Engineer, Mr. Stewart is responsible for design, review, and environmental permitting for transportation, infrastructure, and environmental projects.

Experience

Mr. Stewart has more than 34 years of experience including nine years as Construction Inspector, Assistant District, and Assistant State Drainage Engineer for the Florida Department of Transportation. His extensive experience includes expertise in the areas of project management, PD&E, hydrology, hydraulics, drainage design, stormwater management, roadway design, signing and pavement marking, site engineering, permitting, and construction engineering inspection. Mr. Stewart has managed numerous significant projects for the Florida Department of Transportation, Bay County, City of Jacksonville, Jacksonville Electric Authority, Lake County Water Authority, St. Johns County, City of Mount Dora, and the St. Joe Company. Additionally, Mr. Stewart has technical experience in hydrologic and hydraulic modeling.

- CR 390 PD&E, Bay County, Florida--Project Manager. Project included the planning, engineering, traffic analysis, environmental analysis, and documentation for the Project Development and Environmental Study for the 4.3-mile roadway. The study focused on relieving traffic congestion by widening the roadway from two to four lanes. Key tasks included environmental data collection, traffic analysis, alternatives development, bridge hydraulics, traffic modeling, and public involvement. HEC-RAS was utilized to map existing and proposed flood profiles for Mill Bayou including the 100-year event. Scour analysis was performed and the proposed bridge conceptualized. This project also included preparation of Type II Categorical Exclusion documentation. \$863,000 Fee for PD&E Study.
- US 98 Feasibility Study, Northwest Florida Transportation Corridor Authority, Franklin County, Florida--Project Manager. Project included planning, engineering, traffic analysis, environmental analysis, and documentation for the relocation of US 98 in Franklin County. The Corridor Feasibility Study focused on serving the mobility needs of people and freight across northwest coastal Florida, minimizing travel time for emergency evacuations and fostering economic growth and development of the region. Key tasks included environmental data collection, traffic data collection, land-use data collection, traffic modeling, alternatives development and analysis, stakeholder involvement, public meetings, and documentation. Fee \$400,000.
- Okeechobee Road/SR 25 Depressed Roadway Design-Build, Miami, Florida--Stormwater Management Engineer and Environmental Permits Engineer of Record. This award-winning project involved the reconstruction of Okeechobee Road to eliminate an at-grade crossing of the FEC Railroad. During construction, the railroad traffic was maintained while the existing four-lane roadway was replaced by a six-lane depressed roadway that was designed and built under the Hialeah Expressway overpass, the at-grade FEC Railroad, and the Metrorail overpass. The project also involved a new stormwater pump station and ponds for runoff treatment prior to conveyance to the Miami River. The new pump station was modeled in AdICPR and designed to withstand a 100-year, 24-hour storm event. The pump station included a generator to provide five days of electric power backup. Design Build Total Fee \$24,000,000.
- Cedar Grove Commerce Park, Bay County, Florida--Project Manager. This St. Joe Company project involved land-development services for a 44-unit light industrial park. Mr. Stewart's responsibilities included project management, plans preparation, development order processing, water, sewer, and stormwater facility design, permitting, and client management. Study and Design, Plans, and Permits, Fee \$200,000.
- Myers Park, Port St. Joe, Florida--Project Manager. Myers Park, situated directly across US 98 from the new Sacred Heart Hospital, is a planned traditional neighborhood development incorporating commercial, multifamily, duplexes, and single-family residential. This project involved infrastructure design, plans preparation, development order processing, and environmental permitting. Design, Plan & Permitting Fee \$180,000.



- Sable Island, Gulf County, Florida--Project Manager. Sable Island is a small gated St. Joe Company development in Gulf County that overlooks St. Joseph Bay. Mr. Stewart provided project management services for this sustainable, minimally invasive project in which the roadway was designed around existing old-growth trees to minimize impacts. Consultant Fee \$120,000.
- BayView Estates, St. Joe Company, Gulf County, Florida--Project Manager. Project included the design of a residential subdivision. The project was based on the conceptual plans for the BayView Master Plan and final development plans and construction drawings were provided for this 41-unit residential development near Port St. Joe, Florida. The lot orientation was designed to maximize the views to the Gulf of Mexico and minimize impacts to wetlands. Design, Plans & Permitting Fee \$140,000.
- Miscellaneous Districtwide Drainage Contracts, Florida Department of Transportation District 5--Project Manager. Mr. Stewart managed five consecutive multitask contracts for District 5 in Central Florida. Various assignments included investigating drainage complaints, location hydraulic studies, bridge hydraulics reports, drainage design, peer review, and pond siting reports on an as-needed basis. Fee Total for 5 contracts \$1,900,000.
- Miscellaneous Districtwide Drainage Contracts, Florida Department of Transportation District 1--Project Director. Mr. Stewart managed three multitask contracts for the District 1 in Southwest Florida. Various assignments included investigating drainage complaints, location hydraulic studies, bridge hydraulics reports, drainage design, peer review, pond siting reports, and miscellaneous assignments on an as-needed basis. Fee for 3 contracts \$1,200,000.
- Miscellaneous Districtwide Drainage Contract, Florida Department of Transportation District 4--Project Manager. Mr. Stewart managed this multitask contract for District 4 in South Florida. Various assignments included investigating drainage complaints, drainage design, and miscellaneous assignments on an as-needed basis. Fee \$ 400,000.

Professional Credentials

Bachelor of Science in Building Construction, University of Florida, 1975

Registered Professional Engineer: Florida (No. 42764), 1990

Member Florida Stormwater Association, 2011



Years with RS&H 9.5
Years with other Firms 12.5

Stormwater Engineering

Responsibilities

Mr. Glenn is the Water Resources Service Group Leader for the Transportation/Public Infrastructure Program. He is also responsible for management of projects as well as hydraulic and hydrologic analyses, bridge scour analyses, roadway drainage design, potable and reclaimed water distribution and wastewater collection systems designs and environmental permitting efforts for the Orlando office.

Experience

Mr. Glenn has more than 22 years of experience managing, supervising and performing hydrologic and hydraulic modeling for a variety of projects throughout the East Coast and Texas including environmental permitting, power plant permitting, stormwater management, water resources planning studies, floodplain mapping, river bed scour at bridges, dam evaluations, reservoir safe-yield studies, combined sewer overflow design and evaluation and water and wastewater system hydraulic analyses. He has developed and applied computer-based hydrologic and hydraulic models for municipal, land development and research projects.

- SR 417/Florida's Turnpike Systems Interchange Project, OOCEA Project No. 417-304, Orlando-Orange County Expressway Authority--Water Resources Manager. \$30 million interchange design project. The project creates a new systems interchange at SR 417 and Florida's Turnpike in Orange County, Florida. Mr. Glenn is responsible for the design and permitting of the drainage and stormwater management facilities. The environmental permits from FDEP, SFWMD and USACE will include the ultimate interchange configuration. Mitigation for the 14 acres of wetland impacts will be addressed under the Central Florida Mitigation Bill. The stormwater management facilities include eight new wet detention ponds and one modified wet detention pond. This design project began in 2011. Cost is \$2.5 million.
- SR 417/SR 408 Systems Interchange Project, OOCEA Project No. 253E, Orlando-Orange County Expressway Authority--Water Resources Manager. \$80 million interchange redesign project. The project extends along SR 417 from 2,000 feet south of Edgewater Drive to SR 50 and along SR 408 from Chickasaw Trail to Econlockhatchee Trail in Orange County, Florida. The existing interchange will be replaced with a new multilevel systems interchange. RS&H was responsible for refinement of the conceptual design and the final design for approximately four miles of mainline expressway and five bridges including a 2,500-foot-long curved box-beam structure. The stormwater management facilities include 20 new permanent retention ponds and two temporary ponds. An Individual Environmental Resource Permit was obtained from St. Johns River Water Management District and an Individual Section 404 Wetlands Permit was obtained from the U.S. Army Corps of Engineers. These environmental permits include the ultimate interchange configuration. The design project was completed in 2010 and construction is expected to be completed in 2013. Cost is \$8.2 million.
- I-95 Widening from SR 44 to I-4 in Volusia County (FPID 406869-6-52-01), Florida Department of Transportation, District 5--Senior Drainage Engineer. A 10.5-mile long, \$90 million project that includes widening I-95 from four to six lanes with milling and resurfacing over the existing four lanes. The project includes replacement of two bridges over Spruce Creek, which is a tidally influenced Outstanding Florida Water and was modeled using the two-dimensional, unsteady hydraulic computer model, RMA2 and a one-dimensional hydraulic computer model, HEC-RAS. A No-Rise Certificate was obtained from FEMA, an Individual Environmental Resource Permit was obtained from the St. Johns River Water Management District and an Individual Section 404 Wetlands Permit was obtained from the US Army Corps of Engineers. The 25-month design project began in 2006 and was completed in 2010. Cost is \$4.3 million.
- Districtwide Miscellaneous Drainage Design (FPID 237099-1-32-06), Florida Department of Transportation, District 5--Project Manager. Drainage and stormwater management design and permitting throughout District 5. The project included plans and report review services and hydrologic and hydraulic modeling. The five-year project ended in 2011. Cost is \$799,000.



- Florida Citrus Bowl Underfield Drainage System Evaluation, City of Orlando, Florida—Project Manager. RS&H evaluated and developed a repair plan for the underfield drainage system at the Florida Citrus Bowl, as part of a Continuing Stormwater and Engineering Design Contract with the City of Orlando. Based on the data collected, RS&H recommended a repair plan for the underfield drainage system and replacement of the natural turf playing surface with artificial turf, which eliminated the need for fertilizers and irrigation. RS&H worked with the City to complete the inspection and repair and obtained permit exemptions from the South Florida Water Management District (SFWMD) and the United States Army Corps of Engineers (USACE). The team also used video to inspect the repairs to the pipes once completed. This project was completed in 2010. Cost is \$97,000.

Professional Credentials

Master of Engineering in Civil Engineering, Pennsylvania State University, 1988

Bachelor of Science in Civil Engineering, New England College, 1986

Registered Professional Engineer: Connecticut (No. 18930), 1995; Florida (No. 47210), 1993; Georgia (No. 31172), 2006; Maine (No. 8272), 1995; Massachusetts (No. 38595), 1995; New Hampshire (No. 8123), 1991; Rhode Island (No. 6390), 1995; Texas (No. 81185), 1996

Diplomate, Water Resources Engineer (No. 43), 2005

Certified Floodplain Manager, Association of State Floodplain Managers (No. US-07-03135), 2007

Land Surveyor-In-Training, Pennsylvania, 1988

Texas Precertification Categories (ESN 11613): 10.1.1, 10.2.1, 10.3.1, 10.4.1 and 10.5.1

Chair, Florida Engineering Society/Florida Institute of Consulting Engineers - Water Resources Committee - SJRWMD Liaison Subcommittee

Fellow, American Society of Civil Engineers - Past President, New Hampshire Section - Chair, New Hampshire Legislative Involvement Committee - National Stormwater Infrastructure Committee, EWRI/UWRRC - National Task Committee on Research Needs for Total Scour and Counter Measures

Member, American Academy of Water Resources Engineers

Member, American Public Works Association

Member, American Society of Highway Engineers

Member, American Water Resources Association

Member, Association of State Floodplain Managers

Member, Chi Epsilon, National Civil Engineering Honor Society

Member, Florida Floodplain Managers Association

Member, Florida Stormwater Association

Member, National Society of Professional Engineers

Member, National Council of Examiners for Engineering and Surveying (No. 12110), 1994

Member, Transportation Research Board - Hydraulics, Hydrology and Water Quality Committee

Completed Bentley GeoPak Drainage Training Course

Completed FDOT Specifications Preparation Training Course

Completed Flow Science, Inc. - FLOW-3D Training Course

Completed OSHA Hazardous Waste Site Operation Training Course

Completed Project Management Training, PSMJ Resources, Inc.

Completed National Highway Institute Training Courses, Stream Stability and Scour at Highway Bridge Structures and WSPRO Bridge Backwater Analysis

Completed U.S. Army Corps of Engineers - HEC-River Analysis System Training Course



Stormwater Engineering

Responsibilities

Mr. Hildebrand is responsible for preparing civil engineering designs of roadways, structures, traffic control, signing and marking plans, drainage and drainage structures and intersection signalization.

Experience

Mr. Hildebrand has experience utilizing MicroStation V8/XM, GeoPak, AutoCADD, ArcGIS, and Synchro.

- Fort Stewart Area Transportation Assessment – Flemington Sector Plan & Traffic Study, Liberty Consolidated Planning Commission – Transportation Engineer. The RS&H Team conducted a traffic impact assessment of the brigade relocation on Fort Stewart. This included an estimation of trips generated by the military and civilian employees, including contractors. Existing crash patterns were analyzed and countermeasures were identified to reduce the projected crash rate associated with the increase in traffic. The countermeasures examined included closing/relocating driveways, channelizing turning movements, improving sight distance through geometric design, and the use of additional traffic control devices. This was a study of approximately 0.5 miles of roadway, therefore, no bid price is available.
- Topsail Entrance, Preble-Rish, Inc.—Transportation Engineer. The existing T-intersection at US 98 and CR 30A was redesigned to a four leg intersection to accommodate a new development to the north. Operational traffic conditions were evaluated in order to develop an optimal signalization operation plan. Signalization plans were prepared to meet Florida Department of Transportation criteria. The signalization component of the project is currently out for bid, therefore, no bid price is available at this time.
- Bannerman Road Corridor Study, Leon County, Florida--Transportation Engineer. Project included a 4.4 mile National Environmental Policy Act (NEPA) style corridor study for Leon County, Florida. The corridor study involved a two-lane facility that is nearing capacity. Major components of the study include traffic operations analysis, safety analysis, right-of-way needs, geotechnical investigation, stormwater design, environmental investigations such as impacts to wetlands and threatened and endangered species and development of 30 percent design plans for the preferred improvements. This 4.4 mile project is a study, therefore, no bid price is available.
- Bill Gardner Interchange Modification Report, Georgia Department of Transportation (GDOT), Henry County, Georgia--Transportation Engineer. The project involved the evaluation of the interchange in accordance with GDOT and Federal Highway Administration criteria. Design and analysis of several interchange configuration layouts and operational performance of such were examined in a matrix evaluation. Right-of-way cost, construction costs, environmental and social impacts were considered in the evaluation process. This project was the analysis of the operation of a single interchange, therefore, no bid price is available.
- Bush Road over Wright's Creek, Florida Department of Transportation, District 3, Holmes County, Florida--Lead Designer. Served as lead designer for the roadway portion of the project. Bush Road is a two-way 18-foot-wide dirt facility that crosses over Wright's Creek via a single-lane wood bridge. This project includes the replacement of the structurally and functionally deficient wood bridge, widening and paving the approaches to the bridge, and installing guardrail to add safety. The new structure was raised approximately two feet in elevation and extended 22 feet, therefore, the horizontal and vertical geometry of the approaches to the bridge had to be redesigned to tie into the existing ground and provide a safe and comfortable ride. Additional services provided include developing an offsite detour scheme, preparing signing and pavement markings plans, and permit processing. This 0.25 mile project has not been let for construction at this time, therefore, no bid price is available.

- SR 61 (Monroe Street) from Perkins Street to Thomasville Road, Leon County, Florida--Transportation Engineering—Project Engineer. This Florida Department of Transportation project involved milling and resurfacing the existing roadway and upgrading features to comply with ADA requirements. The upgrades included the design of ADA-compliant curb ramps, reconstruction of deficient sidewalks and the placement of railing along the back of sidewalks and steps to aid in pedestrian safety. As an additional service, an exclusive right turn lane warrant study was conducted at the intersection of Monroe St. and Brevard St. The study included data collection involving Nu-Metrics Hi-Star traffic counters and turning movement counts during peak hours. Build and no-build conditions were analyzed utilizing Synchro. The project low bid price was \$2,463,675 for this approximately 1.9 mile project.
- Jacksonville Transportation Center Skyway Module, Jacksonville, Florida--Transportation Engineer. The project included designing bus lanes on both sides of the Transportation Center as well as an access road and acceleration lane for the I-95 on-ramp. Plans preparations included typical sections, cross sections and plan sheets. All designs were completed utilizing MicroStation V8 with GeoPak. This 0.25 mile project has not been let for construction at this time, therefore, no bid price is available.
- SR 10 (US 90) from the East End of the Chattahoochee River to Desoto Avenue, Jackson County, Florida—Project Engineer. The project involved the milling and resurfacing of a portion of SR 10, the addition of paved shoulders, drainage improvements, identifying and resolving utility conflicts and CADD preparations of plans. The project low bid price was \$11,481,219.90 for this approximately 16.4 mile project.

Professional Credentials

Master of Science in Civil Engineering, Florida State University, 2007

Bachelor of Science in Biology, Florida State University, 1999

Registered Professional Engineer: Florida (No. 72307), 2011

Florida Department of Transportation Specifications Package Preparation for Consultants Training

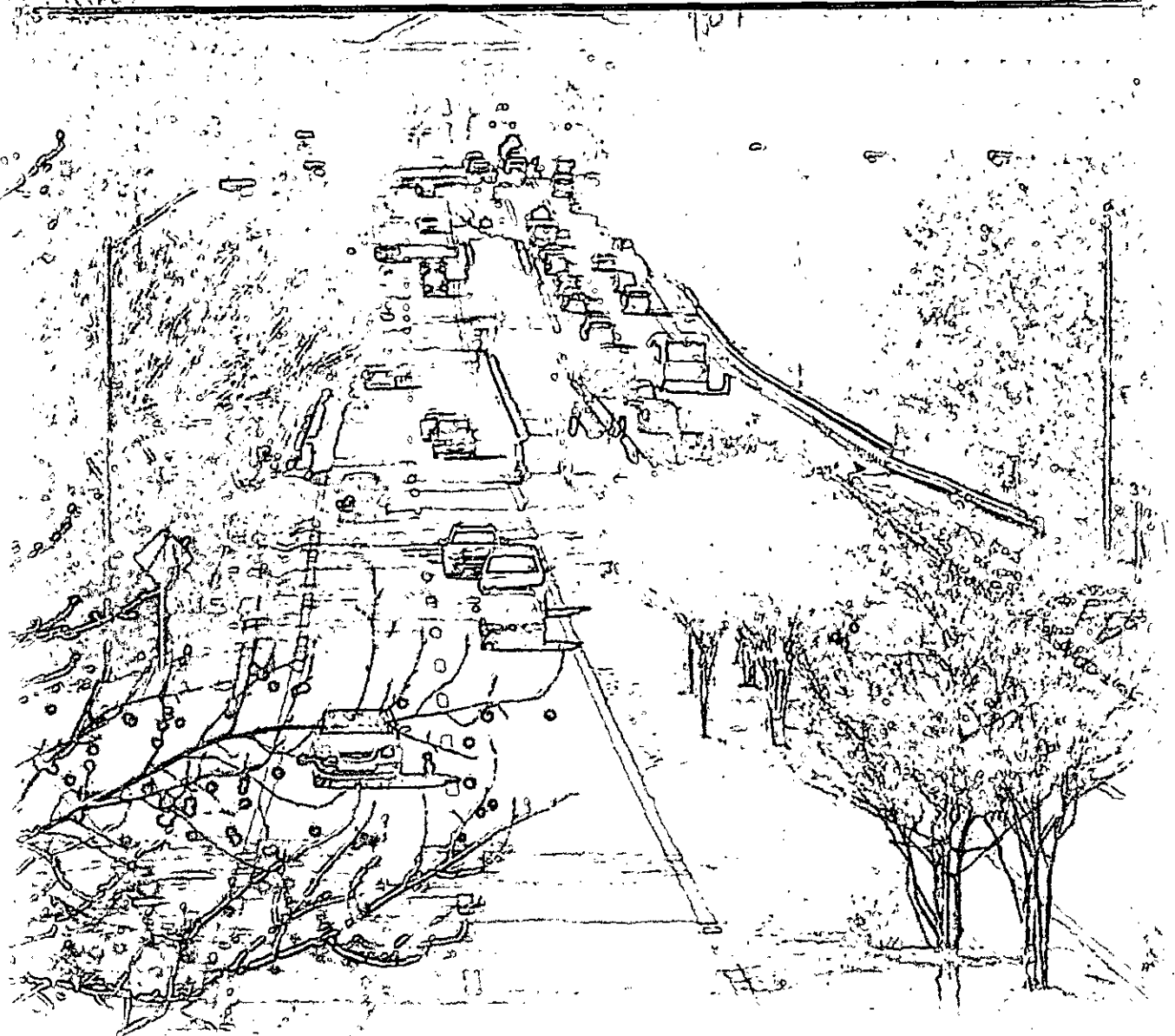
Florida Department of Transportation PD&E Manual Webinar Training

Bentley GeoPak Drainage Training Course





B. Experience with Projects of a Similar Type and Size



B Experience with Projects of a Similar Type and Size

1. Project Experience

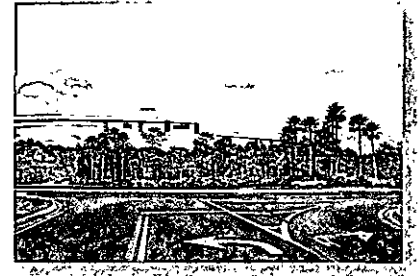
Dunn Avenue Extension *Volusia County, Florida*

Design of 0.75-mile, two-lane new alignment including a 437-foot, four-span continuous for live-load, Type V AASHTO girder bridge with pile supported end bents and interior piers over I-95. Project requirements include permitting and drainage design for future four-lane build out. Provided post design services throughout construction of project.

Project Owner Representative Name: Jim White
Agency Name: Volusia County Public Works
Address: 123 West Indiana Ave., Deland, Florida 32720
Phone: (386) 736-5967

Project Completion Date: 05/2011

Project Manager and other Key Professionals:
Robert Woodruff, PE - Project Manager and Structural EOR
Will Stewart, PE - FDOT Permitting and Constructability Review



Henley Road Final Design *Clay County, Florida*

Final design of a four mile long rural two lane to urban five lane widening project. The initial preliminary engineering study included alternative analysis of roadway alignments, typical sections, pond siting, environmental issues, wetland impacts, traffic and right-of-way costs. Upon approval by the Board of Commissioners, final design documents were prepared. Project included environmental permitting, design of a 5 lane urban section, design of twin bridges, design of MSE and sheet pile retaining walls, design of three signalized intersections, bid documents and specifications. Additionally, RS&H procured the services of a right-of-way acquisition firm and obtained fee simple or easement acquisition of 119 parcels. The RS&H team was responsible for all elements of the acquisition process including appraisals, negotiations, statutory offers, closings, court filings, condemnation suits and expert witness testimony.

Project Owner Representative Name: Shawn Thomas
Agency Name: Clay County Engineering Division
Address: 477 Houston Street, Green Cove Springs, Florida 32043
Phone: (904) 541-3815

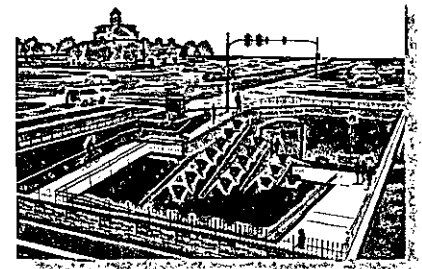
Project Completion Date: 07/2011

Project Manager and other Key Professionals:
Wayne Stokes, PE - Project Manager and Roadway EOR
William Stewart, PE - Drainage and Permitting EOR
Bryan Sturm, PE - Structural EOR



Lake Mary Tunnel
Seminole County, Florida

Project involves the construction of a pedestrian tunnel under the intersection of Lake Mary Boulevard and International Parkway in Lake Mary, Florida. The intersection is heavily travelled and the tunnel will need to be constructed in phases for maintenance of traffic reasons.



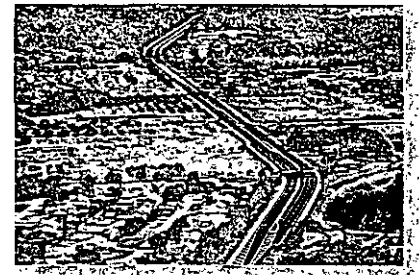
Project Owner Representative Name: David Martin, PE
Agency Name: Seminole County Public Works
Address: 520 West Lake Mary Boulevard, Suite 200, Sanford, Florida 32773
Phone: (407) 665-5601

Project Completion Date: 06/2011

Project Manager and other Key Professionals:
G. Ben Lehr, PE -Structural EOR

Ronald Reagan Parkway (CR 54)
Polk County, Florida

Widening of Ronald Reagan Parkway (CR 54) from US 27 to west of Lake Wilson Boulevard in northern Polk County. CR 54 crosses over I-4 on an existing two-lane structure. The proposed design requires the existing bridge to be reconfigured to carry two lanes of traffic, a bike lane and a protected sidewalk and the addition of a twin structure. The existing and twin bridges are two-span, continuous, steel-plate girders supported by concrete substructure elements founded on 24-inch piling. Served as the responsible engineer for the new twin structure, associated retaining walls, the load rating of the existing and proposed structures and post-design services.



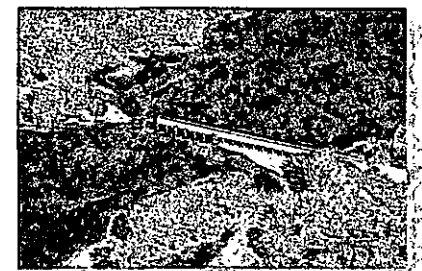
Project Owner Representative Name: Douglas Gable, PE
Agency Name: Polk County Public Works
Address: : 330 West Church Street, Bartow, Florida 33831
Phone: (863) 534-6715

Project Completion Date: 04/2009

Project Manager and other Key Professionals:
G. Ben Lehr, PE - Structural EOR

Cape Haze Pioneer Trail
Charlotte County, Florida

Design and contract drawings for the 300-foot-long haunched flat-slab pile-supported pedestrian bridge that will be a continuation of the Cape Haze Pioneer Trail rails-to-trails/pedestrian path.



Project Owner Representative Name: Chris Piazza
Agency Name: Florida Department of Transportation District 1
Address: 801 N. Broadway Street, Bartow, Florida 33830
Phone: (863) 519-2293

Project Completion Date: 04/2011



Project Manager and other Key Professionals:

Bryan Sturm, PE - Structural EOR

St. Marks Boardwalk Extension
Wakulla County, Florida

Design of 800 ft. long, ten foot wide boardwalk supported on composite decking, wooden stringers and floorbeams, and timber piles.

Project Owner Representative Name: James Glenn
Agency Name: Florida Department of Environmental Protection
Address: 3900 Commonwealth Blvd., Tallahassee, Florida 32399
Phone: (850) 245-2052

Project Completion Date: 04/2011

Project Manager and other Key Professionals:

Bryan Sturm, PE - Structural EOR

Faye and Hunt Bridge Replacements – Chatham County
Chatham County, Georgia

Bridge Hydraulics and scour analysis, structural design, roadway design, drainage design, plans preparation, and permitting for the replacement of two structurally deficient bridges over tidally influenced waterways. HEC-RAS was utilized to model the unsteady flow conditions and then determine the predicted scour.

Project Owner Representative Name: Nathaniel Panther, PE
Agency Name: Chatham County Engineering Department
Address: 124 Bull Street, Savannah Georgia 31401
Phone: (912) 652-7813

Project Completion Date: 04/2010

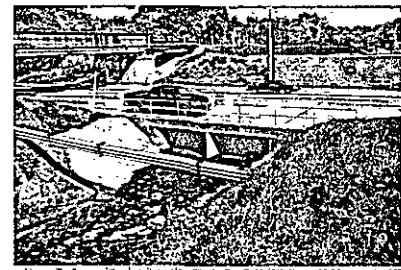
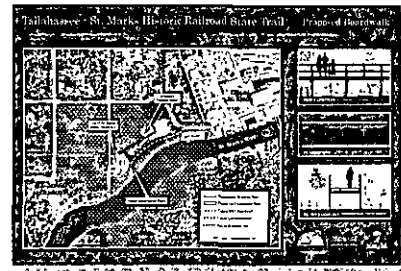
Project Manager and other Key Professionals:

Michelle Hirose, PE - Project Manager
William Stewart, PE - Project Engineer
Jeffrey Glenn, PE - Bridge Hydraulics EOR

Floodplains Study – City of Orlando
Orlando, Florida

RS&H is providing floodplain analysis and mappigd services as part of a Continuing Stormwater and Engineering Contract. Primary tasks include detailed analysis of Zone A areas to establish the base Flood elevations. ARCGIS is being used with LiDAR and the City's ICPR models to map the new Zone AE floodplains. These revised areas are submitted to FEMA as Letters of Map Revisions (LOMR).

Project Owner Representative Name: Lihua Wei, PE, CFM
Agency Name: City of Orlando
Address: City Hall 400 South Orange Avenue, Orlando, Florida 32802
Phone: (407) 246-2281



Project Completion Date: 2011

Project Manager and other Key Professionals:

Jeffrey Glenn, PE - Project Manager

2. Relevant Projects Presently Under Contract

Client Name	Project Name/Description	Fee	Contract Date
FDOT - District Five	FDOT D5 Districtwide Drainage	\$30125.32	02/08/2011
S FL Water Management District	SFWMD Dredging & Bank Stabilization	\$256863.30	07/05/2010
Florida Department of Transportation	US-301 Rehab in Pasco County	\$6,106,509.25	02/20/2004
City of Orlando	Orlando Cont Stormwater and Engineering Design	\$296,783.86	10/09/2009
Leon County	Bannerman Road Corridor Study	\$999,037.00	06/07/2010
FDOT - District Four	Districtwide Drainage and Environmental Studies	\$868,056.00	10/02/2008

3. Procedures for Ensuring Current Design Standards

RS&H's high quality grades on recent projects reflect the RS&H Team's commitment to excellence.

Quality begins with having pride in our work and subsequently encompasses every facet of the job from start to finish. Our team's continual awareness of quality makes the difference. Processes and procedures can control quality, but our commitment to quality starts at the highest levels of our organization and is executed at all levels down to the individual designer.

The Design Quality Management Plan is a continuous and interactive process of coordination, communication, review, checking and back-checking all project components and documents. RS&H has established documented quality management procedures that are detailed in its corporate Standard Operating Procedures (SOPs) for all work products.

The QA/QC Process

In operation, the QA/QC process is quite simple and applies to all project work: plans, reports, design documents, surveys, estimates, data, etc. A key element of the process is to have the most qualified people in the checking process. They must know their role and schedule the time for their participation. As with all submittals, cross-discipline checks will be performed. The process differs slightly for the written material and such things as calculations, but the five-step procedure is as follows:

Step One: Origination - The Originator or Registered Professional (RP) checks for completeness and/or assembles each element of the check plans package. After the package is deemed complete and ready for checking, the RP stamps and signs the plans.

Step Two: Checking - The Checker (someone other than the Originator) shall be a person with qualifications equal to or exceeding the RP. The Checker shall highlight in



yellow on the check-print each part that is correct and mark in red on the check-print the required corrections, additions or deletions.

Step Three: Concurrence - Originator shall review the Checker's marks on the check-print (back checking) and place a check mark in red near each of the Checker's red-marked changes if they agree the document original should be changed. Then the Originator consults with the Checker and either agrees or crosses out the red mark. The result of Step Three is a set of check-prints with agreed-upon changes that have been color coded and signed by the Originator.

Step Four: Incorporation - The Originator shall update the document original to include the changes agreed upon and highlight the check-print in yellow.

Step Five: Verification - The Checker shall compare each of the changes on the check-print with the updated portions of the document original and check in green the re-worked changes or circle the lack of change in green. The final verification is made and a green check is applied to the sheet. The result is a set of plans ready to submit and a check set fully documented.

Tracking

Tracking the process is a vital part of a QA/QC Program. We do this by use of a tracking stamp, a QA/QC Coordinator, and a QA/QC Process Log. Checklists are very important to the process as well. These checklist and stamps help standardize the checking procedure and, in effect, program the process; and many different ones are used, as appropriate.

Documentation

The final key in the overall QA/QC Program is the documentation process, including:

- Utilizing the tracking stamp, executing Process Log and Maintaining a QA/QC file
- Utilizing and retaining check sets with submittal sufficiency checklists
- Completion of a final Quality Assurance Review and Certification by the Project Officer

Constructability Review

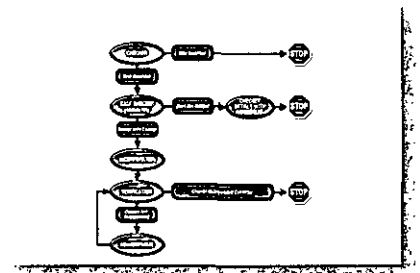
Constructability reviews will be conducted by qualified construction services personnel. RS&H designers benefit greatly from the input of construction services personnel as they recognize the challenges faced by construction contractors. The feedback given by constructability reviewers ensures that the client receives a plan set that is clear, concise, and understood by the construction contractor.

Project Quality Control Plan

A major component of the Project Quality System is the requirement for the RS&H Project Manager to develop a Project Specific Quality Control Plan, and submit it to the client for acceptance. This process is already a part of the internal RS&H Project Management Plan, and can easily be accomplished. The Project Quality Control Plan is a part of the larger overall Project Management Plan (PMP) required by our internal processes. The project manager develops the PMP prior to work beginning. This plan is then issued to each and every employee that may be involved in the delivery of the project.

Client Satisfaction Survey

Another method used as part of our quality control process is client satisfaction surveys. A third party service is employed by RS&H to request feedback at six-month intervals from key client staff. Additionally, after project completion a debriefing session will be scheduled with the client's Project Manager and other involved parties where "lessons



learned" as a part of the project will be discussed and incorporated into our procedures on future projects

4. Basic and Special Resources Available to Firm

RS&H remains on the leading edge of design and delivery technology. Each office is equipped with the latest telecommunication and computer-aided equipment and is linked to other offices through local- and wide-area networks. By continually investing in the technical and professional development of the firm's staff and equipment, RS&H assures clients that they will be working with trained and informed professionals using the most advanced technology available.

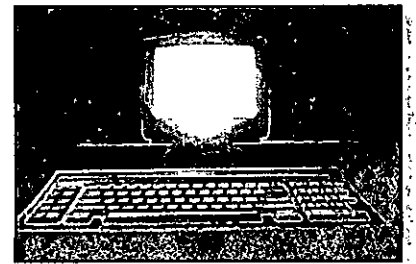
IT Overview

Today's frenetic project management environment is characterized by a decrease in schedule durations and fees, and by an increase in project complexity and the number of specialized project team members. Aggressive information technology implementation is critical to effectively manage the tremendous amount of voice and data information being exchanged. Also, appropriate document control procedures must be employed to ensure that project schedule, cost, quality and administrative expectations are all met.

RS&H has made a significant effort to develop and maintain an information technology infrastructure that not only seamlessly integrates its own geographically dispersed and highly specialized resources, but also incorporates clients, vendors, subcontractors and regulatory agencies to create a virtual corporation. This integration improves planning, design and construction administration processes allowing for expedited and efficient work products to arise from the timely, accurate communication of project information. Below is an overview of the system's components.

Computers at the Desktop--All RS&H associates have networked computers in their work spaces. These machines have the appropriate memory, hard drive and display capabilities to allow them to efficiently perform their individual tasks. CADD PCs are generally Dual Core 2-4 GB of RAM, and engineering and administrative PCs are generally Dual Core with 1-3 GB of RAM. Senior management and business development staff have Pentium laptops with multimedia, LAN and remote access capabilities to support their travel demands.

- Software--All RS&H associates have access either through network or locally installed applications to the tools that best support their work processes. This includes:
- Integrated office automation applications for word processing, spreadsheet and presentation needs are provided through the Microsoft Office 2007 Suite.
- CADD software used includes AutoCAD Architectural Desktop, AutoCAD MEP, AutoCAD Land Development Desktop, AutoCAD Civil 3D, MicroStation J, V8, XM and V8i with key add-ons including but not limited to Descartes and GeoPak.
- BIM software used includes, but is not limited to, Autodesk' Revit Architecture, Structural, MEP and Navisworks along with the Bentley BIM family of applications.



- Engineering and analysis functions are supported by a host of specialized applications that include, but are not limited to, STAAD, DOE-2, AutoTurn, GuidSign, Caice, SKM (Power Tools for Windows), Haestad, FB-MultiPier, MDX and SketchUp. In addition, an Enterprise Licensing Agreement with Bentley Systems provides access to a broad range of applications for all disciplines.
- BST Enterprise, running on Windows Server, supports project management, finance and accounting operations, and is accessible via RS&H's Intranet.
- GIS capabilities include ArcView, ArcEditor and ArcInfo on the client-side and ArcGIS Server, ArcSDE and ArcIMS on the server-side. These applications allow our associates to view, edit and create GIS datasets from national, state, local entities and other consultants. In addition, our GIS activities are further enhanced by using Trimble GeoXH GPS units to create new datasets using ArcPad and TerraSync software. The Intranet Mapping Application allows all associates to create, save and print customized GIS maps through their web browser without requiring any GIS software to be installed on their computers.
- Project management is supported by a combination of Primavera SureTrak, Expedition and Microsoft Project. These tools are used to manage projects for our clients and to efficiently apply the highly diverse project delivery skills of all RS&H associates. These tools also ensure that utilization stays high and that project schedules, budgets and administrative requirements are met.
- Project collaboration between offices and with subconsultants by RS&H Programs is being undertaken using the Bentley Projectwise Application, which works with the Autodesk and Bentley CADD and engineering applications.



Local Area Network (LAN) Resources--Each office utilizes a Windows 2003/2008 Server LAN with Dell PowerEdge server. All offices use RAID 5 on their server hard drives to ensure data protection and system uptime. CAT5e cabling is used exclusively, and all ports use switched Ethernet.

Wide Area Network (WAN) Resources--RS&H's 27 LANs are interconnected using a fully meshed dedicated IP network. The WAN has been pivotal in eliminating the costs and inefficiencies that were encountered due to disperse office locations. The WAN allows key staff to be connected with the client and/or job site and team members, regardless of office location.

Telephone Systems--RS&H utilizes the Cisco AVVID voice over IP phone system, which enables all associates to have desk-to-desk, four-digit dialing and phone mail. The telephone system also integrates with other desktop computer application software used.

Paging Systems--Goodlink devices that synchronize mail accounts are worn by not only key technical personnel, but also key administrative staff to ensure 24/7 responses to project or business changes.

Internet--With implementation of the WAN, each Associate has Internet access, including e-mail. Not only does this support the considerable research efforts of our staff, but also provides an industry-accepted standard for communication and, with appropriate procedures and precautions, document exchange.



Web Site--RS&H utilizes its web site (<http://www.rsandh.com>) to market its services in six primary market sectors, and to allow prospective job applicants to gain information about the company and submit their resumes. We have also established hot links to other industry-related web sites.

Intranet--RS&H has a well-established Intranet, providing real-time project control and accounting information to every desktop. The Intranet is also used to collect additional project management information, to provide a common point of collaboration and design document sharing and to deliver standard operating procedures, quality assurance procedures, marketing resources, Human Resources and Information Technology support documents, as well as general news and announcements to every desktop.

Network Communications--RS&H provides remote access capabilities to associates with virtual access from anywhere in the world. This includes a Virtual Private Network (VPN), which is used with high-speed connections and allows easy, quick and secure access to corporate resources. Also part of RS&H's network communications is Citrix, which is used with low-speed connections and compression, and allows for very effective remote access over low-speed connections.

E-mail to Fax--With use of appropriate software on the communications server, associates can fax computer generated documents by attaching the desired document to an e-mail message. Hard copy can be scanned to the LAN and then faxed from the individual's desktop. Administrative personnel also have the capability of receiving faxes at their desktops and forwarding them via e-mail to other associates.

Read/Write CD/DVD--These devices facilitate the reference and reuse of successful design solutions developed throughout RS&H's many years of design automation experience. Projects archived on CDs can be checked out of a library and can be copied for alteration to suit new project requirements by associates. The media is easy to use, very sturdy and inexpensive. Each RS&H location has at least one common machine with this capability for all associates to use, and all new machines purchased have this capability.

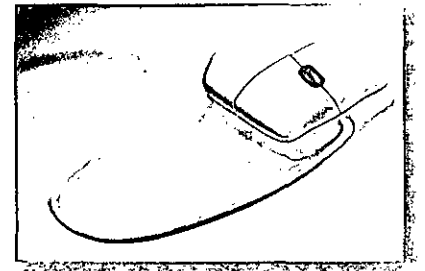
E-Mail--Inter- and intra-office communication can be handled by Microsoft Exchange, Microsoft Outlook or Cisco phone mail, depending on which medium best suits the nature of the transmittal.

Virus, Spyware and Spam Software--Sophos Corporate Edition is used throughout the company. The primary server checks with Sophos on a daily basis for new definitions, which are downloaded and pushed automatically to all workstations.

FTP--We maintain an FTP server on-site to facilitate the transfer of large files to and from the company. In addition, we maintain a Biscom server integrated with Microsoft Outlook to facilitate the transfer of large files to and from the company.

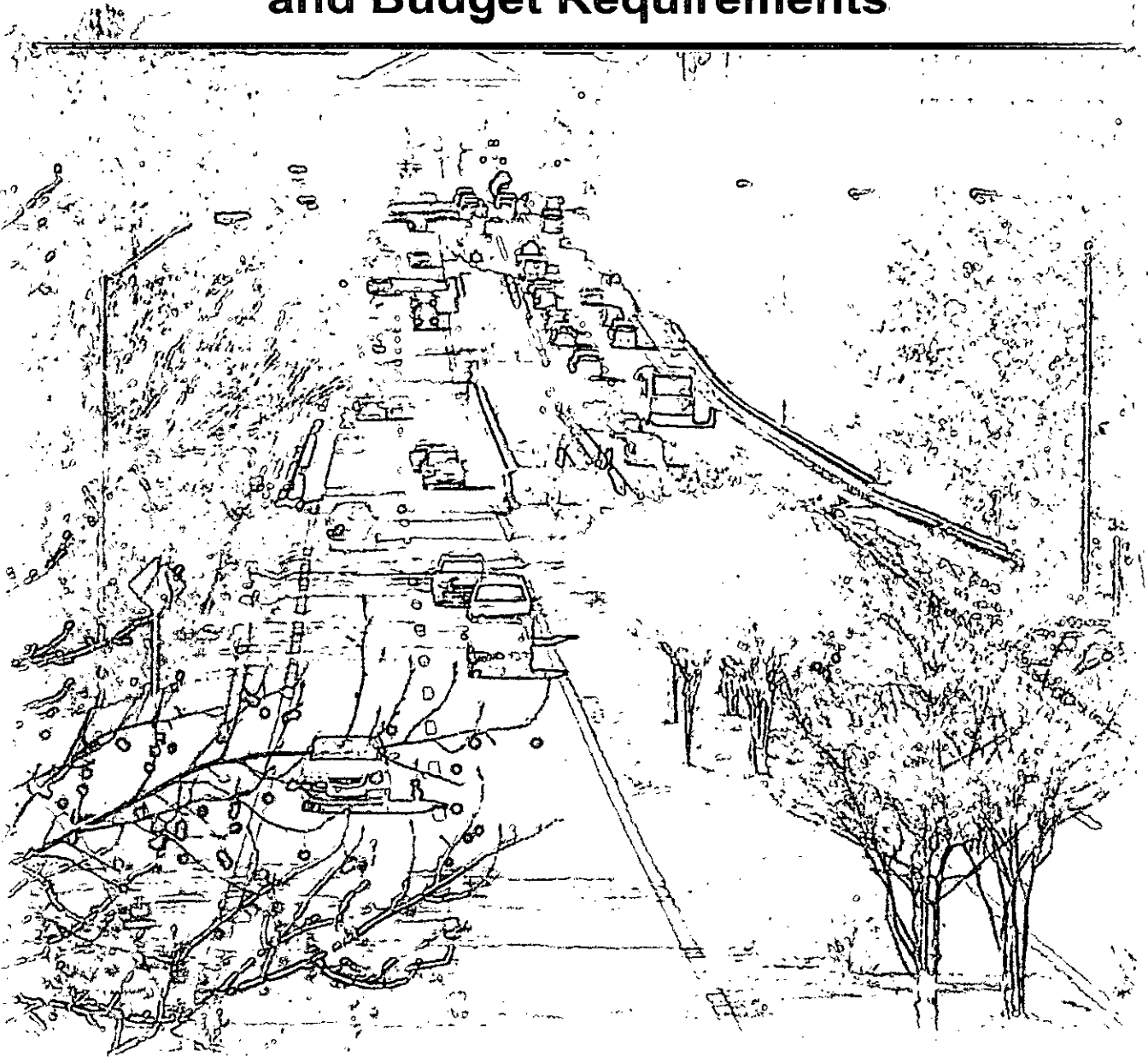
Biscom--We use Biscom to transfer securely files to external and internal users.

CRM--Many of our projects are so large in scope that business development efforts are handled by a group of individuals, often not from the same office. Using Microsoft Exchange/Outlook platform, RS&H has developed a custom CRM application that allows the entire senior management and business development team to easily share information on prospects and keep a single, centrally managed corporate contact management database accessible to associates over the WAN and Internet. This also ensures that the client is always presented with consistent, current and coordinated project status information, regardless of which RS&H Associate is contacted.





C. Willingness to Meet Schedule and Budget Requirements



C Willingness to Meet Schedule and Budget Requirements

The design and construction schedules for the general consultant assignment will vary based upon project complexity, times of anticipated construction, multiple construction projects occurring at the same time and federal funding limitations.

Project Start-Up

Review of existing data relative to each project site, limits of construction, pavement removal and pavement designs, drainage, traffic signal operation plan, maintenance of traffic, contractor movement and storage locations, etc. will be the subjects of at least one coordination meeting with the Leon County Staff and RS&H. The RS&H Project Manager and discipline leads will be familiar with roadway design, stormwater engineering, traffic and intersection engineering, environmental services, structural engineering, construction engineering and inspection, the terms of the general contract as well as the terms of each approved project scope prior to the initial coordination meeting. The RS&H Team understands the importance of early coordination and how the design and construction scheduling can make or break a project. With this level of experience and focus on detail, the RS&H Team will minimize project startup time and learning curves will also be minimized or eliminated altogether.

The Project Manager will assign staff as needed throughout this project to maintain design schedule.

Design Schedules

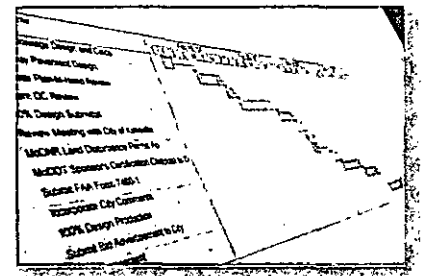
As part of the development of the overall project management plan, a project schedule will be developed for each task assigned to RS&H. The project manager will regularly update the schedule as information is gathered and tasks are completed. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project. Microsoft Project is the tool RS&H project managers use to produce and maintain schedules. This is a powerful tool in the right hands due to the many included functions it offers.

As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available.

At each deliverable milestone, the design and construction schedules will be submitted for review and comment. Once the review is complete, the schedules will be revised to reflect the most current information and direction from Leon County Staff. Another element of the design and construction scheduling is the phasing of the project. When a project is to be constructed in a high traffic area, scheduling of the various phases of construction becomes critical to a project's success.

Workshops, technical reviews and constructability discussions are critical milestones in the design schedule. Therefore the design schedule is staggered by work elements such that Leon County Staff are not over-committed for review times on any project. The site specific knowledge and history available to the RS&H Team from Leon County will be a key part of the successful development of each project.

As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project.



An Integrated Budget and Schedule Model (IBSM) will be used to determine progress and schedule status. This tool will be essential in monitoring and controlling the project schedule, adjusting to changed conditions, and allocating resources as needed throughout the project. Through close monitoring and control of the project schedule, the Project Manager will assign staff as needed throughout this project to maintain the design schedule for the timely receipt of bids.

*RS&H understands
Coordination and
Communication is critical to
project success.*

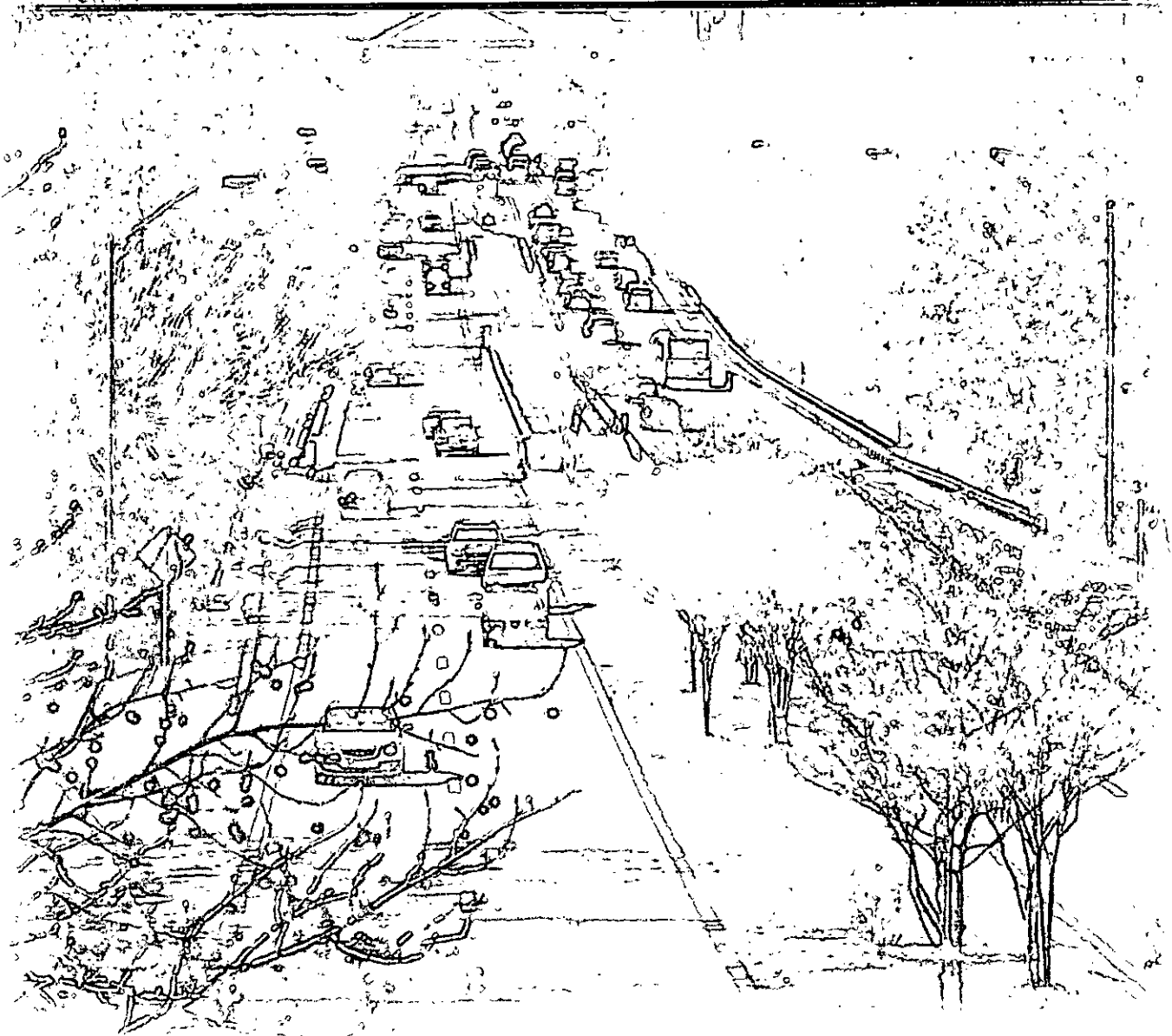
Coordination and Communication

Coordination and communication of the RS&H Team with Leon County Staff must, and will be, extensive for each project to ensure every issue is properly responded to and that the goals of Leon County are accomplished. Within the framework of the coordination and communication is the element of response. The RS&H Team will respond immediately to each and every issue posed by Leon County Staff for each project so that no element of the project "slips through the cracks" or catches the involved parties by surprise. The RS&H Team understands that Leon County must maintain a working relationship with many entities including the City of Tallahassee leadership, other state and federal regulatory agencies and the general public. Close coordination with the other agencies, the general public, and Leon County Staff will result in a project that does not cause unnecessary delay to other projects in the area. Ensuring that safe conditions are maintained is paramount. To that end, RS&H commits to responsiveness, coordination and communication that is industry leading.





D. Effect of Firm's Recent, Current, and Projected Workload



D Effect of Firm's Recent, Current, and Projected Workload

1. Projects Presently under Contract

Projects presently under contract in the Tallahassee office.

Client Name	Project Name/Description	Fee	Estimated Completion Date
FDOT - Central Office	Public Private Partnership & Engineering	\$155,422.65	11/11/2013
FDOT - District Three	Pensacola Bay Bridge PD&E	\$2,791,362.00	06/30/2013
FDOT - Central Office	Motor Carrier Compliance General Consultant	\$537,793.00	05/27/2013
FDOT - District Three	SR 8 (I-10) frm Apalachicola River	\$1,597,383.00	02/01/2013
FDOT - Central Office	Transp Statistics Data Support	\$2665,453.91	06/11/2012
FDOT - District Three	SR 61 Monroe St frm Perkins Street-Thomasville Road	\$713,641.00	03/30/2012
Registe, Sliger Engineering, Inc.	Bush Road Over Wright's Creek	\$86,033.89	03/22/2012
Leon County	Bannerman Road Corridor Study	\$999,037.00	12/01/2011
Preble-Rish, Inc.	Topsail Entrance	\$27,000.00	08/31/2011
Dyer Riddle Mills & Precourt, Inc.	Nine-Mile Road	\$33,408.26	04/07/2011
Capital Region Transp Planning Agency	CRTPA Regional Mobility Plan	\$811,527.00	03/31/2011

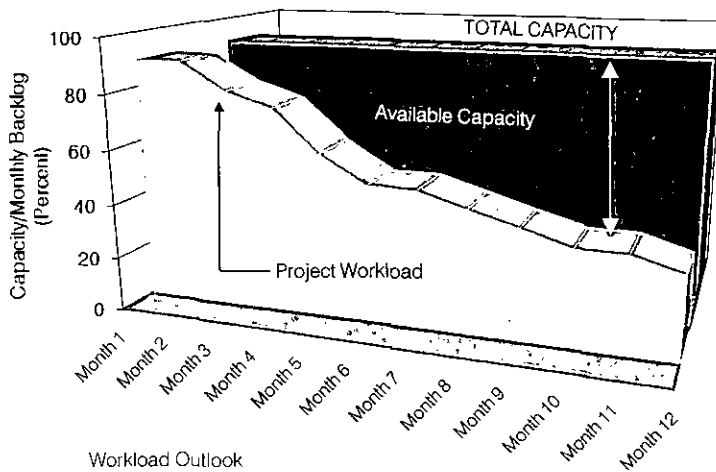
2. Describe the Firm's Ability to absorb any projects resulting from this contract

The availability of staff is crucial to the ultimate success of the Civil Engineering Services contract. The strength of RS&H's reputation rests on the ability to bring the necessary resources together to successfully complete any assignment. RS&H understands the commitment necessary to complete the proposed services and Matthew Branch, PE, LEED AP is prepared to lead the Team's efforts in this regard. As the Project Manager, Mr. Branch has direct contact with the Project Officer, Mr. Rick Chesser, PE. He has the full support of Mr. Chesser to meet the requirements of all assignments and will be responsible for assigning and committing staff to satisfy the County's need throughout the life of this contract.

Each key staff individual and the associated support staff have the required availability to complete this project within the design schedule determined for each task.

*RS&H commits to providing the resources required to meet the assignments and schedule demands of the **Leon County Board of Commissioners.***





The RS&H Team is ready and available to begin work immediately.

Staff Availability

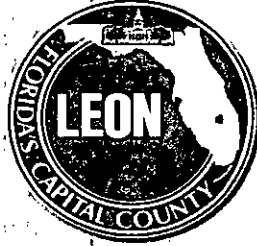
The RS&H Team consistently works to meet critical deadlines established by its clients, in addition to federal and state agencies, and strives to produce final project documents that result in construction projects that are under budget and of the highest quality.

RS&H's current workload is such that it can provide immediate and uninterrupted service to the Leon County Board of Commissioners. RS&H also has a dedicated staff of Team Members whose workloads allow for their fields of expertise to be utilized without delay to any task assigned. RS&H Team leadership, key participants and its considerable resources are available to support this project, without conflicting with other job assignments, and provide fully qualified technical experts as needed.

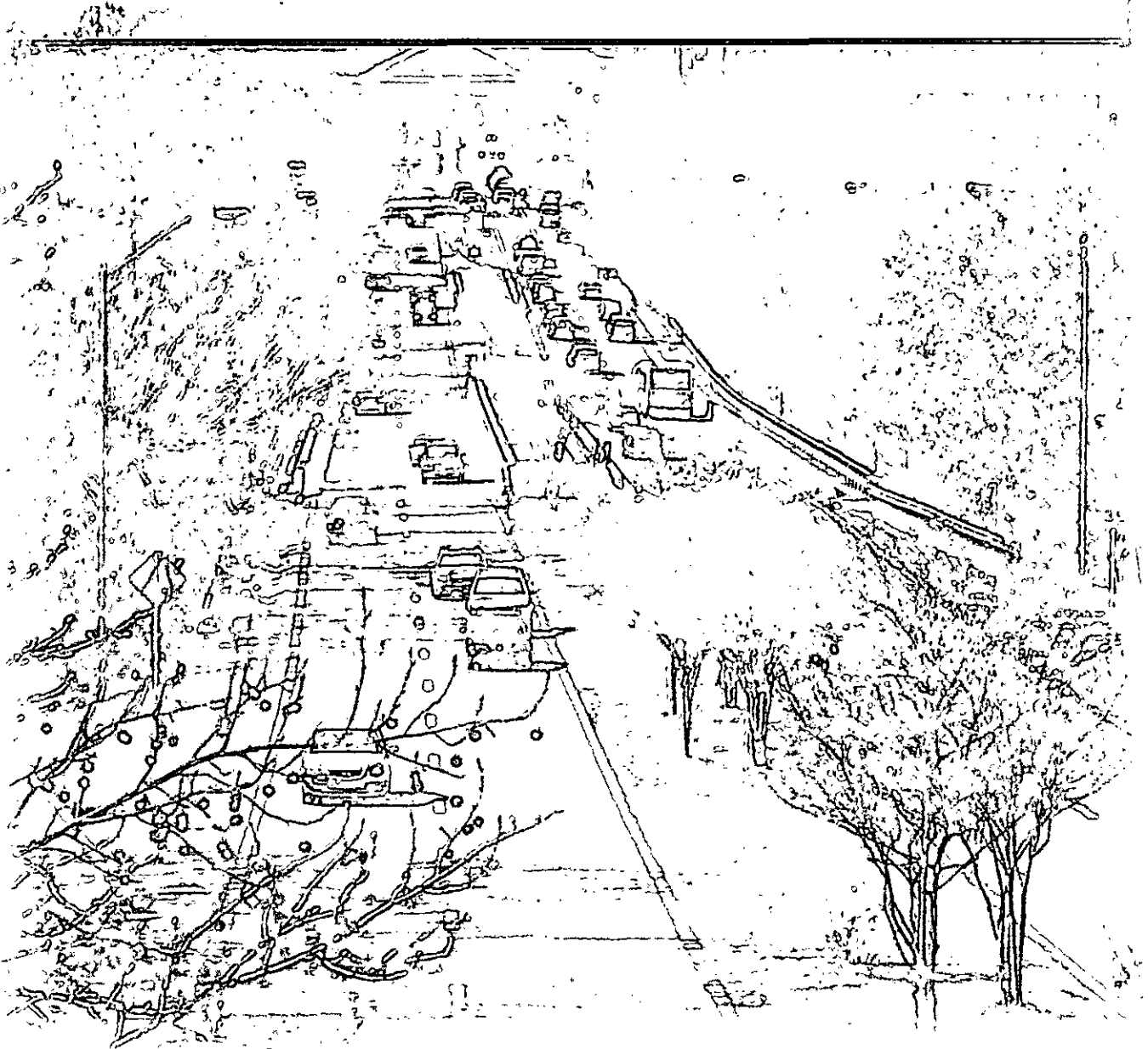
The following chart represents RS&H staff ability to successfully complete the County's assignments. This chart is representative of RS&H's typical workload at any given time and projections for future capacity. Overall staff availability will fluctuate, but typically not significantly.

Name	Role	% Time Available for Short-Term Assignment	% Time Available for Long-Term Assignment
Matthew Branch, PE, LEED AP	Project Manager Task Leader Roadway Design	40%	70%
Charles Roark, PE	Quality Assurance Task Leader Environmental Support Services	50%	50%
William Stewart, PE	Task Leader Stormwater Engineering	60%	40%
Nicholi Arnio, PE, PTOE	Task Leader Traffic and Intersection Engineering	50%	50%
Robert Woodruff, PE	Task Leader Structural Engineering	50%	50%
Anthony Manos, PE	Task Leader Construction Engineering and Inspection Services	40%	75%





E. Effect of Project Team Location



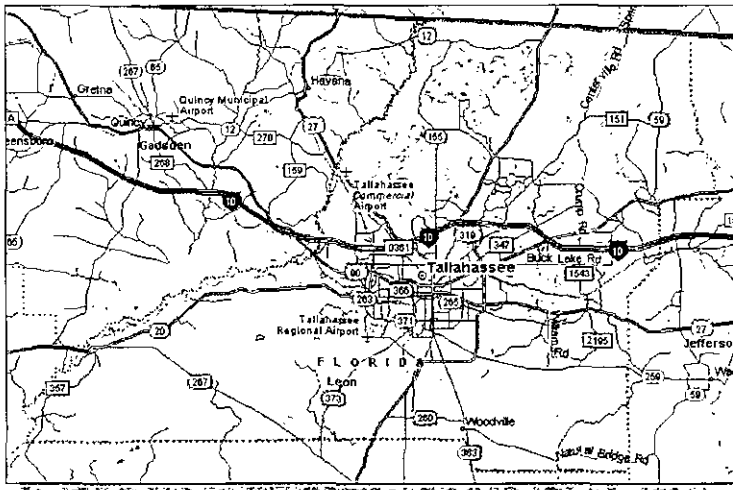
E Effect of Project Team Location

Provide the location of where the project team will predominately reside

The project team predominately resides in the Tallahassee-Leon County Region and this is where the majority of work will be performed. Work performed by staff in other locations will be coordinated through the Tallahassee office.

RS&H
IMPROVING YOUR WORLD

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Tallahassee, Florida 32308
(850) 558-2800 • Fax (800) 276-0715
www.rsandh.com

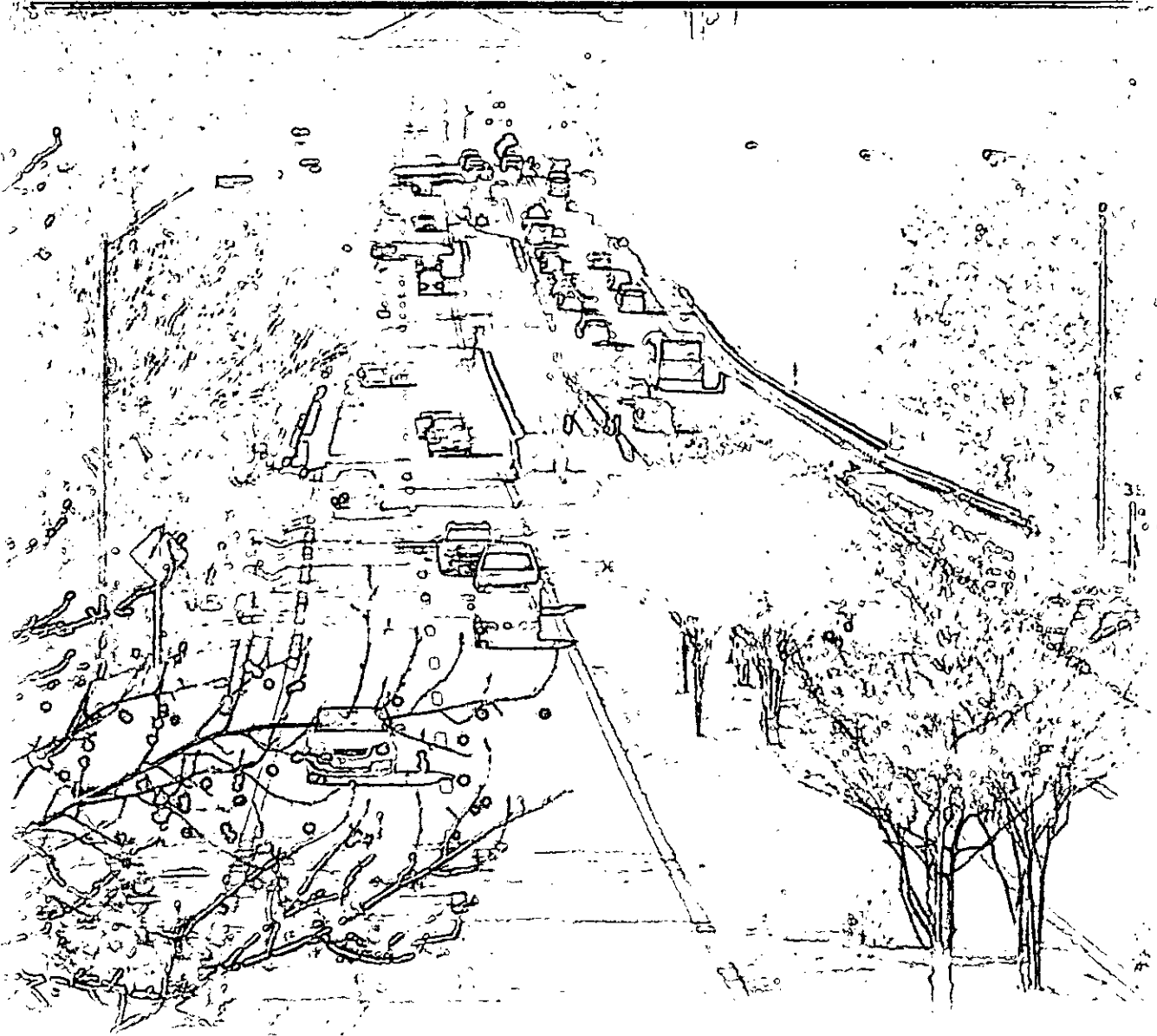


RS&H and it's staff of professionals is ready to provide the Leon County Board of Commisioners a blend of local knowledge and national experience.





F. Approach to the Project



F Approach to the Project

General Drainage and Stormwater

RS&H has extensive experience in all aspects of drainage analysis, drainage design and stormwater management. The task leader for Stormwater Engineering, Mr. Will Stewart, PE has over 35 years of drainage, stormwater management and permitting experience in Florida. Mr. Stewart served the FDOT for nearly 9 years including 4 years as an assistant State Drainage Engineer in the Central Office in Tallahassee. Mr. Stewart is therefore familiar with drainage and water quality issues in Leon County. Mr. Stewart will lead an experienced staff of drainage engineers poised and ready to serve Leon County in the various drainage tasks from small drainage complaints to large stormwater master plans. RS&H has a full tool box of watershed and drainage software including but not limited to; HY-8 Culvert analysis, ICPR pond routing software, HEC-RAS River Analysis, HEC-HMS hydrologic simulation, PONDS, groundwater mounding analysis software, ASAD Automated Storm Sewer Design, Numeric Nutrient Criteria evaluation spreadsheet developed in house and many more. Your Stormwater engineering needs have our utmost attention and is our top priority.

The Project Manager is the single point of contact for all project related issues.

Master Plans

RS&H staff has extensive experience in developing several Stormwater Master Plans for both private and public clients. You will appreciate this experience as RS&H becomes an extension of your staff to prepare master plans or review those of developers. In developing your master plans RS&H uses a standardized approach summarized as; visioning, inventory and data collection, problem identification and assessment, develop alternatives, establish goals, and priorities and then implementation. We utilize GIS based models; ground truthed for accuracy to analyze runoff volumes and pollutant loads then develop various BMP's to attenuate the discharge rates and loadings. Public involvement is key to the successful implementation of any master plan and RS&H has experience in successfully leading the public involvement element on complex, controversial projects.

Firm Modifications

RS&H staff includes several engineers with the CFM, Certified Floodplain Manager certifications. RS&H will work closely with You in reviewing or preparing LOMA's, Letter of Map Amendments, LOMR's, Letters of Map Revision or No-Rise Certifications. RS&H Certified Floodplain Managers will coordinate with FEMA Region IV office in Atlanta through our Atlanta office if necessary. We are not only experienced in FEMA FIS work but up to date in proposed changes in the CRS Community Rating System's Coordinators Manual. These changes that may affect you include getting more credit for restoring floodplains to a more natural condition, such as removing dams or meandering straight channels. Additionally, credit for keeping elevation certificates in computer format will be eliminated. There may also be a new element to provide credit for how a community administers its regulatory program, including conducting field inspections and re-inspections. There are more and you will be kept advised by RS&H. You can depend on RS&H to serve as your liaison to FEMA representatives thereby maintaining Leon County's compliance with the National Flood Insurance Program.

Watershed Retrofit Design

Watershed retrofit requires a holistic approach considering all of the hydrologic, hydraulic, land use and habitat features. Retrofit designs may cover a broad range of activities including habitat restoration, stream restoration, channel stabilization, planting native vegetation, pollution control at the source, and habitat preservation to



name a few. One can attempt to restore the hydraulic features of the watershed but how can this work if the whole watershed is not restored to pre-civilization conditions? This is one of the challenges the water resource team faces. RS&H utilizes a step by step process in accordance with The Center for Watershed Protection. This is an eight step process summarized as;

- Watershed inventory
- Field assessment
- Prioritization
- Public involvement
- Retrofit design
- Permitting
- Contract administration, (particularly construction inspections), and
- Maintenance and Operation Plans

Retrofitting can be a challenging task but does not have to be. RS&H's keys to your successful Watershed retrofit plans are to follow the systematic step by step plan, involve the public building consensus and innovation.

Habitat Restoration Planning and Design

Habitat is an important element in the watershed. Uplands within Leon County have been modified by agriculture, silviculture and urbanization in general. Human's have ditched, drained, diked, filled, channelized, applied herbicides and pesticides within wetlands and waterways. These practices of "improving" the conveyance have often adversely affected the natural habitat. One of the tools in RS&H's watershed management tool box is; trained staff experienced in habitat quality assessment, restoration planning and monitoring of flora and fauna. RS&H staff includes Certified Ecologists, Certified Wildlife Biologists, Professional Wetland Scientists and Professional Geologists with substantial experience in habitat restoration planning and design experience. Whether the issue is gopher tortoise relocation, invasive species documentation or wetland restoration, RS&H will assist the County with its land management issues.

NPDES permit support

RS&H has extensive experience in NPDES permitting through FDEP and have developed numerous successfully permitted site specific Stormwater Pollution Prevention Plans (SWPPP's). RS&H staff firsthand experience with FDOT Design Standards and proposes to utilize those where applicable as an efficient cost saving method. Additionally, RS&H is poised to assist you with NPDES MS4 annual reports including analysis of BMP selection and recommendations for remedial action as needed.

TMDL Analysis

RS&H has developed in house spreadsheet tools and experience in XP SWMM, WAM and other GIS based state of the art programs for the analysis of TMDL load allocations. Of particular interest is how the ground water component and mounding is (or is not) accounted for. Another important topic RS&H is well versed in is nutrient credit (AKA pollutant trading). RS&H is aware of the issues involving the Wakulla Springs Spring-shed and nutrient loads and studies of potential cause and effects. RS&H is well aware of other impaired water bodies in the county including Munson Slough and retro-fit projects to remedy these. The TMDL issues of Lake Munson are well documented and include dissolved Oxygen, nutrients, turbidity, and PCB. RS&H will investigate both standard and innovative BMP's to assist Leon County to reduce pollutant loads and comply with TMDL and Basin management Action Plans (BMAPS).

The Project Manager will call upon the capabilities and resources of RS&H. This includes architects, engineers, planners and environmental specialists, all with aviation experience and expertise.



Stormwater Facility Retrofit Design

Mr. Stewart, PE has managed over 100 miscellaneous drainage and stormwater projects through eight FDOT Districtwide Drainage Contracts throughout Florida. Many of these involved investigating complaints and developing retrofit designs to alleviate flooding or erosion concerns. This is accomplished by re-routing a diversion, increasing conveyance capacity, providing storage or a combination of these. These can be small, simple fixes to complex study and design solutions. The Key is to follow a standardized step by step process and depending on the size and complexity to involve the public. The results will be input into the Capital Improvement Plan as necessary for County staff. See the section on watershed retrofit design. Again, the importance of looking at a holistic watershed approach cannot be understated.

Review or Design Documents by Others

RS&H staff is familiar with the Leon County Land Development Code (LDC) as well as the unique hydrologic properties, karst features and special basin criteria. Reviews will be conducted to insure compliance with not only sound engineering practice but specifically NFWMD, FDEP and Section 10-4.301 to 10-4.307 of the LDC. Particular consideration will be paid to the fact of whether the design is off-line, on-line, wet detention or dry retention or swale storage. Furthermore, RS&H will look closely at stormwater rate control designs that utilize the "conveyance analysis" per 10-4.302(b) (1). Additionally, for Rate Control designs that utilize "Restricted Discharge per 10-4.302(b)(2) RS&H will double check that all post development discharge rates from all storms up to and including the 25 year, 24 hour event are less than the critical 2 year pre-development discharge rate.

Expert Witness Services

RS&H's staff has served various governmental agencies as expert witnesses in a variety of disciplines including Right of Way takings, stormwater Management and drainage issues including but not limited to condemnation cases. Mr. Stewart successfully served the FDOT district 5 as an expert witness in a stormwater condemnation case. Mr. Stewart has been under contract with the Orlando Orange County Expressway Authority to serve as an expert witness in an inverse condemnation case, however no testimony was required as the case was successfully settled out of court.

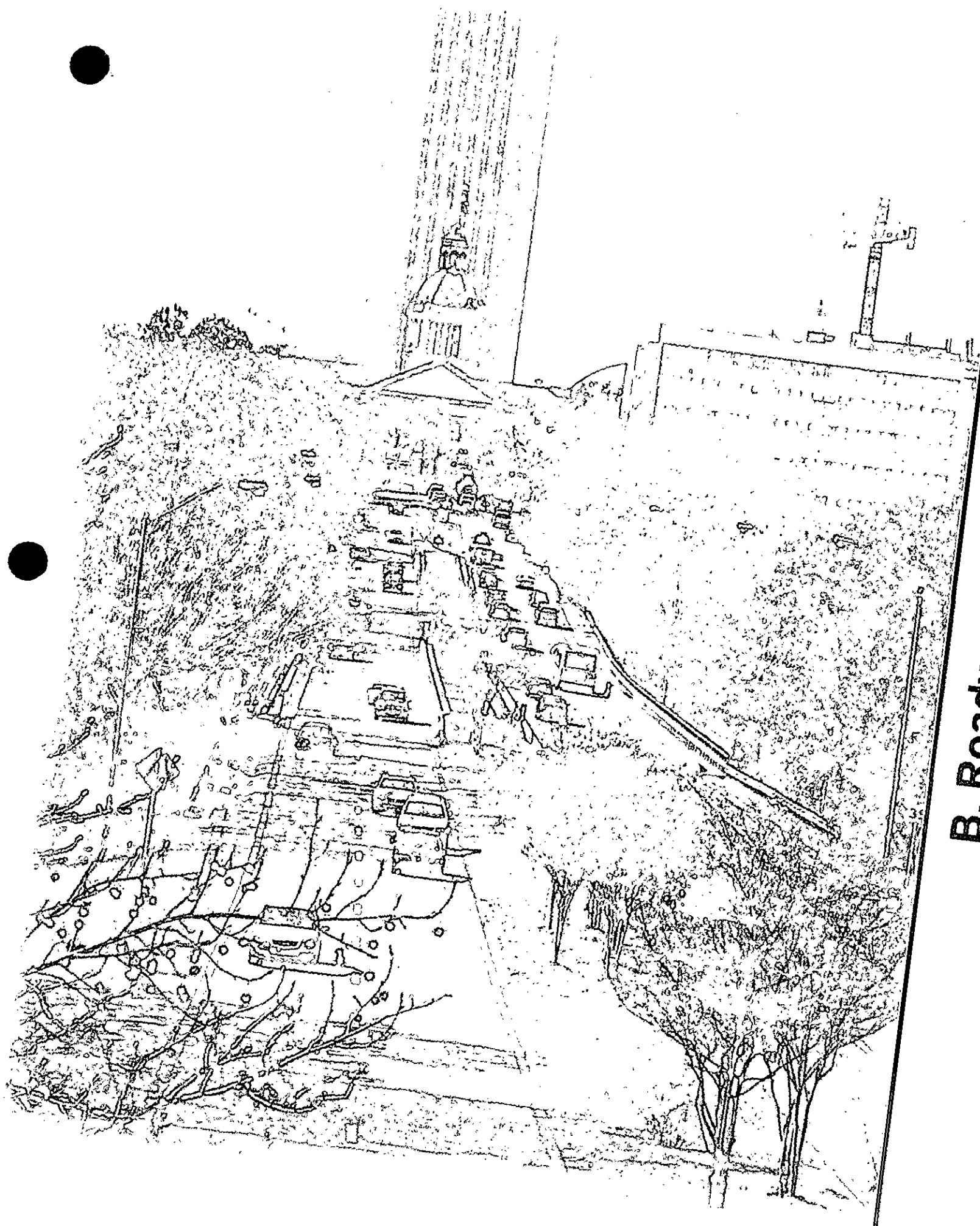
General assistance to County Staff for Large Scale Stormwater Issues

Not specifically listed but RS&H will provide you with added value of LID Low Impact Development design concepts and Best Management Practices (BMP). RS&H staff included several LEED certified engineers and planners but our LID experience goes beyond LEED. Many of our designs incorporate LID practices with sustainability in mind. RS&H as a value added service also offers grant opportunity tracking and writing to assist in funding stormwater improvement and flood mitigation projects.

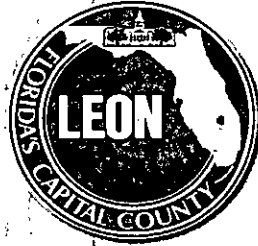
Available Design Services

- Civil Engineering
- Structural Engineering
- Mechanical Engineering
- Electrical Engineering
- Transportation Engineering
- Architecture
- Interior Design
- Landscape Design
- Environmental Services
- Value Engineering

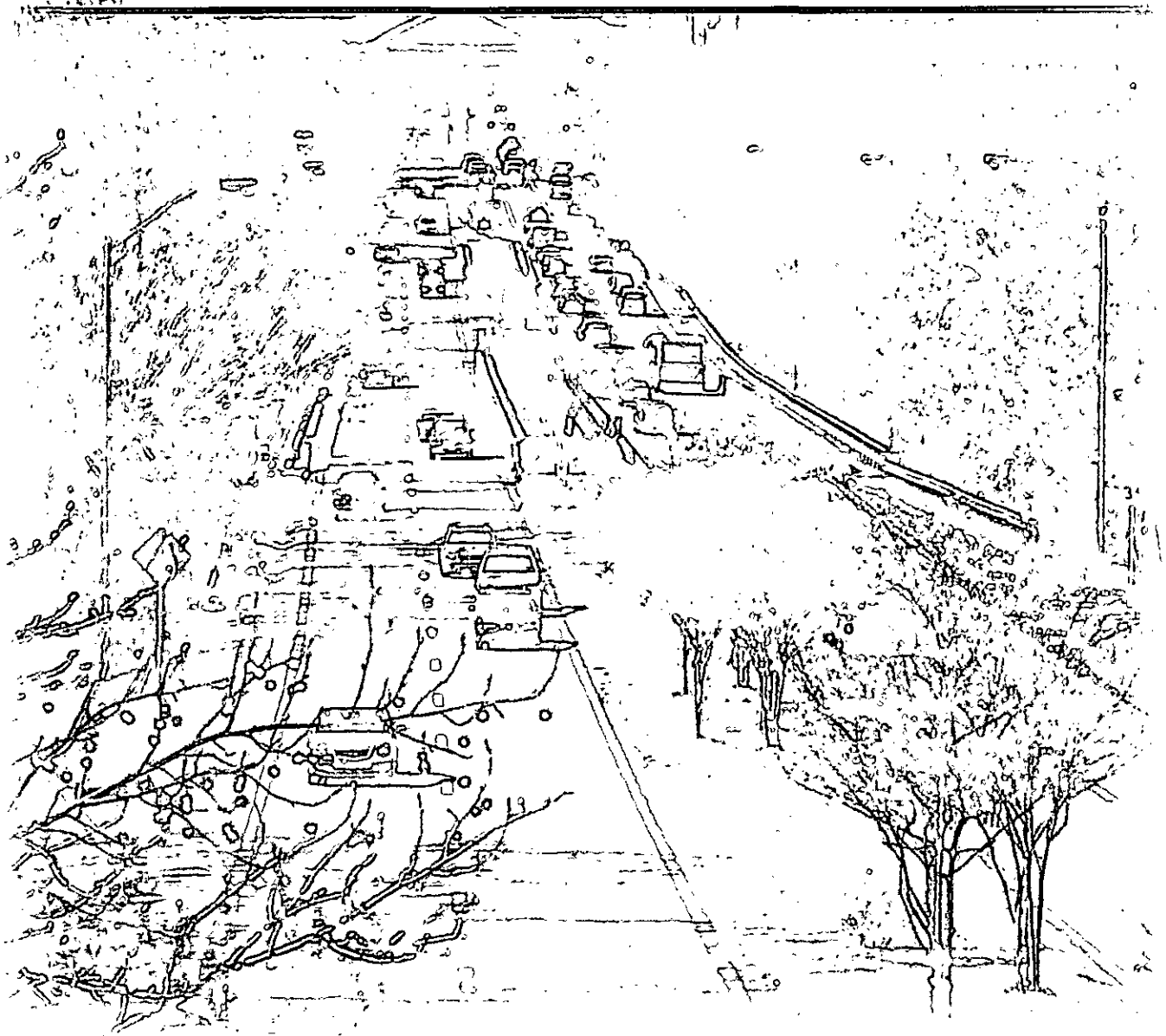




B. Roadway Design

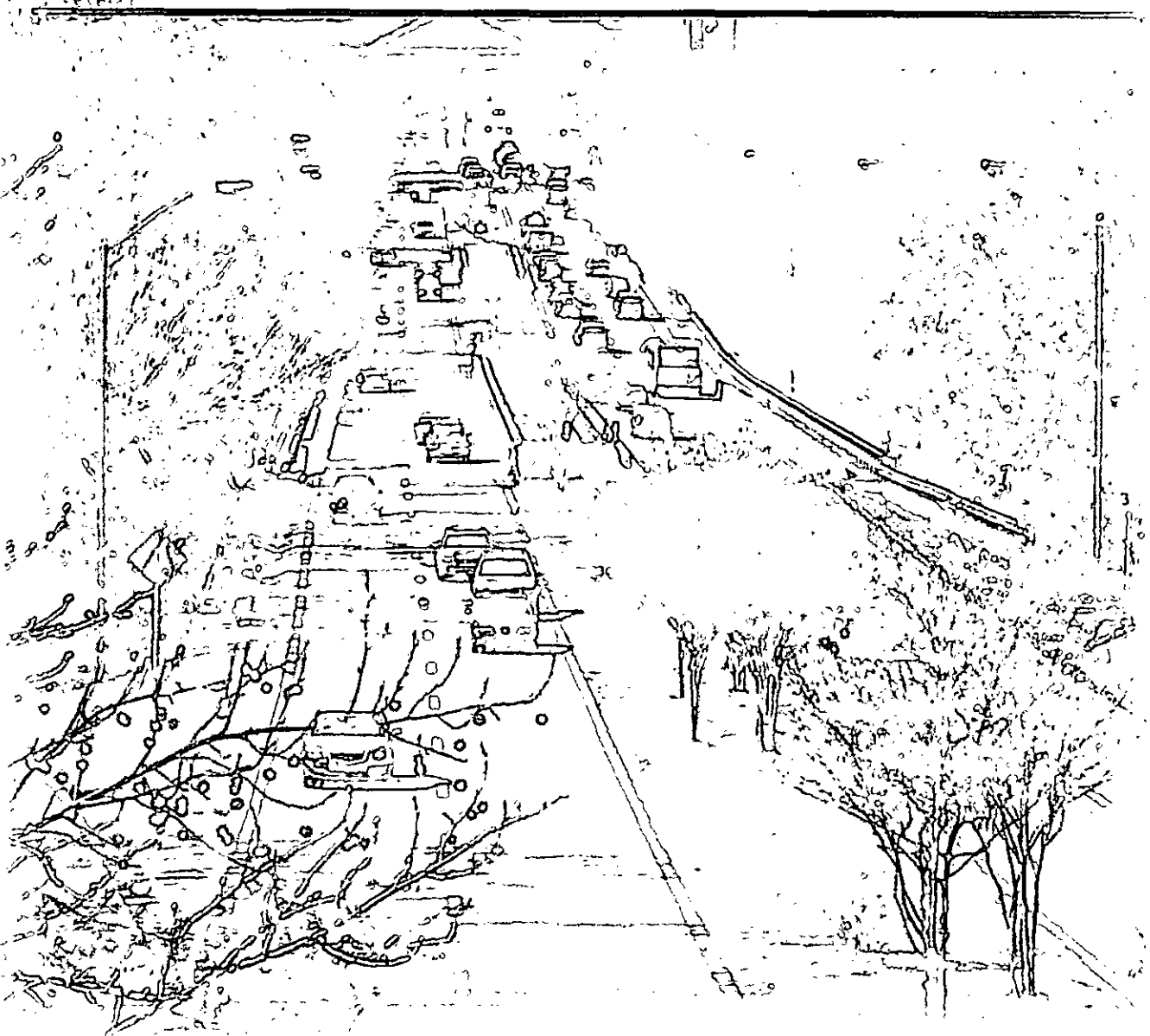


Specific Proposal Information to be Provided for Each Work Category





A. Ability of Professional Personnel

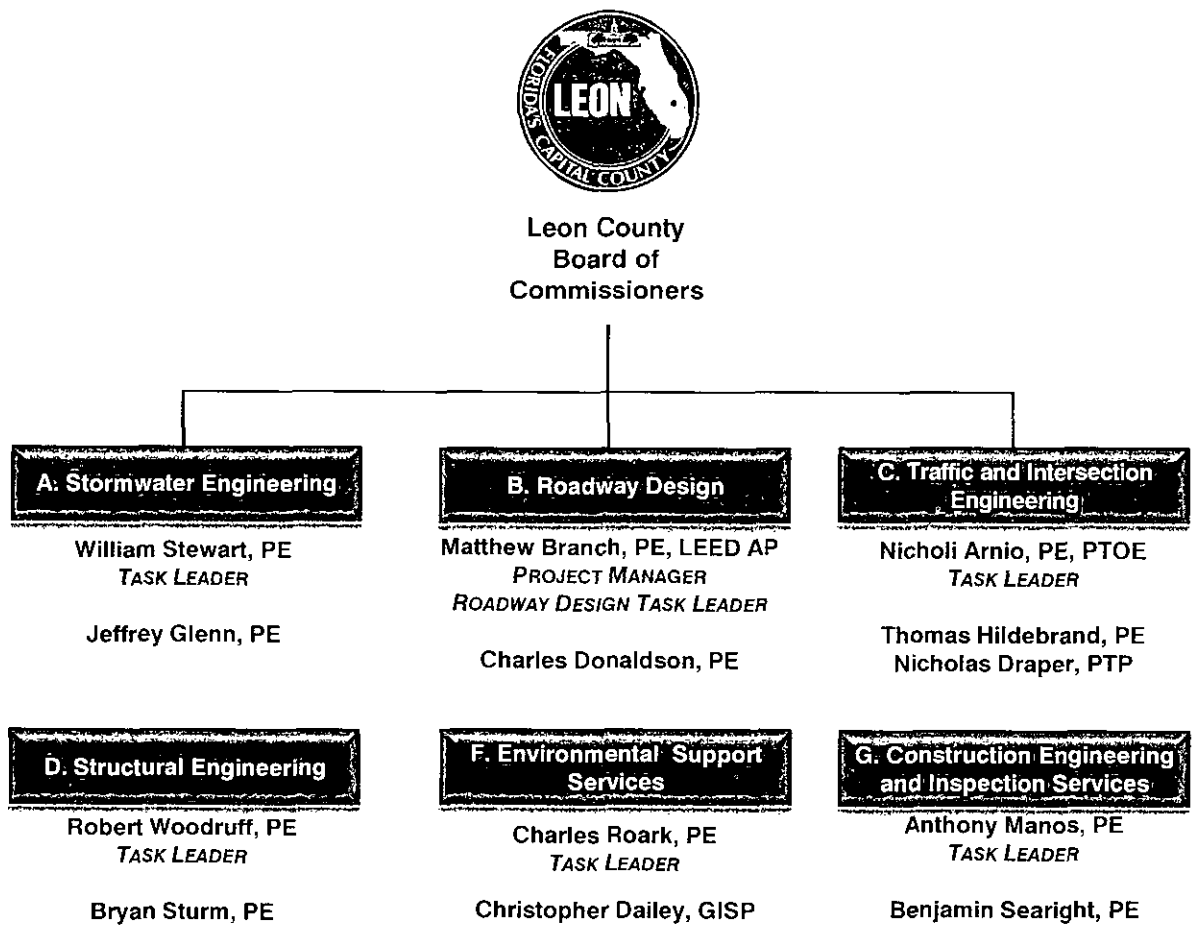


A Ability of Professional Personnel.

1. Employee Summary

The total number of professionals within our organization that may be assigned to this category of project is eight. These staff members are currently available for assignment to projects of both small and medium size. Their individual levels of availability will greatly increase over the next six months as projects currently under contract reach varying levels of completion.

RS&H believes the successful development of a Roadway Design project is dependent upon the efforts of a dedicated team of professionals working together in a unified effort with the county's staff. RS&H has assembled a highly-qualified and experienced team available to start work immediately. Team staff members were carefully selected to take best advantage of the special qualifications and experience of each person. A unique aspect of RS&H Team is that key participants have experience on roadway design projects of varying complexity, from very small resurfacing projects up to major roadway reconstruction projects. RS&H staff availability exceeds the staff identified on the organization chart. The depth of personnel within RS&H and the core team members will ensure each project is completed on-time and within budget. Following the chart are brief resumes of key personnel.



Years with RS&H 6
Years with other Firms 8

Project Manager
Task Leader Roadway Design

Responsibilities

Mr. Branch is responsible for the management of the highway design group in the Tallahassee office.

Experience

Mr. Branch has more than 14 years experience in the design of roadway projects for the Florida Department of Transportation.

- SR 8 (I-10) from the east end of the Apalachicola River Bridge to west of SR 12, Florida Department of Transportation District 3, Gadsden County, Florida – Project Manager. Project consists of the milling and resurfacing of 10.2 miles of Interstate 10 in western Gadsden County. Also included are numerous repairs to drainage structures, correction of major erosion, safety improvements including guardrail extensions, replacement of bridge approach slabs, and upgrading of guardrail connections to existing bridges. The project has not been let for construction, so no bid price is available.
- Bush Road over Wright's Creek, Florida Department of Transportation District 3, Holmes County, Florida – Project Manager. Project involved roadway design to detail the reconstruction of roadway approaches to a new bridge over Wright's Creek. Signing and pavement marking plans were prepared and a detour was developed for traffic in the project area. This 0.25 mile project has not been let for construction at this time, so no bid price is available.
- SR 61 (Monroe Street) from Perkins Street to Thomasville Road, Florida Department of Transportation, District 3, Leon County, Florida--Project Manager. Project is the design of resurfacing for an urban four-lane arterial through central Tallahassee in front of the state Capitol. The project consists of milling and resurfacing the roadway, along with upgrades/additions to pedestrian features to meet ADA compliance. The project low bid price was \$ 2,463,675 for this approximately 1.9 mile project.
- SR 10 (US 90) from the East End of Apalachicola River Bridge to the Beginning of the Four-Lane Section West of Quincy, Florida Department of Transportation, District 3, Gadsden County, Florida--Project Manager. Project involved the milling and resurfacing of a portion of SR 10 in Gadsden County, drainage improvements to alleviate an undermining condition that threatened a section of SR 10 and improvements to increase the accessibility for pedestrians and those with disabilities. The project low bid price was \$ 11,481,219.90 for this approximately 16.4 mile project.

Professional Credentials

Bachelor of Science in Civil Engineering, Florida State University, 1999

Associate of Arts, Chipola Junior College, 1993

Registered Professional Engineer: Florida (No. 60807), 2004

LEED Accredited Professional, 2008

Member, Florida Engineering Society

Member, National Society of Professional Engineers



CHARLES DONALDSON, PE

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IMPROVING YOUR WORLD

Years with RS&H 5
Years with other Firms 7

Roadway Design

Responsibilities

Mr. Donaldson is a transportation engineer who contributes to project development and design by providing engineering design, project management and construction administration. Additional duties include plans preparation in CADD, specifications and cost estimates.

Experience

- Four Turnpike Bridges, South Florida--Transportation Engineer. Design of TCP and construction sequence, comp book and plans preparation using MicroStation. Approximately \$350k design fees, bridge painting and minor repairs.
- Span Replacement on Forest Hill Bridge over Turnpike, Palm Beach County, Florida--Transportation Engineer. Design of TCP, comp book and plans preparation using MicroStation. Approximately \$250k design fees, bridge span replacement and minor repairs.
- Pro Player Stadium Flyover, Dade County, Florida--Transportation Engineer. Design of TCP and construction sequence, comp book and plans preparation using MicroStation. Approximately \$75k design fees, bridge painting and minor repairs.
- US 98/Thomas Drive Intersection, Bay County, Florida--Transportation Engineer. Design of roadway/bridge geometry and profiles, TCP and plans preparation using MicroStation. Responsible for post-design services including shop drawing review and coordination with CEI and Florida Department of Transportation project manager. Approximately \$2M design fees, new roadway and bridge construction in urban area. Project Role: Project Engineer/Assistant Project Manager.
- SR 79 Multilane - Three Projects, Bay County, Florida--Transportation Engineer/Assistant Project Manager. Design of roadway geometry and profiles, TCP and plans preparation using MicroStation. Provided post-design services on one of the three projects. Approximately \$1M design fees, new roadway construction in rural area.
- Group 03-08 Resurfacing - Four Projects, Okaloosa County, Florida--Transportation Engineer. Design of roadway plans (rural and urban), including milling and resurfacing and minor widening/reconstruction, TCP, specification package preparation and plans production in MicroStation. Preparation and submittal of electronic deliverables using PEDDS. Approximately \$300k design fees, resurfacing and new roadway design (turn lanes, intersection realignments).
- SR 53 to CR 255 Connector Road, Madison County, Florida--Transportation Engineer. Design of roadway geometry and drainage swales. Plans preparation in AutoCADD including cross sections, roadway profiles and drainage details. Approximately \$100k design fees, new roadway construction in rural area.
- St. Simons Island Gateway, Glynn County, Florida--Transportation Engineer. Design of roadway geometry, including realignment, reconstruction and resurfacing. Plans preparation in AutoCADD including cross sections, roadway profiles and drainage details. Approximately \$200k design fees, new roadway construction in suburban area.
- SR 10 Resurfacing, Gadsden County, Florida--Project Manager. Design of roadway plans including milling and resurfacing, minor drainage improvements, ADA upgrades and sidewalk improvements. Plans preparation and production in MicroStation. Approximately \$500k design fees, resurfacing and new roadway design (turn lanes).



- I-595 PD&E, Broward County, Florida--Project Engineer. Design of preliminary roadway and bridge profiles including analysis of existing bridge profiles and clearances. Approximately \$2M design fees, Preliminary roadway design (highway and ramp alignments major state highway and interchanges).
- SR 61 Resurfacing, Leon County--Project Engineer. Design of roadway plans including milling and resurfacing, ADA upgrades and sidewalk improvements. Included plans preparation and production in MicroStation. Approximately \$500k design fees, resurfacing and new roadway design (turn lanes).
- FEMA PA Program (Disaster 1805-Hurricane Ike), Dayton, Ohio--TAC Project Specialist. Met with and interviewed applicants, collected data in the field and prepared Project Worksheets for Category A, B, C and F work. Participated in the PA Pilot program for all Category A worksheets. Prepared and verified cost estimates using RS means.
- FEMA Disaster Recovery Program (Disasters 1786 & 1792, Hurricane Gustav and Ike), New Orleans, Louisiana--TAC Project Specialist. Attended three-day PAC crew leader training. Performing disaster recovery operations by assisting local government entities (applicants) in identifying damages and/or emergency work performed, and preparing project worksheets to reimburse the applicants. Assignment areas are the Southern Parishes (Jefferson, Orleans, St. Bernard and Plaquemines). Other duties include performing site visits to collect data (GPS readings, photos, measurements) and managing each applicant's projects in the EMMIE database.

Professional Credentials

Bachelor of Science in Civil Engineering, Florida State University, 1998
Registered Professional Engineer: Florida (No. 60061), 2003



Roadway Design

Responsibilities

Mr. Hildebrand is responsible for preparing civil engineering designs of roadways, structures, traffic control, signing and marking plans, drainage and drainage structures and intersection signalization.

Experience

Mr. Hildebrand has experience utilizing MicroStation V8/XM, GeoPak, AutoCADD, ArcGIS, and Synchro.

- Fort Stewart Area Transportation Assessment – Flemington Sector Plan & Traffic Study, Liberty Consolidated Planning Commission – Transportation Engineer. The RS&H Team conducted a traffic impact assessment of the brigade relocation on Fort Stewart. This included an estimation of trips generated by the military and civilian employees, including contractors. Existing crash patterns were analyzed and countermeasures were identified to reduce the projected crash rate associated with the increase in traffic. The countermeasures examined included closing/relocating driveways, channelizing turning movements, improving sight distance through geometric design, and the use of additional traffic control devices. This was a study of approximately 0.5 miles of roadway, therefore, no bid price is available.
- Topsail Entrance, Preble-Rish, Inc.—Transportation Engineer. The existing T-intersection at US 98 and CR 30A was redesigned to a four leg intersection to accommodate a new development to the north. Operational traffic conditions were evaluated in order to develop an optimal signalization operation plan. Signalization plans were prepared to meet Florida Department of Transportation criteria. The signalization component of the project is currently out for bid, therefore, no bid price is available at this time.
- Bannerman Road Corridor Study, Leon County, Florida--Transportation Engineer. Project included a 4.4 mile National Environmental Policy Act (NEPA) style corridor study for Leon County, Florida. The corridor study involved a two-lane facility that is nearing capacity. Major components of the study include traffic operations analysis, safety analysis, right-of-way needs, geotechnical investigation, stormwater design, environmental investigations such as impacts to wetlands and threatened and endangered species and development of 30 percent design plans for the preferred improvements. This 4.4 mile project is a study, therefore, no bid price is available.
- Bill Gardner Interchange Modification Report, Georgia Department of Transportation (GDOT), Henry County, Georgia--Transportation Engineer. The project involved the evaluation of the interchange in accordance with GDOT and Federal Highway Administration criteria. Design and analysis of several interchange configuration layouts and operational performance of such were examined in a matrix evaluation. Right-of-way cost, construction costs, environmental and social impacts were considered in the evaluation process. This project was the analysis of the operation of a single interchange, therefore, no bid price is available.
- Bush Road over Wright's Creek, Florida Department of Transportation, District 3, Holmes County, Florida--Lead Designer. Served as lead designer for the roadway portion of the project. Bush Road is a two-way 18-foot-wide dirt facility that crosses over Wright's Creek via a single-lane wood bridge. This project includes the replacement of the structurally and functionally deficient wood bridge, widening and paving the approaches to the bridge, and installing guardrail to add safety. The new structure was raised approximately two feet in elevation and extended 22 feet, therefore, the horizontal and vertical geometry of the approaches to the bridge had to be redesigned to tie into the existing ground and provide a safe and comfortable ride. Additional services provided include developing an offsite detour scheme, preparing signing and pavement markings plans, and permit processing. This 0.25 mile project has not been let for construction at this time, therefore, no bid price is available.

- SR 61 (Monroe Street) from Perkins Street to Thomasville Road, Leon County, Florida--Transportation Engineering—Project Engineer. This Florida Department of Transportation project involved milling and resurfacing the existing roadway and upgrading features to comply with ADA requirements. The upgrades included the design of ADA-compliant curb ramps, reconstruction of deficient sidewalks and the placement of railing along the back of sidewalks and steps to aid in pedestrian safety. As an additional service, an exclusive right turn lane warrant study was conducted at the intersection of Monroe St. and Brevard St. The study included data collection involving Nu-Metrics Hi-Star traffic counters and turning movement counts during peak hours. Build and no-build conditions were analyzed utilizing Synchro. The project low bid price was \$2,463,675 for this approximately 1.9 mile project.
- Jacksonville Transportation Center Skyway Module, Jacksonville, Florida--Transportation Engineer. The project included designing bus lanes on both sides of the Transportation Center as well as an access road and acceleration lane for the I-95 on-ramp. Plans preparations included typical sections, cross sections and plan sheets. All designs were completed utilizing MicroStation V8 with GeoPak. This 0.25 mile project has not been let for construction at this time, therefore, no bid price is available.
- SR 10 (US 90) from the East End of the Chattahoochee River to Desoto Avenue, Jackson County, Florida—Project Engineer. The project involved the milling and resurfacing of a portion of SR 10, the addition of paved shoulders, drainage improvements, identifying and resolving utility conflicts and CADD preparations of plans. The project low bid price was \$11,481,219.90 for this approximately 16.4 mile project.

Professional Credentials

Master of Science in Civil Engineering, Florida State University, 2007

Bachelor of Science in Biology, Florida State University, 1999

Registered Professional Engineer: Florida (No. 72307), 2011

Florida Department of Transportation Specifications Package Preparation for Consultants Training

Florida Department of Transportation PD&E Manual Webinar Training

Bentley GeoPak Drainage Training Course



Years with RS&H < 1
Years with other Firms 7

Roadway Design

Responsibilities

As a Transportation Engineer and Project Manager, Mr. Arnio is responsible for transportation planning, site impact studies, transportation master planning, work plan forecasts, growth forecasting, travel demand modeling, infrastructure improvement planning, project development and environment (PD&E) studies, National Environmental Protection Agency (NEPA) studies, multimodal planning, sea port planning and permitting, and site/civil development design.

Experience

Mr. Arnio has more than seven years of experience with transportation engineering including providing technical expertise, quality assurance, and quality control for governmental agencies, managing client and subconsultant relationships, and creating detailed engineering designs.

Mr. Arnio has provided the preparation for roadway/highway design work using Florida and American Association of State Highway and Transportation Officials (AASHTO) standards including horizontal and vertical alignment, roadway typical sections, intersection layout and sight distance determination, interchange layout, roadway drainage (hydraulic location reports), right-of-way plans, temporary erosion control plans, and site preparation plans.

- Bannerman Road Corridor Study, Leon County, Florida, Dollar Value: \$999,037.00--Deputy Project Manager. Project included a 4.4 mile National Environmental Policy Act (NEPA) style corridor study for Leon County, Florida. The corridor study involved a two-lane facility that is nearing capacity. Major components of the study include traffic operations analysis, safety analysis, right-of-way needs, geotechnical investigation, stormwater design, and environmental investigations such as impacts to wetlands and threatened and endangered species habitats.
- Bill Gardner Interchange Modification Report, Georgia Department of Transportation (GDOT), Dollar Value: \$182,500--Traffic Engineer. Mr. Arnio was in charge of interchange configuration layouts and operational design. GDOT and Federal Highway Administration criteria were examined to compare interchange layouts in a matrix evaluation. Right-of-way cost, construction costs, environmental and social impacts were considered in the evaluation process.
- Georgia Airport Development Traffic Analysis, Dallas, Georgia, Dollar Value: \$472,084--Traffic Engineer. Mr. Arnio was in charge of development of existing conditions analysis, trip generation, traffic factor calculations, and traffic forecasting. The development consisted of 890,000 square feet of industrial park.

Professional Credentials

Master of Science in Civil Engineering, University of Central Florida, 2010
Bachelor of Science in Civil Engineering, South Dakota State University, 2002
Registered Professional Engineer: Alabama (No. 29732), 2008; Florida (No. 67530), 2008
Registered Professional Traffic Operations Engineer: United States (No. 2447), 2009
United States Army Officer, Company Commander, Executive Officer, and Platoon Leader, 2002-2006
Member, Florida Engineering Society
Member, Institute of Transportation Engineers



CHARLES (DREW) ROARK, PE



Years with RS&H 9
Years with other Firms 7

Roadway Design

Responsibilities

Mr. Roark manages the RS&H Tallahassee Office. Mr. Roark has been directly involved with multiple Project Development and Environment (PD&E) studies, both as a Transportation Engineer and Project Manager. Mr. Roark has also managed specialty projects such as the Florida Department of Transportation Central Office Transportation Statistics Data Support project and the Florida Statewide Motor Carrier Compliance General Consultant contract.

Experience

Mr. Roark is experienced in preparation and review of transportation impact studies for numerous Developments of Regional Impact (DRI) throughout the state of Florida. His experience has included preparation and supervision of data collection programs, coordination with local review agencies, preparation of traffic signal warrant reports, modeling of future traffic volumes using the FSUTMS model, calculations of projected impact fees including independent impact fee studies and preliminary roadway planning and design.

Mr. Roark is also experienced in the planning for surface transportation roadways of airports. His experience in this area includes the development of software used as a planning tool for curb fronts, as well as general planning for airport circulation roadways.

- Bannerman Road Corridor Study, Leon County, Florida--Project Manager. \$1 million fee, 4.1 mile Corridor Study. Preparation of a corridor study to analyze a two-lane divided roadway and its applicability to be widened to four lanes. Project includes traffic analysis, development of alternatives, evaluation of the preferred alignment, review of potential environmental impacts, public participation and reports documenting the analysis completed.
- I-75 at Bill Gardner Parkway Interchange Modification Report (IMR), Locust Grove, Georgia--Project Engineer. \$17 million estimated construction cost. Responsible for developing opening, interim and design year, design hour traffic volumes and interchange alternatives. Performed capacity, CORSIM and operational analysis for the No-Build and Build alternatives. Responsible for quality assurance of the Interchange Modification Report (IMR).
- Destin Traffic Study, Destin, Florida--Project Manager. Approximately \$25,000 fee traffic study analyzing a new alignment extension of a roadway connecting two roadways. Project included traffic data collection and analysis using Synchro software and report.
- Comprehensive Plan Update, Southwest Florida International Airport, Fort Myers, Florida--Transportation Engineer. Involved a \$350,000 fee for a general planning study of the Southwest Florida International Airport (RSW) to update the local comprehensive plan and to remove RSW from the DRI process in Florida. Responsibilities included traffic and transportation analysis of roadway surrounding and within the airport, including airport trip generation, distribution, assignment and analysis.
- Westside Boulevard from I-4 to Osceola/Polk County Line Route Study, Polk County, Florida--Project Manager. An approximately \$230,000 fee for the preparation of a corridor study for a new segment of Westside Boulevard. Project includes traffic analysis, development of alternatives, evaluation of the preferred alignment, review of potential environmental impacts, public participation and reports documenting the analysis completed.
- SR 54 (West of CR 579 to East of Curley Road), Pasco County Government, Pasco County, Florida--Project Manager. Under the Pasco Continuing Professional Services Agreement, with a fee greater than \$500,000, prepared a Project Development and Environment (PD&E) study to be carried forward as a State Environmental Impact Report to determine needed improvements to this roadway. Project includes traffic projection to the 2025 design year, engineering analysis to determine right-of-way requirements for alternatives developed, environmental evaluation and a public involvement program.



- Clinton Avenue Extension (McKendree Boulevard to East of Curley Road) Pasco County, Florida--Project Manager. Under the Pasco Continuing Professional Services Agreement, with a fee of approximately \$165,000 prepared a corridor study for the new segment of Clinton Avenue. Project includes traffic analysis, development of alternatives, evaluation of the best-fit alignment, review of potential environmental impacts, public participation and reports documenting the analysis completed. Right-of-way maps prepared to document existing conditions.
- CR 54 (US 27 to US 17/92), Polk County Government, Polk County, Florida--Project Manager. A fee of approximately \$140,000 prepared a corridor study for this segment of CR 54. Project includes traffic analysis of existing conditions, projection of traffic to the 2025 design year and determining of future laneage needs. Alternatives developed and analyzed to determine future right-of-way requirements.
- Pauls Drive (Brandon Main Street) from Brandon Boulevard to Bandon Parkway, Hillsborough County Government, Hillsborough County, Florida--Transportation Engineer. Prepared a Project Development and Environment (PD&E) study to determine typical sections and alignment to Pauls Drive (Brandon Main Street). Project included traffic analysis, development of alternatives, evaluation of the best-fit alignment, review of potential environmental impacts, public participation and reports documenting the analysis completed. Right-of-way maps prepared to document existing conditions.
- Dover/Little/Durant Intersection Improvement Study, Hillsborough County Government, Hillsborough County, Florida--Project Manager. Preparing a study to examine existing and future traffic operations, document accident occurrences and review potential solutions to improve geometry at this intersection.
- Busch Boulevard CMS Corridor Study, Tampa, Florida--Transportation Engineer. Corridor study to identify problem areas and potential low-cost solutions to improve mobility by reducing congestion and maximizing the potential for alternative modes.
- Multimodal Transportation Needs Plan, Plant City, Florida--Transportation Engineer. Study to develop an action plan for transportation improvements within the city of Plant City. Responsibilities included data collection and analysis, agency coordination and report preparation.

Professional Credentials

Bachelor of Science in Civil Engineering, University of South Florida, 1997

Registered Professional Engineer: Florida (No. 56826), 2001

Registered Professional Traffic Operations Engineer: (No. 1105), 2003 - 2009

Board Member, Tampa Bay Chapter Institute of Transportation Engineers, 2005 - 2007

Member, Institute of Transportation Engineers, Planning Council

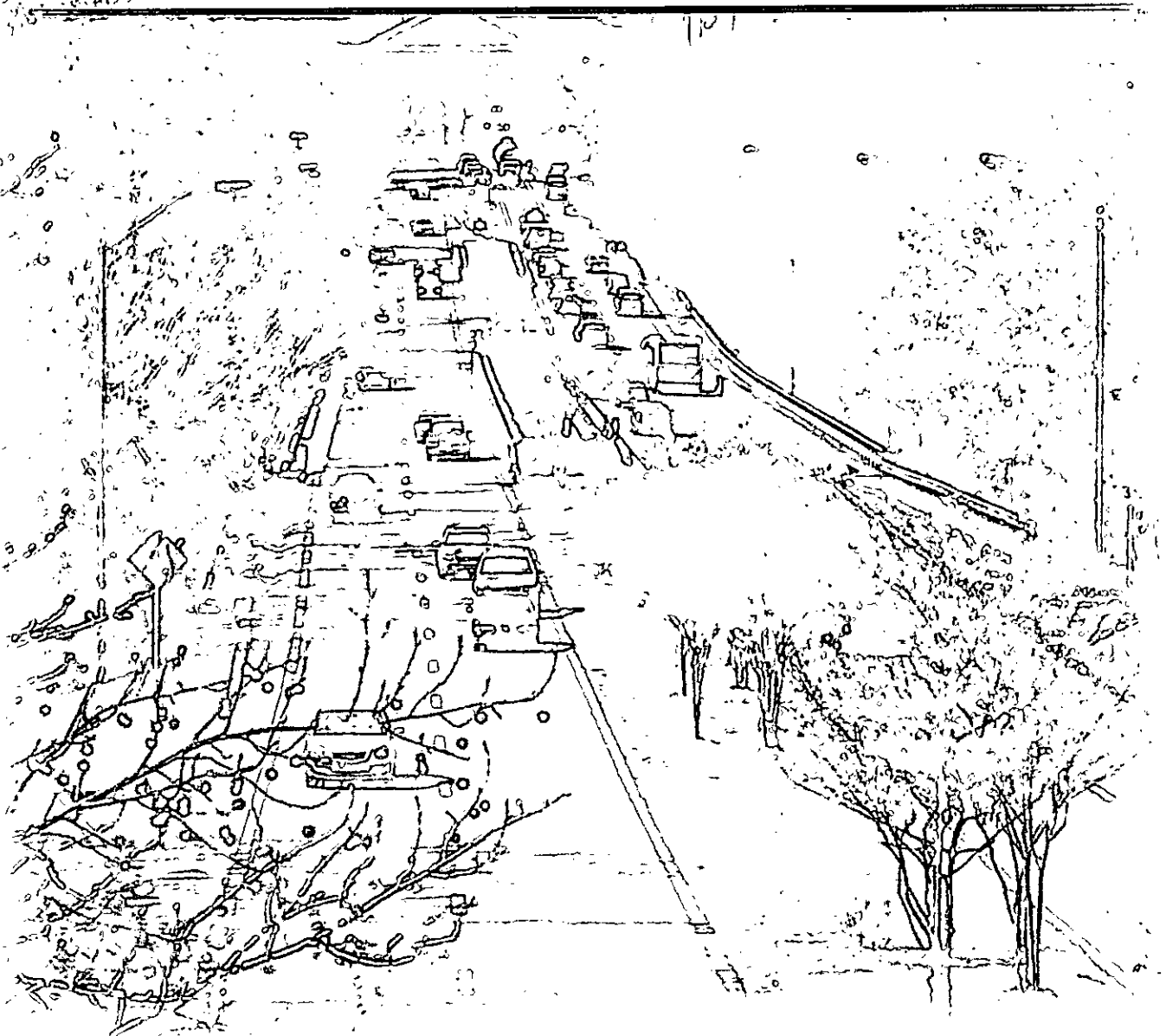
Member, Leadership Tallahassee Class 26;

Public Relations Committee Member, Florida Institute of Consulting Engineers





B. Experience with Projects of a Similar Type and Size



B Experience with Projects of a Similar Type and Size

1. Project Experience

State Road 10 (US 90) from the east end of the Apalachicola River Bridge to the beginning of the four lane section west of Quincy
Gadsden County, Florida

The improvements undertaken as a part of this project included milling and resurfacing SR 10 within the project limits, a distance of just over 16 miles. Also included were safety improvements such as guardrail replacement and repair, and upgrading guardrail connections to existing bridges. Improvements to pedestrian features were included to bring those appurtenances into compliance with the provisions of the Americans with Disabilities Act. Repairs were made to existing drainage structures as necessary to ensure their continued serviceability. Signing and pavement marking plans were developed for the length of the corridor. Signalization plans were developed to provide continued safe operations at two signalized intersections.



Project Owner Representative Name: Garrett Martin, PE
Agency Name: Florida Department of Transportation District 3
Address: 1074 Highway 90, Chipley, Florida 32428
Phone: (850) 638-2288

Project Completion Date: 01/ 2010

Project Manager and other Key Professionals:
Matthew Branch, PE, LEED AP – Project Manager
Charles Donaldson, PE – Project Engineer
Thomas Hildebrand, PE – Engineer

SR 61 (Monroe Street) from Perkins Street to Thomasville Road
Tallahassee, Leon County, Florida

This project includes the milling and resurfacing of SR 61 through downtown Tallahassee, Florida. Numerous repairs to pedestrian features are being undertaken to bring those features into compliance with the provisions of the Americans with Disabilities Act. Safety features, such as pedestrian railing, were added as needed. Signing and pavement marking plans were developed for the length of the corridor. Signalization plans were developed to provide continued safe operations at each of the 16 signalized intersections within the project limits.



Project Owner Representative Name: Garrett Martin, PE
Agency Name: Florida Department of Transportation District 3
Address: 1074 Highway 90, Chipley, Florida 32428
Phone: (850) 638-2288

Project Completion Date: Currently under construction

Project Manager and other Key Professionals:
Matthew Branch, PE, LEED AP – Project Manager
Charles Donaldson, PE – Project Engineer
Thomas Hildebrand, PE – Engineer



Bush Road over Wright's Creek
Holmes County, Florida

The overall purpose of this project is to replace an existing timber bridge with a modern concrete structure and reconstruct the roadway approaches. RS&H is in a subconsultant role on this project and is providing roadway design services to the prime consultant. Roadway plans, profiles, and cross sections were developed detailing the reconstruction of the roadway approaches. Signing and pavement marking plans were developed for the project area. A road closure was required, so the project team developed a workable detour for traffic in the area.



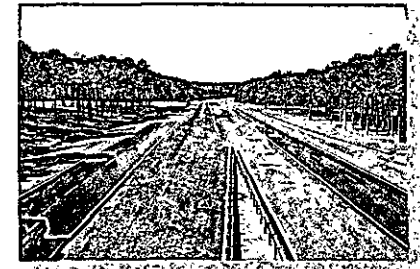
Project Owner Representative Name: Dean Mitchell, PE
Agency Name: Florida Department of Transportation District 3
Address: 1074 Highway 90, Chipley, Florida 32428
Phone: (850) 638-2288

Project Completion Date: Not yet let for construction

Project Manager and other Key Professionals:
Matthew Branch, PE, LEED AP – Project Manager
Thomas Hildebrand, PE – Project Engineer
Charles Donaldson, PE – Engineer

SR 8 (I-10) from the east end of the Apalachicola River Bridge to west of SR 12
Gadsden County, Florida

This project consists of the milling and resurfacing of approximately 10.2 miles of I-10 in western Gadsden County. Also included are numerous repairs to drainage structures, correction of major erosion, safety improvements including guardrail extensions, replacement of bridge approach slabs, and upgrading of guardrail connections to existing bridges. The project has not been let for construction, so no bid price is available.



Project Owner Representative Name: Donald Rogers, PE
Agency Name: Florida Department of Transportation District 3
Address: 1074 Highway 90, Chipley, Florida 32428
Phone: (850) 638-0250

Project Completion Date: Not yet let for construction

Project Manager and other Key Professionals:
Matthew Branch, PE, LEED AP – Project Manager
Thomas Hildebrand, PE – Project Engineer
Charles Donaldson, PE – Engineer



2. Relevant Projects Presently Under Contract

Client Name	Project Name/Description	Fee	Contract Date
Miami, City of	Drainage Improv for SW 16 Avenue	\$22,687.00	02/20/2011
Hillsborough County	Causeway Blvd./ Providence Road	\$225,381.57	12/08/2010
FDOT - District Seven	US 301 Rehab in Pasco County	\$1,655,123.00	11/22/2010
FDOT - District Two	I-295 Collector Distributor/Collins	\$125,046.00	11/01/2010
Preble-Rish, Inc.	Topsail Entrance	\$27,000.00	08/31/2010
Orlando-Orange Co-Expressway	SR 408/SR 417 Interchange - PDS	\$832,718.88	06/21/2010
FDOT - District Three	SR 8 (I-10) frm Apalachicola River	\$1,597,383.00	06/16/2010
Registe, Sliger Engineering, Inc.	Bush Road Over Wright's Creek	\$86,033.89	03/22/2010
FDOT - District Three	SR 61 Monroe St frm Perkins Street-Thomas Road	\$713,641.00	10/04/2007
FDOT - Turnpike Enterprise	Suncoast Parkway 2 Section 3	\$9,061,173.00	08/01/2007
Pinellas County	22nd Avenue South PD&E	\$567,213.00	05/29/2007

3. Procedures for Ensuring Current Design Standards

RS&H's high quality grades on recent projects reflect the RS&H Team's commitment to excellence.

Quality begins with having pride in our work and subsequently encompasses every facet of the job from start to finish. Our team's continual awareness of quality makes the difference. Processes and procedures can control quality, but our commitment to quality starts at the highest levels of our organization and is executed at all levels down to the individual designer.

The Design Quality Management Plan is a continuous and interactive process of coordination, communication, review, checking and back-checking all project components and documents. RS&H has established documented quality management procedures that are detailed in its corporate Standard Operating Procedures (SOPs) for all work products.

The QA/QC Process

In operation, the QA/QC process is quite simple and applies to all project work: plans, reports, design documents, surveys, estimates, data, etc. A key element of the process is to have the most qualified people in the checking process. They must know their role and schedule the time for their participation. As with all submittals, cross-discipline checks will be performed. The process differs slightly for the written material and such things as calculations, but the five-step procedure is as follows:

Step One: Origination - The Originator or Registered Professional (RP) checks for completeness and/or assembles each element of the check plans package. After the package is deemed complete and ready for checking, the RP stamps and signs the plans.

Step Two: Checking - The Checker (someone other than the Originator) shall be a person with qualifications equal to or exceeding the RP. The Checker shall highlight in yellow on the check-print each part that is correct and mark in red on the check-print the required corrections, additions or deletions.



Step Three: Concurrence - Originator shall review the Checker's marks on the check-print (back checking) and place a check mark in red near each of the Checker's red-marked changes if they agree the document original should be changed. Then the Originator consults with the Checker and either agrees or crosses out the red mark. The result of Step Three is a set of check-prints with agreed-upon changes that have been color coded and signed by the Originator.

Step Four: Incorporation - The Originator shall update the document original to include the changes agreed upon and highlight the check-print in yellow.

Step Five: Verification - The Checker shall compare each of the changes on the check-print with the updated portions of the document original and check in green the re-worked changes or circle the lack of change in green. The final verification is made and a green check is applied to the sheet. The result is a set of plans ready to submit and a check set fully documented.

Tracking

Tracking the process is a vital part of a QA/QC Program. We do this by use of a tracking stamp, a QA/QC Coordinator, and a QA/QC Process Log. Checklists are very important to the process as well. These checklist and stamps help standardize the checking procedure and, in effect, program the process; and many different ones are used, as appropriate.

Documentation

The final key in the overall QA/QC Program is the documentation process, including:

- Utilizing the tracking stamp, executing Process Log and Maintaining a QA/QC file
- Utilizing and retaining check sets with submittal sufficiency checklists
- Completion of a final Quality Assurance Review and Certification by the Project Officer

Constructability Review

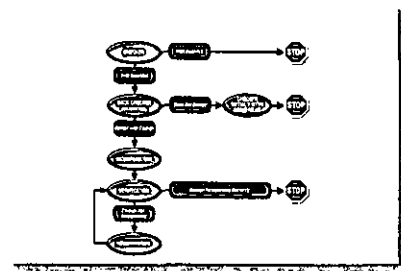
Constructability reviews will be conducted by qualified construction services personnel. RS&H designers benefit greatly from the input of construction services personnel as they recognize the challenges faced by construction contractors. The feedback given by constructability reviewers ensures that the client receives a plan set that is clear, concise, and understood by the construction contractor.

Project Quality Control Plan

A major component of the Project Quality System is the requirement for the RS&H Project Manager to develop a Project Specific Quality Control Plan, and submit it to the client for acceptance. This process is already a part of the internal RS&H Project Management Plan, and can easily be accomplished. The Project Quality Control Plan is a part of the larger overall Project Management Plan (PMP) required by our internal processes. The project manager develops the PMP prior to work beginning. This plan is then issued to each and every employee that may be involved in the delivery of the project.

Client Satisfaction Survey

Another method used as part of our quality control process is client satisfaction surveys. A third party service is employed by RS&H to request feedback at six-month intervals from key client staff. Additionally, after project completion a debriefing session will be scheduled with the client's Project Manager and other involved parties where "lessons learned" as a part of the project will be discussed and incorporated into our procedures on future projects



4. Basic and Special Resources Available to Firm

RS&H remains on the leading edge of design and delivery technology. Each office is equipped with the latest telecommunication and computer-aided equipment and is linked to other offices through local- and wide-area networks. By continually investing in the technical and professional development of the firm's staff and equipment, RS&H assures clients that they will be working with trained and informed professionals using the most advanced technology available.

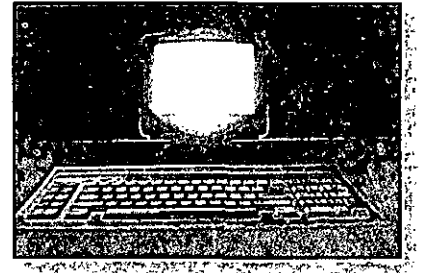
IT Overview

Today's frenetic *project management* environment is characterized by a decrease in schedule durations and fees, and by an increase in project complexity and the number of specialized project team members. Aggressive information technology implementation is critical to effectively manage the tremendous amount of voice and data information being exchanged. Also, appropriate document control procedures must be employed to ensure that project schedule, cost, quality and administrative expectations are all met.

RS&H has made a significant effort to develop and maintain an information technology infrastructure that not only seamlessly integrates its own geographically dispersed and highly specialized resources, but also incorporates clients, vendors, subcontractors and regulatory agencies to create a virtual corporation. This integration improves planning, design and construction administration processes allowing for expedited and efficient work products to arise from the timely, accurate communication of project information. Below is an overview of the system's components.

Computers at the Desktop--All RS&H associates have networked computers in their work spaces. These machines have the appropriate memory, hard drive and display capabilities to allow them to efficiently perform their individual tasks. CADD PCs are generally Dual Core 2-4 GB of RAM, and engineering and administrative PCs are generally Dual Core with 1-3 GB of RAM. Senior management and business development staff have Pentium laptops with multimedia, LAN and remote access capabilities to support their travel demands.

- Software--All RS&H associates have access either through network or locally installed applications to the tools that best support their work processes. This includes:
- Integrated office automation applications for word processing, spreadsheet and presentation needs are provided through the Microsoft Office 2007 Suite.
- CADD software used includes AutoCAD Architectural Desktop, AutoCAD MEP, AutoCAD Land Development Desktop, AutoCAD Civil 3D, MicroStation J, V8, XM and V8i with key add-ons including but not limited to Descartes and GeoPak.
- BIM software used includes, but is not limited to, Autodesk' Revit Architecture, Structural, MEP and Navisworks along with the Bentley BIM family of applications.
- Engineering and analysis functions are supported by a host of specialized applications that include, but are not limited to, STAAD, DOE-2, AutoTurn, GuidSign, Caice, SKM (Power Tools for Windows), Haestad, FB-MultiPier, MDX and SketchUp. In addition, an Enterprise Licensing Agreement with Bentley Systems provides access to a broad range of applications for all disciplines.



- BST Enterprise, running on Windows Server, supports project management, finance and accounting operations, and is accessible via RS&H's Intranet.
- GIS capabilities include ArcView, ArcEditor and ArcInfo on the client-side and ArcGIS Server, ArcSDE and ArcIMS on the server-side. These applications allow our associates to view, edit and create GIS datasets from national, state, local entities and other consultants. In addition, our GIS activities are further enhanced by using Trimble GeoXH GPS units to create new datasets using ArcPad and TerraSync software. The Intranet Mapping Application allows all associates to create, save and print customized GIS maps through their web browser without requiring any GIS software to be installed on their computers.
- Project management is supported by a combination of Primavera SureTrak, Expedition and Microsoft Project. These tools are used to manage projects for our clients and to *efficiently apply the highly diverse project delivery skills* of all RS&H associates. These tools also ensure that utilization stays high and that project schedules, budgets and administrative requirements are met.
- Project collaboration between offices and with subconsultants by RS&H Programs is being undertaken using the Bentley Projectwise Application, which works with the Autodesk and Bentley CADD and engineering applications.

Local Area Network (LAN) Resources--Each office utilizes a Windows 2003/2008 Server LAN with Dell PowerEdge server. All offices use RAID 5 on their server hard drives to ensure data protection and system uptime. CAT5e cabling is used exclusively, and all ports use switched Ethernet.

Wide Area Network (WAN) Resources--RS&H's 27 LANs are interconnected using a fully meshed dedicated IP network. The WAN has been pivotal in eliminating the costs and inefficiencies that were encountered due to disperse office locations. The WAN allows key staff to be connected with the client and/or job site and team members, regardless of office location.

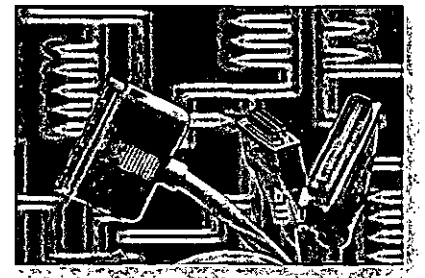
Telephone Systems--RS&H utilizes the Cisco AVVID voice over IP phone system, which enables all associates to have desk-to-desk, four-digit dialing and phone mail. The telephone system also integrates with other desktop computer application software used.

Paging Systems--Goodlink devices that synchronize *mail accounts* are worn by not only key technical personnel, but also key administrative staff to ensure 24/7 responses to project or business changes.

Internet--With implementation of the WAN, each Associate has Internet access, including e-mail. Not only does this support the considerable research efforts of our staff, but also provides an industry-accepted standard for communication and, with appropriate procedures and precautions, document exchange.

Web Site--RS&H utilizes its web site (<http://www.rsandh.com>) to market its services in six primary market sectors, and to allow prospective job applicants to gain information about the company and submit their resumes. We have also established hot links to other industry-related web sites.

Intranet--RS&H has a well-established Intranet, providing real-time project control and accounting information to every desktop. The Intranet is also used to collect additional project management information, to provide a common point of collaboration and



design document sharing and to deliver standard operating procedures, quality assurance procedures, marketing resources, Human Resources and Information Technology support documents, as well as general news and announcements to every desktop.

Network Communications--RS&H provides remote access capabilities to associates with virtual access from anywhere in the world. This includes a Virtual Private Network (VPN), which is used with high-speed connections and allows easy, quick and secure access to corporate resources. Also part of RS&H's network communications is Citrix, which is used with low-speed connections and compression, and allows for very effective remote access over low-speed connections.

E-mail to Fax--With use of appropriate software on the communications server, associates can fax computer generated documents by attaching the desired document to an e-mail message. Hard copy can be scanned to the LAN and then faxed from the individual's desktop. Administrative personnel also have the capability of receiving faxes at their desktops and forwarding them via e-mail to other associates.

Read/Write CD/DVD--These devices facilitate the reference and reuse of successful design solutions developed throughout RS&H's many years of design automation experience. Projects archived on CDs can be checked out of a library and can be copied for alteration to suit new project requirements by associates. The media is easy to use, very sturdy and inexpensive. Each RS&H location has at least one common machine with this capability for all associates to use, and all new machines purchased have this capability.

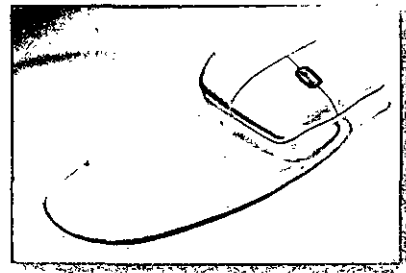
E-Mail--Inter- and intra-office communication can be handled by Microsoft Exchange, Microsoft Outlook or Cisco phone mail, depending on which medium best suits the nature of the transmittal.

Virus, Spyware and Spam Software--Sophos Corporate Edition is used throughout the company. The primary server checks with Sophos on a daily basis for new definitions, which are downloaded and pushed automatically to all workstations.

FTP--We maintain an FTP server on-site to facilitate the transfer of large files to and from the company. In addition, we maintain a Biscorn server *integrated with Microsoft Outlook* to facilitate the transfer of large files to and from the company.

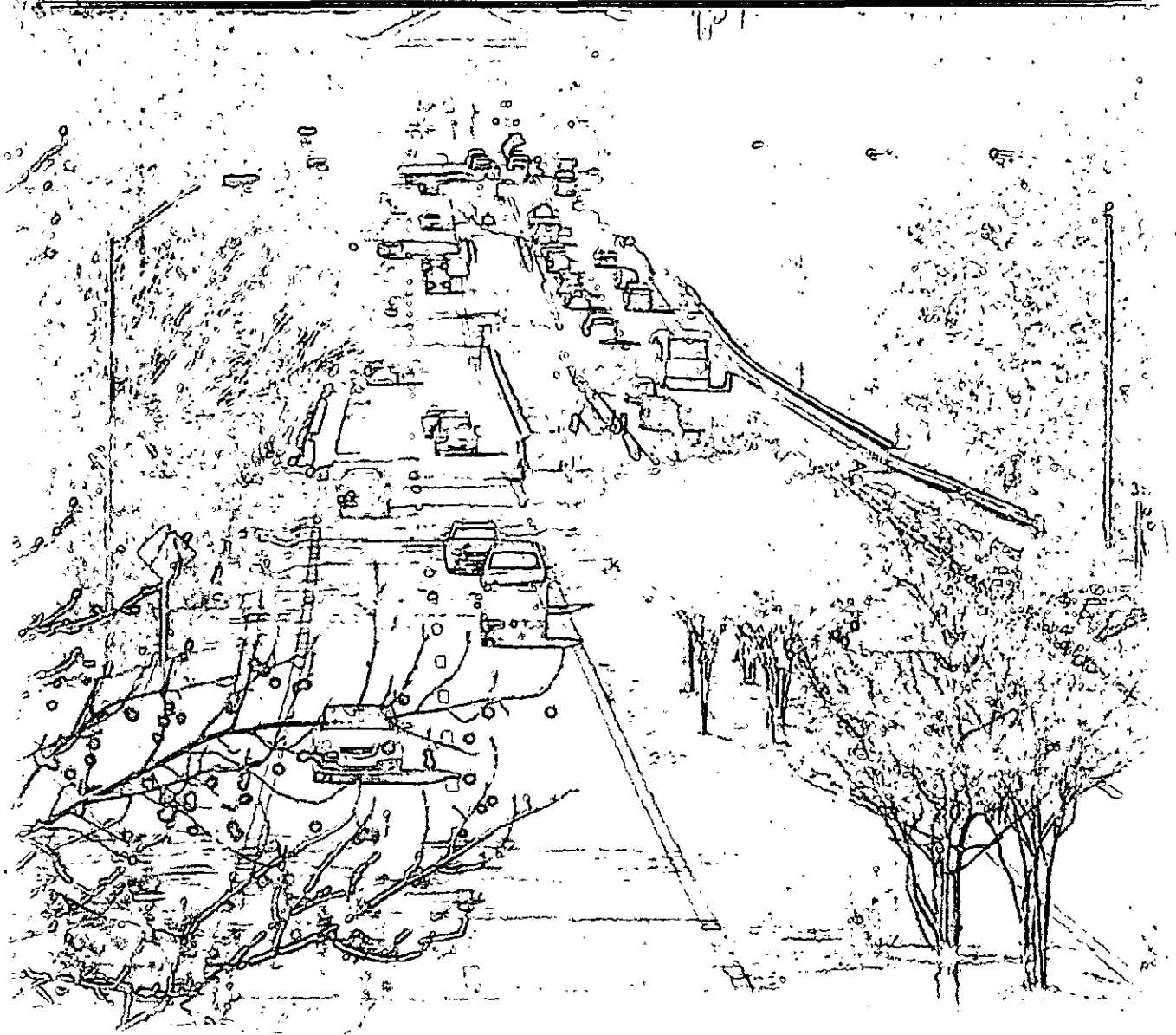
Biscorn--We use Biscorn to transfer securely files to external and internal users.

CRM--Many of our projects are so large in scope that business development efforts are handled by a group of individuals, often not from the same office. Using Microsoft Exchange/Outlook platform, RS&H has developed a custom CRM application that allows the entire senior management and business development team to easily share information on prospects and keep a single, centrally managed corporate contact management database accessible to associates over the WAN and Internet. This also ensures that the client is always presented with consistent, current and coordinated project status information, regardless of which RS&H Associate is contacted.





C. Willingness to Meet Schedule and Budget Requirements



C Willingness to Meet Schedule and Budget Requirements

The design and construction schedules for the general consultant assignment will vary based upon project complexity, times of anticipated construction, multiple construction projects occurring at the same time and federal funding limitations.

Project Start-Up

Review of existing data relative to each project site, limits of construction, pavement removal and pavement designs, drainage, traffic signal operation plan, maintenance of traffic, contractor movement and storage locations, etc. will be the subjects of at least one coordination meeting with the Leon County Staff and RS&H. The RS&H Project Manager and discipline leads will be familiar with roadway design, stormwater engineering, traffic and intersection engineering, environmental services, structural engineering, construction engineering and inspection, the terms of the general contract as well as the terms of each approved project scope prior to the initial coordination meeting. The RS&H Team understands the importance of early coordination and how the design and construction scheduling can make or break a project. With this level of experience and focus on detail, the RS&H Team will minimize project startup time and learning curves will also be minimized or eliminated altogether.

The Project Manager will assign staff as needed throughout this project to maintain design schedule.

Design Schedules

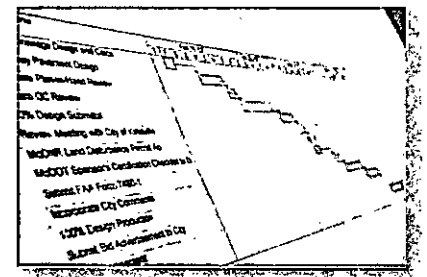
As part of the development of the overall project management plan, a project schedule will be developed for each task assigned to RS&H. The project manager will regularly update the schedule as information is gathered and tasks are completed. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project. Microsoft Project is the tool RS&H project managers use to produce and maintain schedules. This is a powerful tool in the right hands due to the many included functions it offers.

As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available.

At each deliverable milestone, the design and construction schedules will be submitted for review and comment. Once the review is complete, the schedules will be revised to reflect the most current information and direction from Leon County Staff. Another element of the design and construction scheduling is the phasing of the project. When a project is to be constructed in a high traffic area, scheduling of the various phases of construction becomes critical to a project's success.

Workshops, technical reviews and constructability discussions are critical milestones in the design schedule. Therefore the design schedule is staggered by work elements such that Leon County Staff are not over-committed for review times on any project. The site specific knowledge and history available to the RS&H Team from Leon County will be a key part of the successful development of each project.

As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project.



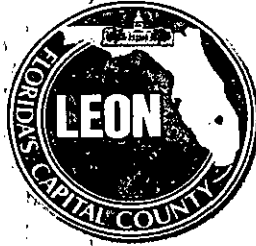
An Integrated Budget and Schedule Model (IBSM) will be used to determine progress and schedule status. This tool will be essential in monitoring and controlling the project schedule, adjusting to changed conditions, and allocating resources as needed throughout the project. Through close monitoring and control of the project schedule, the Project Manager will assign staff as needed throughout this project to maintain the design schedule for the timely receipt of bids.

*RS&H understands
Coordination and
Communication is critical to
project success.*

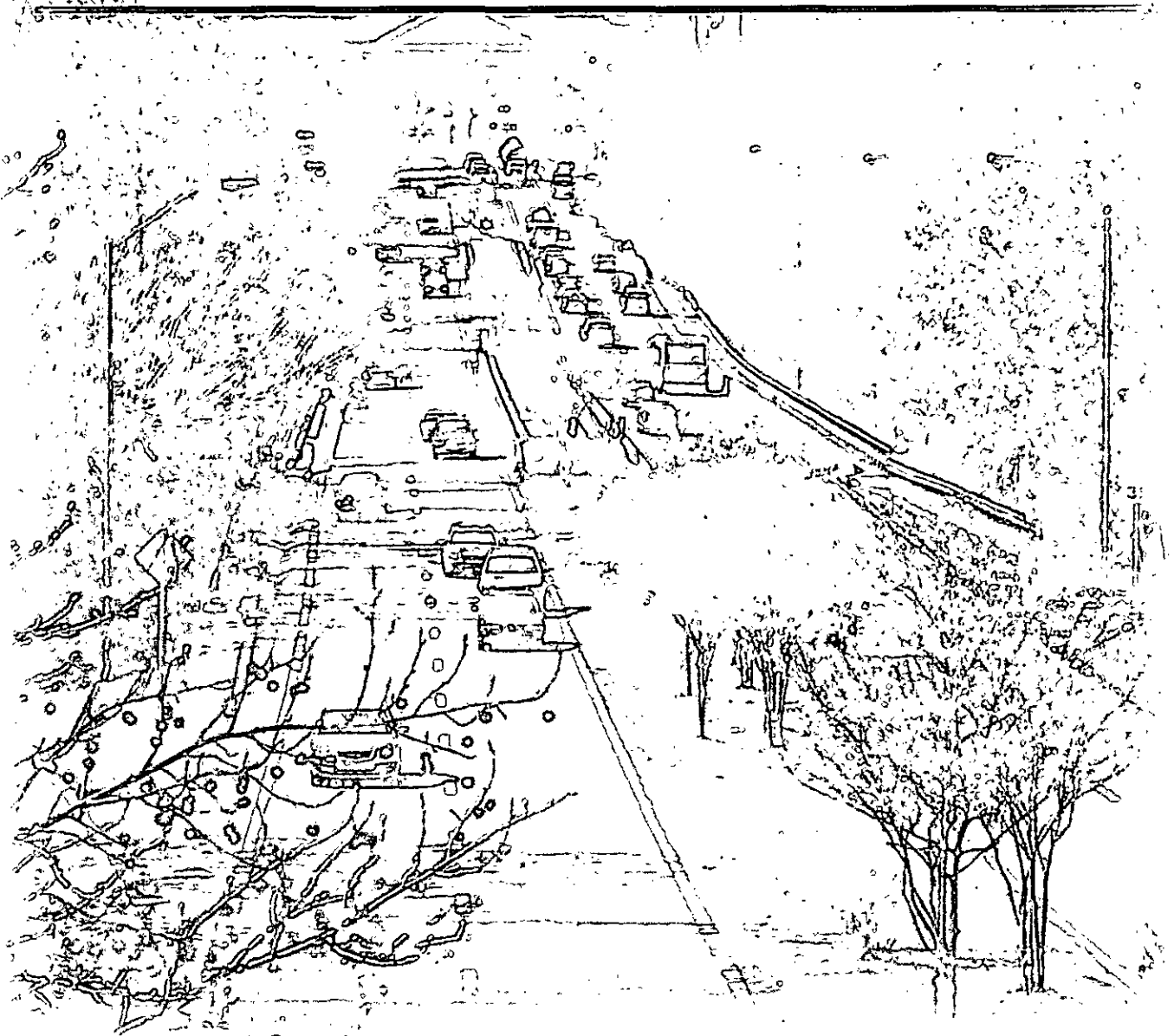
Coordination and Communication

Coordination and communication of the RS&H Team with Leon County Staff must, and will be, extensive for each project to ensure every issue is properly responded to and that the goals of Leon County are accomplished. Within the framework of the coordination and communication is the element of response. The RS&H Team will respond immediately to each and every issue posed by Leon County Staff for each project so that no element of the project "slips through the cracks" or catches the involved parties by surprise. The RS&H Team understands that Leon County must maintain a working relationship with many entities including the City of Tallahassee leadership, other state and federal regulatory agencies and the general public. Close coordination with the other agencies, the general public, and Leon County Staff will result in a project that does not cause unnecessary delay to other projects in the area. Ensuring that safe conditions are maintained is paramount. To that end, RS&H commits to responsiveness, coordination and communication that is industry leading.





D. Effect of Firm's Recent, Current, and Projected Workload



D Effect of Firm's Recent, Current, and Projected Workload

1. Projects Presently under Contract

Projects presently under contract in the Tallahassee office.

Client Name	Project Name/Description	Fee	Estimated Completion Date
FDOT - Central Office	Public Private Partnership & Engineering	\$155,422.65	11/11/2013
FDOT - District Three	Pensacola Bay Bridge PD&E	\$2,791,362.00	06/30/2013
FDOT - Central Office	Motor Carrier Compliance General Consultant	\$537,793.00	05/27/2013
FDOT - District Three	SR 8 (I-10) frm Apalachicola River	\$1,597,383.00	02/01/2013
FDOT - Central Office	Transp Statistics Data Support	\$2665,453.91	06/11/2012
FDOT - District Three	SR 61 Monroe St frm Perkins Street-Thomasville Road	\$713,641.00	03/30/2012
Registe, Sliger Engineering, Inc.	Bush Road Over Wright's Creek	\$86,033.89	03/22/2012
Leon County	Bannerman Road Corridor Study	\$999,037.00	12/01/2011
Preble-Rish, Inc.	TopSail Entrance	\$27,000.00	08/31/2011
Dyer Riddle Mills & Precourt, Inc.	Nine-Mile Road	\$33,408.26	04/07/2011
Capital Region Transp Planning Agency	CRTPA Regional Mobility Plan	\$811,527.00	03/31/2011

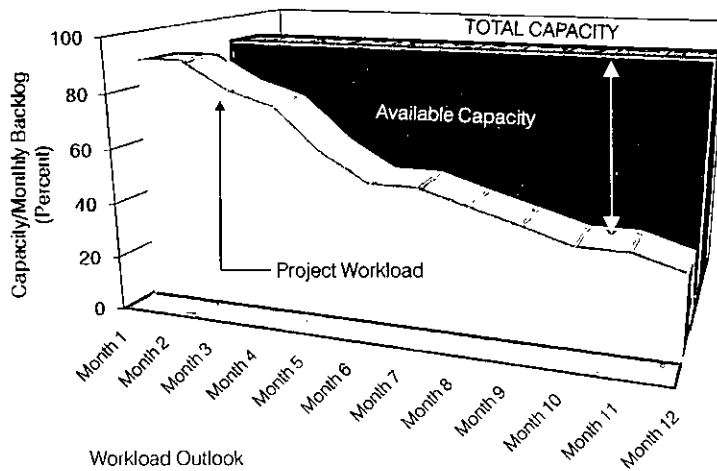
2. Describe the Firm's Ability to absorb any projects resulting from this contract

The availability of staff is crucial to the ultimate success of the Civil Engineering Services contract. The strength of RS&H's reputation rests on the ability to bring the necessary resources together to successfully complete any assignment. RS&H understands the commitment necessary to complete the proposed services and Matthew Branch, PE, LEED AP is prepared to lead the Team's efforts in this regard. As the Project Manager, Mr. Branch has direct contact with the Project Officer, Mr. Rick Chesser, PE. He has the full support of Mr. Chesser to meet the requirements of all assignments and will be responsible for assigning and committing staff to satisfy the County's need throughout the life of this contract.

Each key staff individual and the associated support staff have the required availability to complete this project within the design schedule determined for each task.

*RS&H commits to providing the resources required to meet the assignments and schedule demands of the **Leon County Board of Commissioners.***





The RS&H Team is ready and available to begin work immediately.

Staff Availability

The RS&H Team consistently works to meet critical deadlines established by its clients, in addition to federal and state agencies, and strives to produce final project documents that result in construction projects that are under budget and of the highest quality.

RS&H's current workload is such that it can provide immediate and uninterrupted service to the Leon County Board of Commissioners. RS&H also has a dedicated staff of Team Members whose workloads allow for their fields of expertise to be utilized without delay to any task assigned. RS&H Team leadership, key participants and its considerable resources are available to support this project, without conflicting with other job assignments, and provide fully qualified technical experts as needed.

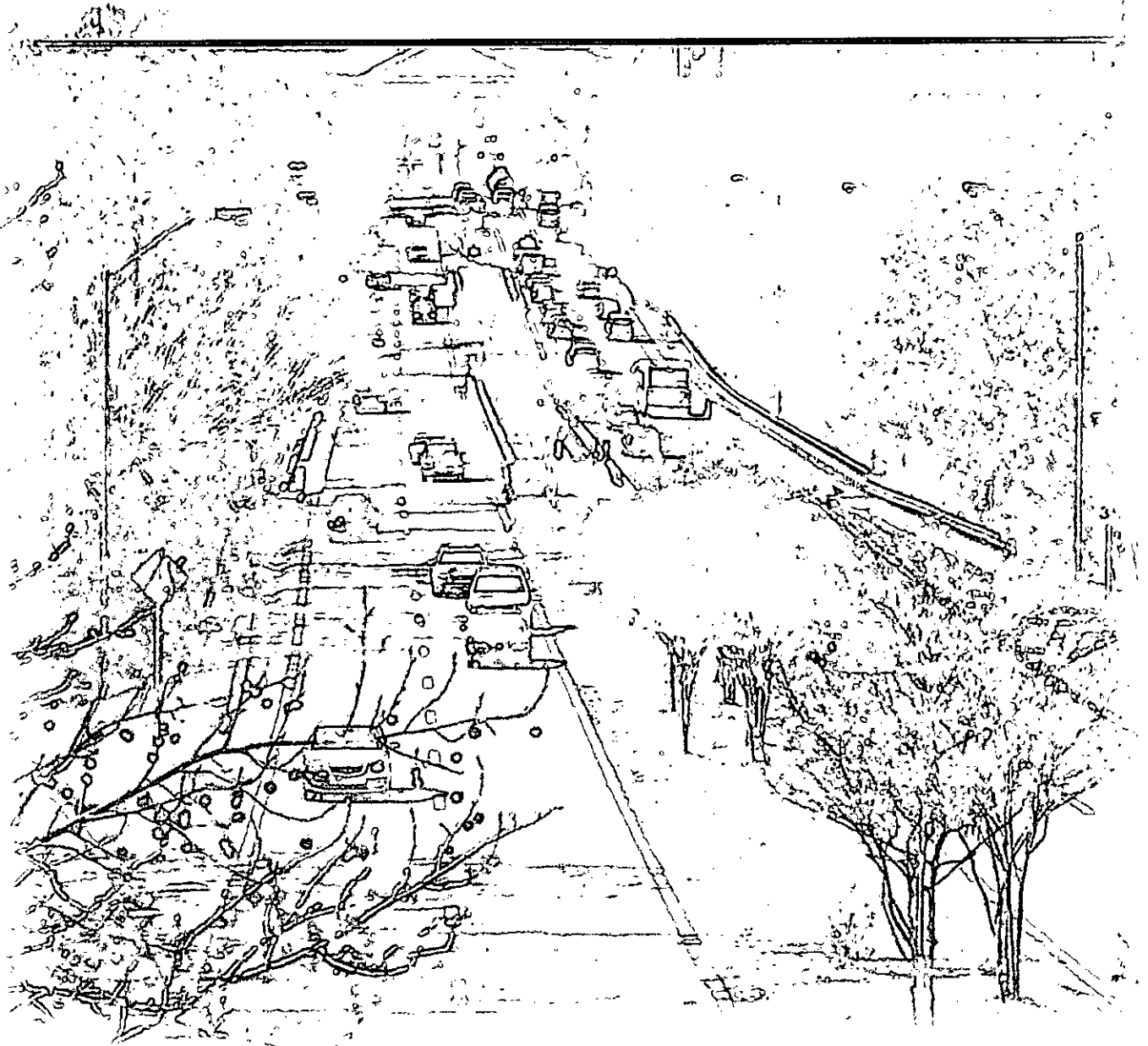
The following chart represents RS&H staff ability to successfully complete the County's assignments. This chart is representative of RS&H's typical workload at any given time and projections for future capacity. Overall staff availability will fluctuate, but typically not significantly.

Name	Role	% Time Available for Short-Term Assignment	% Time Available for Long-Term Assignment
Mathew Branch, PE, LEED AP	Project Manager Task Leader Roadway Design	40%	70%
Charles Roark, PE	Quality Assurance Task Leader Environmental Support Services	50%	50%
William Stewart, PE	Task Leader Stormwater Engineering	60%	40%
Nicholi Arnio, PE, PTOE	Task Leader Traffic and Intersection Engineering	50%	50%
Robert Woodruff, PE	Task Leader Structural Engineering	50%	50%
Anthony Manos, PE	Task Leader Construction Engineering and Inspection Services	40%	75%





E. Effect of Project Team Location



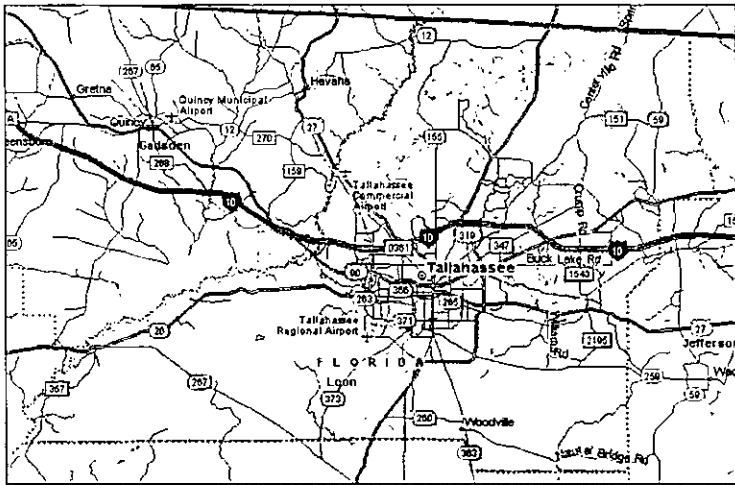
E Effect of Project Team Location

Provide the Location of where the Project Team will Predominately Reside

The project team predominately resides in the Tallahassee-Leon County Region and this is where the majority of work will be performed. Work performed by staff in other locations will be coordinated through the Tallahassee office.

RS&H
IMPROVING YOUR WORLD

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www.rsandh.com

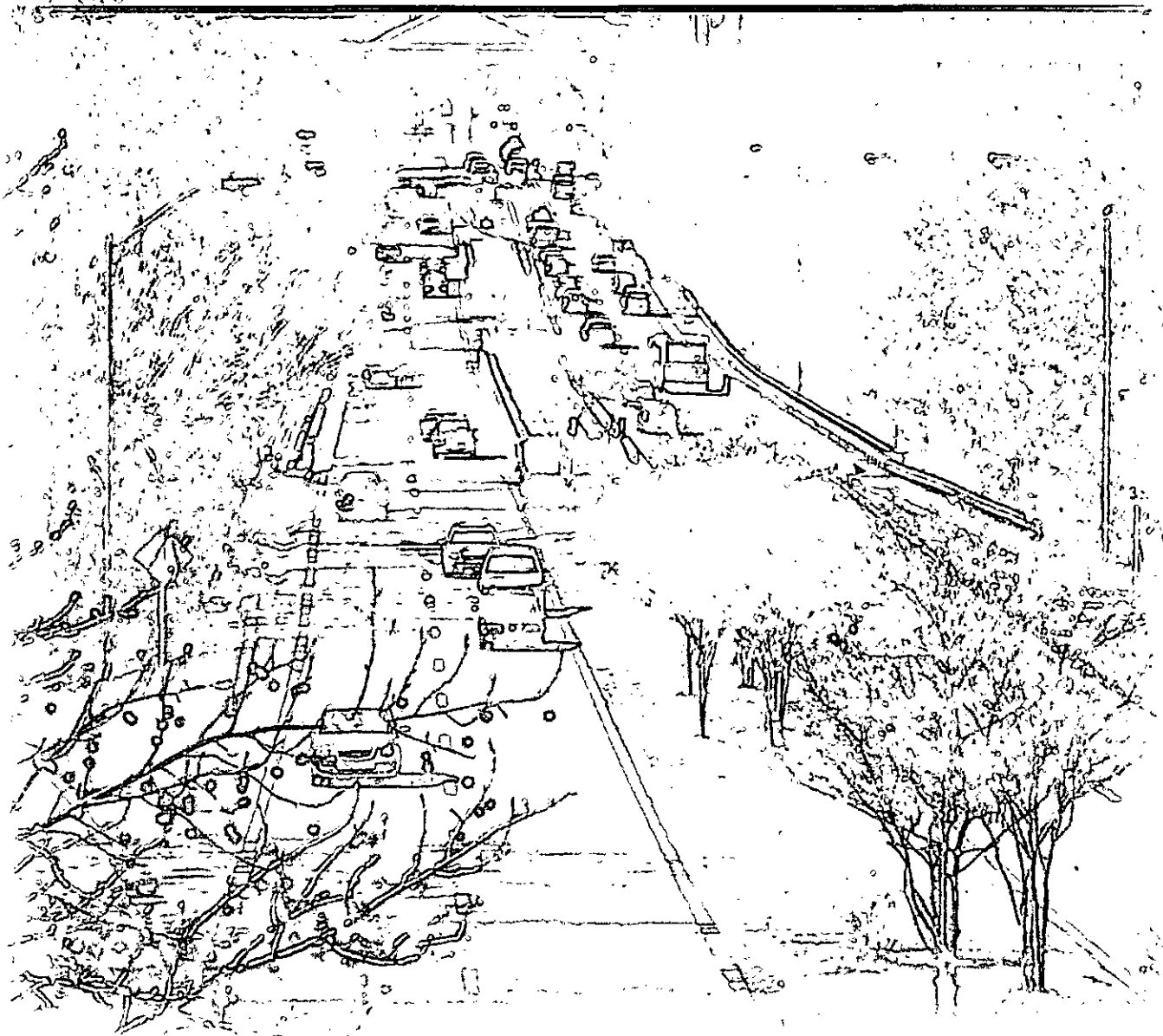


RS&H and it's staff of professionals is ready to provide the Leon County Board of Commisioners a blend of local knowledge and national experience.





F. Approach to the Project



F Approach to the Project

Introduction

The RS&H Team believes that the successful execution of general consulting services is dependent upon the efforts of a dedicated team of professionals working together in a unified effort with County staff. Leading this effort will be the Project Manager, Mathew Branch, PE. This individual will coordinate all consulting efforts, but far more importantly, the Project Manager will serve as an extension of County staff and can be as integrated as staff wishes. This service relieves staff of the burden to work on small or repetitive efforts, like coordinating construction packages and/or bids. While all General Consultants recognize the responsibility to handle the large projects, the RS&H Team views this service as being one of providing the resources and technical specialists to supplement County staff. As such, RS&H efforts are intended to support the overall effort of the County staff.

The Project Manager is the single point of contact for all project related issues.

The RS&H Team's goal is to provide insight and quality service. This means quality in every aspect of individual projects and in overall coordination. Technical quality, of course, means preparing documents that are practical for use in the real world and that meet the actual goals for the effort. More than this, quality means proactively watching out for the County's best interests, continuously managing financial implications, understanding and identifying implications to the County for all actions, recognizing and offering alternatives and ensuring the County operates smoothly in every aspect.

Financial sensitivity is one of the hallmark skills for a successful General Consultant. Helping County staff in the development and implementation of a progressive and viable Capital Improvement Program (CIP) is a service often initially not requested, but usually proves to be viewed as extremely valuable. Integral to this effort is accurate cost estimation during all phases of a project, establishment of realistic budgets and working with state and federal agencies to get them to advance program funds so a reliable and consistent CIP can be maintained. To take it a step further, the RS&H Team will look beyond the standard grant funding sources. RS&H has been successful at obtaining funds from demonstration programs, transportation departments and economic development agencies.

To provide these services, the Project Manager will call upon the capabilities and resources of the entire team. This includes architects, engineers, planners and environmental specialists, all with experience and expertise. How will this be accomplished? The following are general practices to assure effective service.

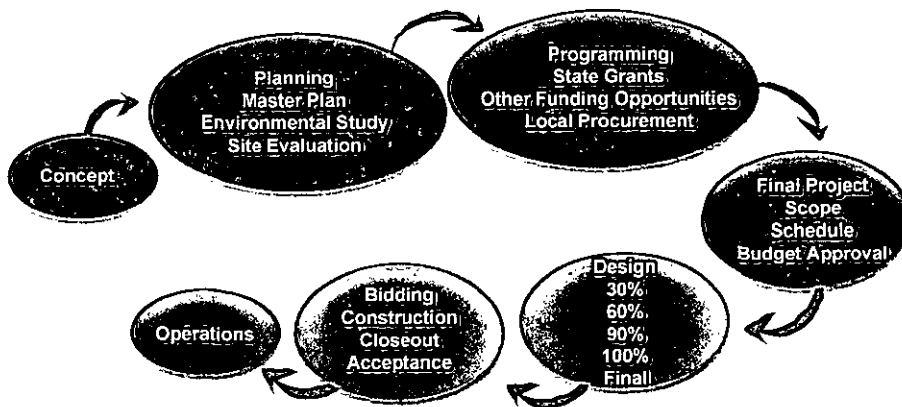
1. RS&H selects discipline leaders who are available for the duration of the assignment.
2. RS&H matches, as necessary, our corporate CADD standards, filing system and work quality standards with the County's standards.
3. RS&H establishes and maintains a central file system for all correspondence, documents, drawing, calculations, computer data and analyses.
4. RS&H continuously monitors, through our discipline leaders and the Project Manager, the progress and quality of all projects to immediately identify and address potential problems.



5. RS&H will establish an internal Quality Control Group made up of senior personnel to review all submittals before presentation to County staff.
6. RS&H uses state-of-the-art processes and computer applications, such as cost control software, CADD equipment and project management software.
7. RS&H collaborates with the appropriate government agencies to keep them abreast to all facets of the project. From beginning to end, our philosophy is to build the relationship with the agency so that the agency views themselves as part of the team.
8. RS&H works to make the County staff and the consulting staff each become an integral piece of the success of the team.

The Project Manager will call upon the capabilities and resources of RS&H. This includes architects, engineers, planners and environmental specialists, all with aviation experience and expertise.

As illustrated in the graphic below, a project evolves from an idea or concept, through studies, planning, design, construction, and ultimately operational use, the nature of the services provided evolves.



Each phase of a project requires the skills and expertise of many different professionals, with the continuity of the Project Manager and various key discipline leaders. All disciplines that are either required or beneficial are included on this team. The following pages present the team's technical approach to the major phases of development.

Planning and Programming

The planning and programming phase of a project is critical to a project's success. Working closely with the county, ideas must be developed into concepts, concepts developed into alternatives and alternatives developed into actions. The RS&H Team uses its leadership in the development of industry standards and insight to produce results that are useful in the real world.

Planning and programming efforts are unique to each project, and are too varied to provide a specific technical approach. However, in general, the RS&H Team will prepare interim reports as studies progress for County staff and other appropriate entity review. A draft of all submittals is first provided to the County Project Leader for review prior to release elsewhere.



Design Services

The RS&H Team prides itself in developing construction documents that, in addition to being "buildable," reflect real world needs of a contractor. The design goes beyond just meeting all industry practices, AASHTO standards and building codes; it is sound enough that field corrections and change orders can be limited to well below industry norms.

Such success in design services is attained by having designers with field construction experience. These designers have lived with the plans and specifications they developed, and have worked with contractors to get projects built. Only through such efforts can a designer have the capability to develop truly excellent construction documents. Excellent design minimizes change orders, prevents financial overruns and lessens liability for the County.

All design efforts are conducted using the latest computer assistance. However, many times, inspiration, not technical sufficiency, is the most important aspect of design. The RS&H Team is also skilled at the artistic side of design. From reflecting an architectural theme county wide, or development of a project and area that states the self-image of the community, or working tirelessly to get a project permitted, the RS&H Team provides well rounded and inspired services.

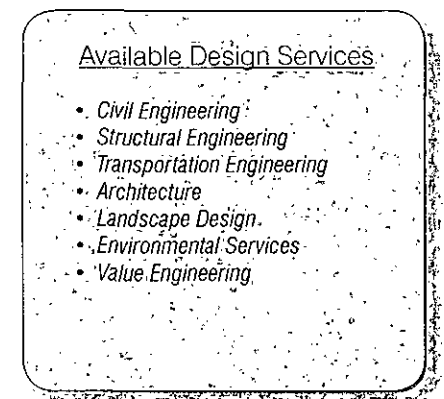
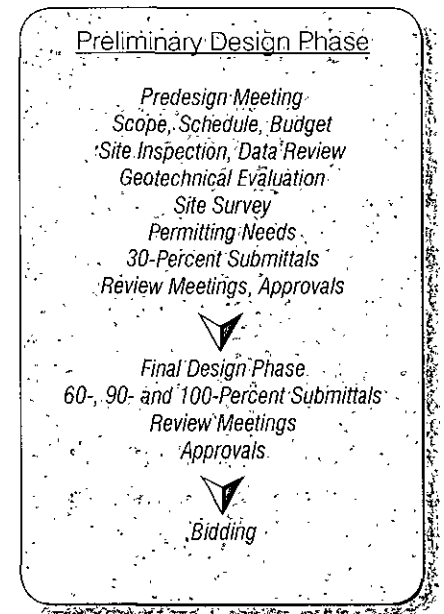
The RS&H Team approach to preparing contract documents normally begins with a preliminary design phase. This phase is considered to be the most critical to assure that all team members, County staff, reviewing agencies and other key parties are in unison. This design phase ensures that the desired objectives of the project are achieved and that protocol is established relating especially to schedule adherence and quality control. This phase establishes techniques used in problem solving, record keeping standards and key contact personnel. It starts with a predesign conference and ends with a detailed County staff review of 30-percent plans, preliminary engineer's report (if applicable) and a construction cost estimate. Anticipated problems and alternative solutions will be thoroughly identified and developed.

The final design phase consists of 60-percent and 90-percent submittals for County staff and review agency consideration. After all comments and concerns are addressed, 100-percent documents are produced. For each stage of development, a Quality Control Group reviews all documents and their comments are incorporated prior to submission to the County. Overall quality control review is accomplished by:

1. Systematic checking within a discipline
2. Interdisciplinary document review for design coordination
3. Independent project peer review of various types.
4. Constructability review
5. Value Engineering

Each submission is reviewed with County staff and with other appropriate agencies. The final product consists of detailed construction drawings, specifications, instructions to bidders, bidder's proposal form, general provisions, special provisions, cost estimate and engineer's report (if appropriate).

Design services conclude with bidding services including attendance at prebid meeting, production of addenda if required, preparing of bid tabulations and recommendation for award.



Construction Services

The construction phase marks the beginning of the most significant expenditure of the project's funds. It is the time when an excellent General Consultant shows its value. The design effort has set the stage for successful construction, now construction services must execute the assignment.

Knowing how to work with contractors is critical. A General Consultant must know how to understand a contractor's perspective and use it to the advantage of the County. A General Consultant must always watch out for the County's best interest.

The RS&H Team approach is to have the design engineers for a specific project continue as the same basic team through the construction phase, thus, fully utilizing their knowledge and understanding of the project.

Several important considerations occur during the construction phase of a project. Operations of the County must not be negatively impacted, safety must not be compromised and the construction effort must be kept moving. Delays and changes must be avoided. The project should be kept moving and closed out in a timely fashion.

Construction of a project is generally overseen by construction engineering and inspection (CEI) services entity. If the County wishes for the RS&H Team to provide CEI, and then close monitoring of the contractor and construction effort would result. Services would consist of arranging progress meetings and job conferences, reviewing contractor progress schedules, serving as liaison with the contractor, administratively handling and reviewing paper work between the County, contractor and design team, such as change orders and contractor pay requests, performing daily inspections, keeping a daily work log, verifying certificates and manuals furnished by the contractor for applicability, conducting final inspection, preparing and completing a punch list, and preparing As-Built Drawings. The RS&H Team has experienced transportation CEI staff to be assigned, if these services are requested.

Resident inspection services result in closer monitoring of the contractor and construction effort.

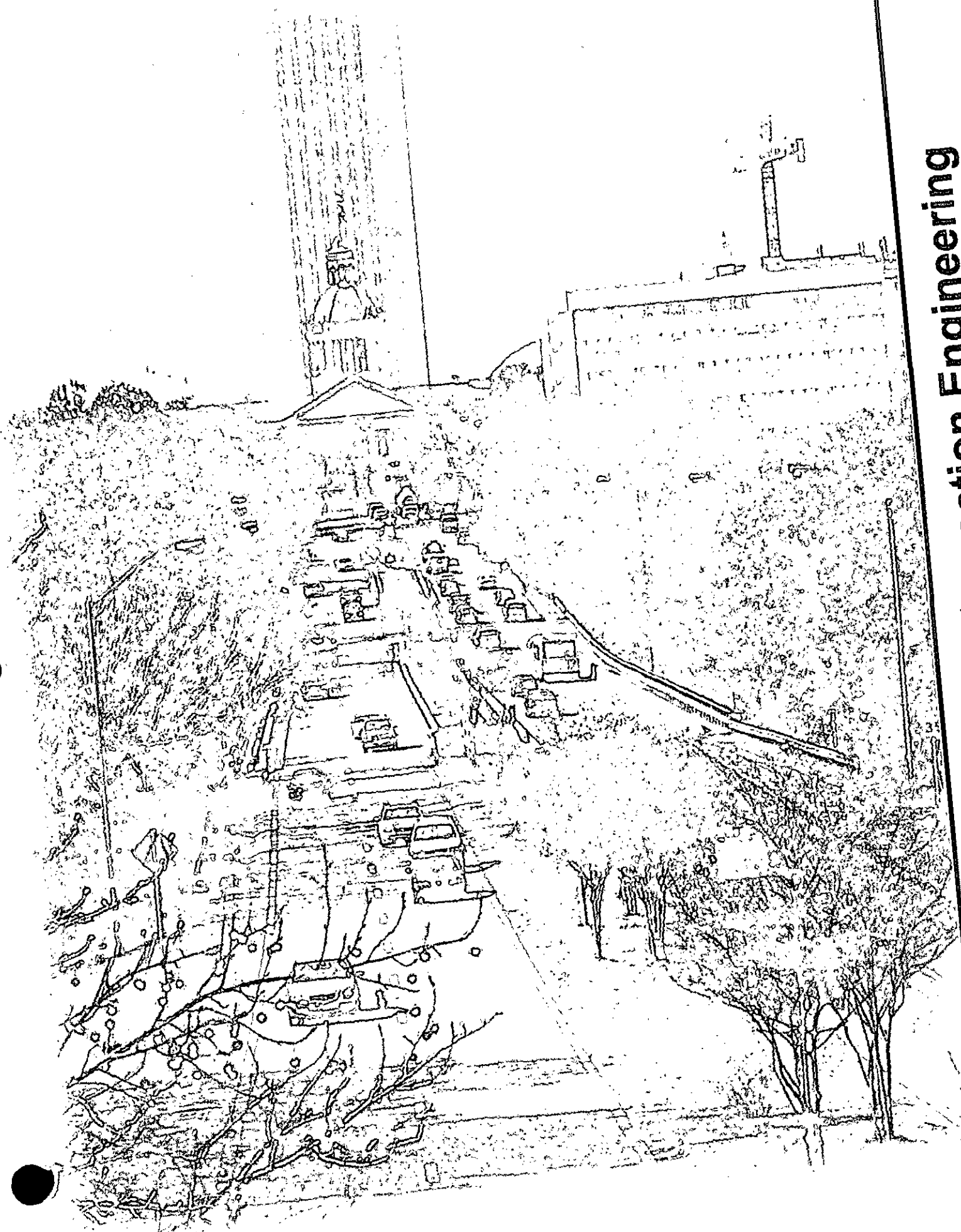
Summary

RS&H's General Consultant Project Approach hinges on the efforts of a dedicated team of professionals working together to meet the goals of the County. RS&H accomplishes this by:

- Identifying clear lines of communication between the team and County staff
- Recognizing the financial sensitivity of every project
- Placing safety as our greatest objective
- Reviewing the project regularly by senior RS&H staff to identify and rectify potential problems before they occur
- Developing construction documents that are "buildable"
- Knowing the contractor's culture to ensure a seamless transition from design to construction

Our project approach as proven successful in every facet of county consulting. We encourage Leon County to ask our references about how well we incorporated this approach into their project.

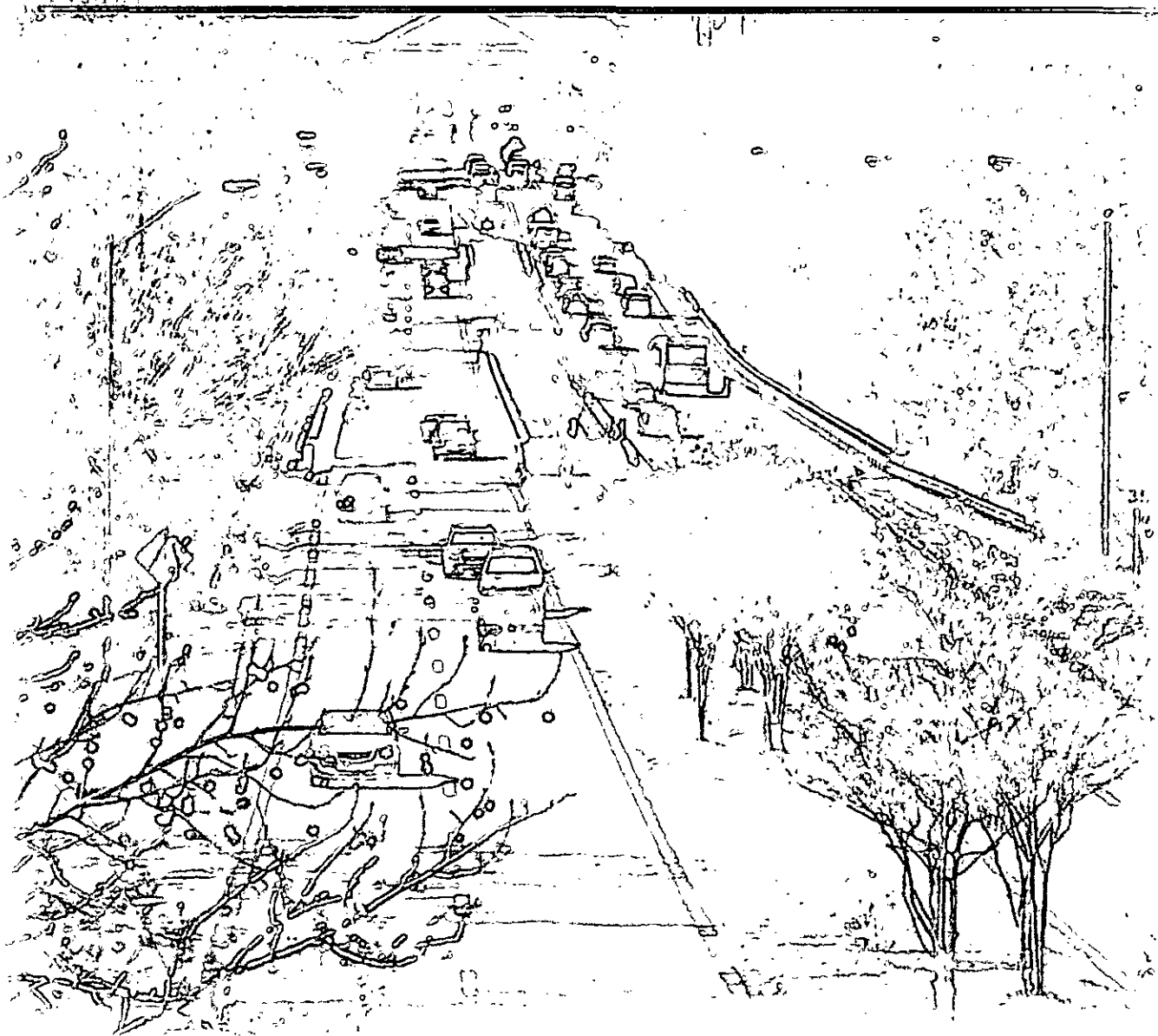




C. Traffic and Intersection Engineering

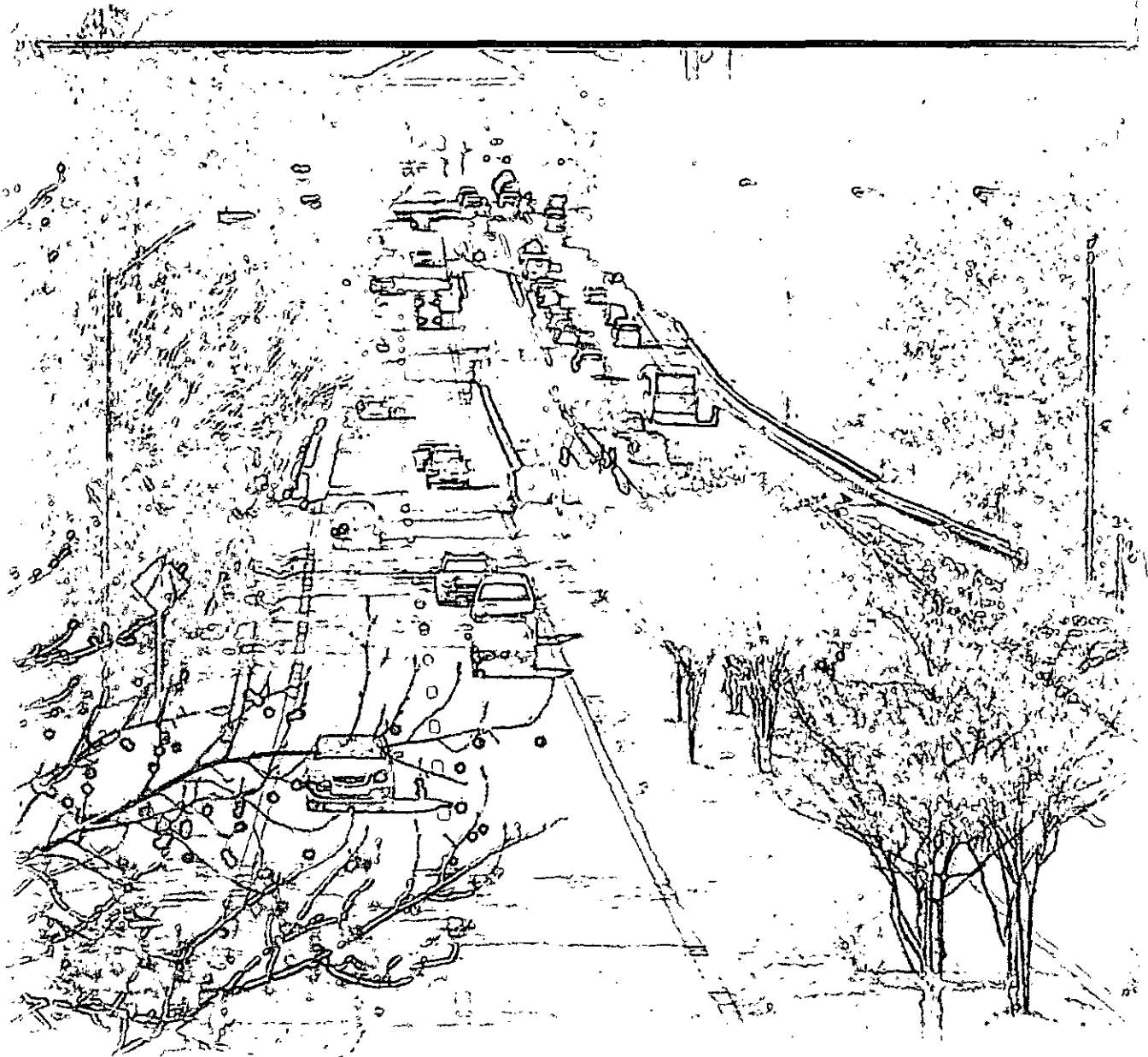


Specific Proposal Information to be Provided for Each Work Category





A. Ability of Professional Personnel

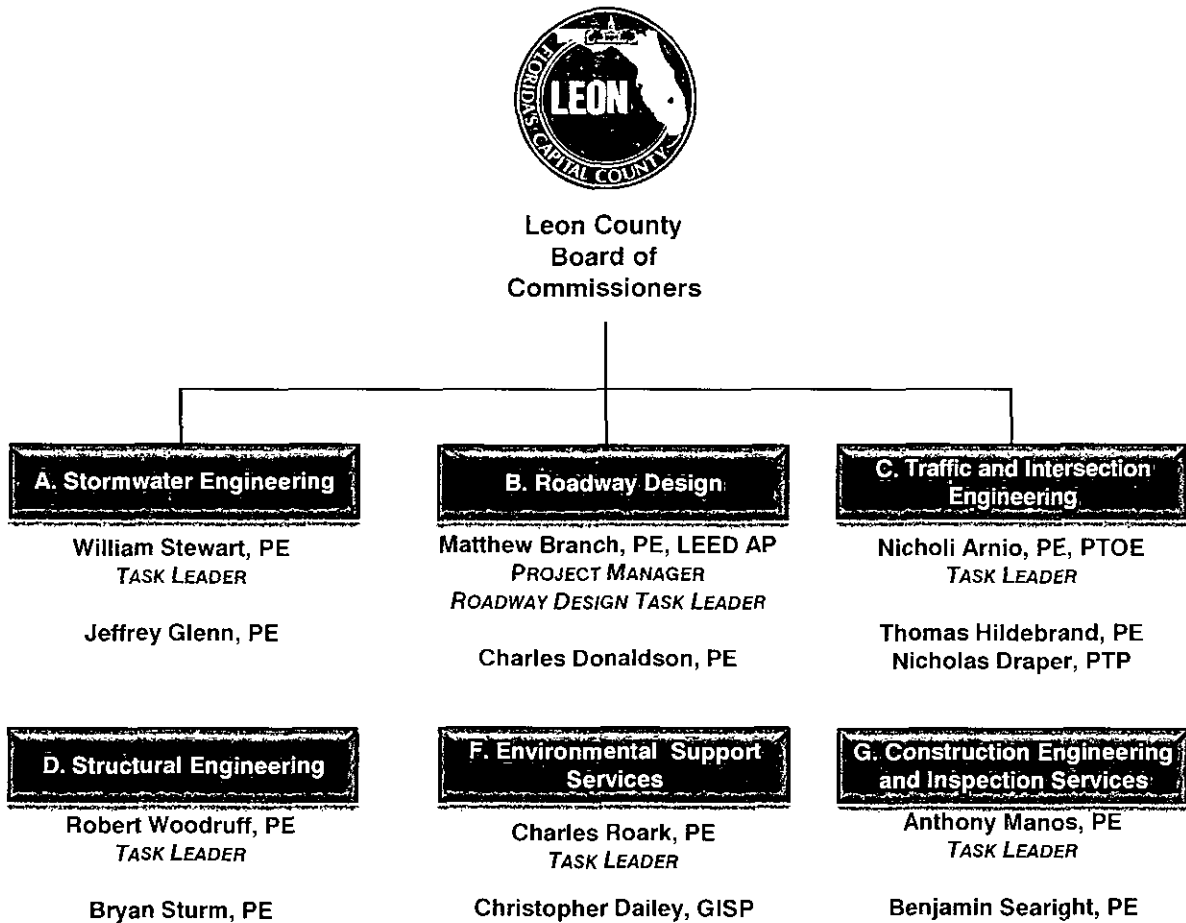


A Ability of Professional Personnel

1. Employee Summary

The total number of professionals within our organization that may be assigned to this category of project is six. These staff members are currently available for assignment to projects of both small and medium size. Their individual levels of availability will greatly increase over the next six months as projects currently under contract reach varying levels of completion.

RS&H believes the successful development of a Traffic and Intersection Engineering agreement is dependent upon the efforts of a dedicated team of professionals working together in a unified effort with the county's staff. RS&H has assembled a highly-qualified and experienced team available to start work immediately. Team staff members were carefully selected to take best advantage of the special qualifications and experience of each person. A unique aspect of the RS&H Team is that key participants have experience on a wide range of projects with varying degrees of complexity. RS&H staff availability exceeds the staff identified on the organization chart. The depth of personnel within RS&H and the core team members will ensure each project is completed on-time and within budget. Following the chart are brief resumes of key personnel.



Years with RS&H < 1
Years with other Firms 7

Task Leader Traffic and Intersection Engineering

Responsibilities

As a Transportation Engineer and Project Manager, Mr. Arnio is responsible for transportation planning, site impact studies, transportation master planning, work plan forecasts, growth forecasting, travel demand modeling, infrastructure improvement planning, project development and environment (PD&E) studies, National Environmental Protection Agency (NEPA) studies, multimodal planning, sea port planning and permitting, and site/civil development design.

Experience

Mr. Arnio has more than seven years of experience with transportation engineering including providing technical expertise, quality assurance, and quality control for governmental agencies, managing client and subconsultant relationships, and creating detailed engineering designs.

Mr. Arnio has provided the preparation for roadway/highway design work using Florida and American Association of State Highway and Transportation Officials (AASHTO) standards including horizontal and vertical alignment, roadway typical sections, intersection layout and sight distance determination, interchange layout, roadway drainage (hydraulic location reports), right-of-way plans, temporary erosion control plans, and site preparation plans.

- Bannerman Road Corridor Study, Leon County, Florida, Dollar Value: \$999,037.00--Deputy Project Manager. Project included a 4.4 mile National Environmental Policy Act (NEPA) style corridor study for Leon County, Florida. The corridor study involved a two-lane facility that is nearing capacity. Major components of the study include traffic operations analysis, safety analysis, right-of-way needs, geotechnical investigation, stormwater design, and environmental investigations such as impacts to wetlands and threatened and endangered species habitats.
- Bill Gardner Interchange Modification Report, Georgia Department of Transportation (GDOT), Dollar Value: \$182,500--Traffic Engineer. Mr. Arnio was in charge of interchange configuration layouts and operational design. GDOT and Federal Highway Administration criteria were examined to compare interchange layouts in a matrix evaluation. Right-of-way cost, construction costs, environmental and social impacts were considered in the evaluation process.
- Georgia Airport Development Traffic Analysis, Dallas, Georgia, Dollar Value: \$472,084--Traffic Engineer. Mr. Arnio was in charge of development of existing conditions analysis, trip generation, traffic factor calculations, and traffic forecasting. The development consisted of 890,000 square feet of industrial park.

Professional Credentials

Master of Science in Civil Engineering, University of Central Florida, 2010
Bachelor of Science in Civil Engineering, South Dakota State University, 2002
Registered Professional Engineer: Alabama (No. 29732), 2008; Florida (No. 67530), 2008
Registered Professional Traffic Operations Engineer: United States (No. 2447), 2009
United States Army Officer, Company Commander, Executive Officer, and Platoon Leader, 2002-2006
Member, Florida Engineering Society
Member, Institute of Transportation Engineers



Traffic and Intersection Engineering

Responsibilities

Mr. Hildebrand is responsible for preparing civil engineering designs of roadways, structures, traffic control, signing and marking plans, drainage and drainage structures and intersection signalization.

Experience

Mr. Hildebrand has experience utilizing MicroStation V8/XM, GeoPak, AutoCADD, ArcGIS, and Synchro.

- Fort Stewart Area Transportation Assessment – Flemington Sector Plan & Traffic Study, Liberty Consolidated Planning Commission – Transportation Engineer. The RS&H Team conducted a traffic impact assessment of the brigade relocation on Fort Stewart. This included an estimation of trips generated by the military and civilian employees, including contractors. Existing crash patterns were analyzed and countermeasures were identified to reduce the projected crash rate associated with the increase in traffic. The countermeasures examined included closing/relocating driveways, channelizing turning movements, improving sight distance through geometric design, and the use of additional traffic control devices. This was a study of approximately 0.5 miles of roadway, therefore, no bid price is available.
- Topsail Entrance, Preble-Rish, Inc.—Transportation Engineer. The existing T-intersection at US 98 and CR 30A was redesigned to a four leg intersection to accommodate a new development to the north. Operational traffic conditions were evaluated in order to develop an optimal signalization operation plan. Signalization plans were prepared to meet Florida Department of Transportation criteria. The signalization component of the project is currently out for bid, therefore, no bid price is available at this time.
- Bannerman Road Corridor Study, Leon County, Florida--Transportation Engineer. Project included a 4.4 mile National Environmental Policy Act (NEPA) style corridor study for Leon County, Florida. The corridor study involved a two-lane facility that is nearing capacity. Major components of the study include traffic operations analysis, safety analysis, right-of-way needs, geotechnical investigation, stormwater design, environmental investigations such as impacts to wetlands and threatened and endangered species and development of 30 percent design plans for the preferred improvements. This 4.4 mile project is a study, therefore, no bid price is available.
- Bill Gardner Interchange Modification Report, Georgia Department of Transportation (GDOT), Henry County, Georgia--Transportation Engineer. The project involved the evaluation of the interchange in accordance with GDOT and Federal Highway Administration criteria. Design and analysis of several interchange configuration layouts and operational performance of such were examined in a matrix evaluation. Right-of-way cost, construction costs, environmental and social impacts were considered in the evaluation process. This project was the analysis of the operation of a single interchange, therefore, no bid price is available.
- Bush Road over Wright's Creek, Florida Department of Transportation, District 3, Holmes County, Florida--Lead Designer. Served as lead designer for the roadway portion of the project. Bush Road is a two-way 18-foot-wide dirt facility that crosses over Wright's Creek via a single-lane wood bridge. This project includes the replacement of the structurally and functionally deficient wood bridge, widening and paving the approaches to the bridge, and installing guardrail to add safety. The new structure was raised approximately two feet in elevation and extended 22 feet, therefore, the horizontal and vertical geometry of the approaches to the bridge had to be redesigned to tie into the existing ground and provide a safe and comfortable ride. Additional services provided include developing an offsite detour scheme, preparing signing and pavement markings plans, and permit processing. This 0.25 mile project has not been let for construction at this time, therefore, no bid price is available.

- SR 61 (Monroe Street) from Perkins Street to Thomasville Road, Leon County, Florida--Transportation Engineering—Project Engineer. This Florida Department of Transportation project involved milling and resurfacing the existing roadway and upgrading features to comply with ADA requirements. The upgrades included the design of ADA-compliant curb ramps, reconstruction of deficient sidewalks and the placement of railing along the back of sidewalks and steps to aid in pedestrian safety. As an additional service, an exclusive right turn lane warrant study was conducted at the intersection of Monroe St. and Brevard St. The study included data collection involving Nu-Metrics Hi-Star traffic counters and turning movement counts during peak hours. Build and no-build conditions were analyzed utilizing Synchro. The project low bid price was \$2,463,675 for this approximately 1.9 mile project.
- Jacksonville Transportation Center Skyway Module, Jacksonville, Florida--Transportation Engineer. The project included designing bus lanes on both sides of the Transportation Center as well as an access road and acceleration lane for the I-95 on-ramp. Plans preparations included typical sections, cross sections and plan sheets. All designs were completed utilizing MicroStation V8 with GeoPak. This 0.25 mile project has not been let for construction at this time, therefore, no bid price is available.
- SR 10 (US 90) from the East End of the Chattahoochee River to Desoto Avenue, Jackson County, Florida—Project Engineer. The project involved the milling and resurfacing of a portion of SR 10, the addition of paved shoulders, drainage improvements, identifying and resolving utility conflicts and CADD preparations of plans. The project low bid price was \$11,481,219.90 for this approximately 16.4 mile project.

Professional Credentials

Master of Science in Civil Engineering, Florida State University, 2007

Bachelor of Science in Biology, Florida State University, 1999

Registered Professional Engineer: Florida (No. 72307), 2011

Florida Department of Transportation Specifications Package Preparation for Consultants Training

Florida Department of Transportation PD&E Manual Webinar Training

Bentley GeoPak Drainage Training Course



Traffic and Intersection Engineering

Responsibilities

Mr. Draper is responsible for performing and coordinating various transportation projects including both long-range and short-term transportation plans and traffic analysis reports.

Experience

Mr. Draper is experienced in transportation planning and traffic analysis for clients such as the Florida Department of Transportation (FDOT) Central Office, Districts Two and Three, and the Florida Turnpike Enterprise. His specific areas of experience include transportation planning, traffic development, traffic demand forecasting, GIS mapping, alternatives evaluation, and operational analysis. Mr. Draper has further experience in project management and administration duties.

- Bannerman Road Corridor Study, Leon County. Provided both preliminary engineering and planning services for Bannerman Road, contract amount \$999,000. Specific production and management tasks included traffic development, alternatives evaluation, operational analysis using micro-simulation and traffic software, cost estimates, and public involvement.
- I-10 Sketch Interstate Plan, FDOT District Three. Provided management and production support for an I-10 Sketch Plans, contract amount \$175,000. Assignments included gathering and analyzing crash data, planned improvements, freight data and traffic along 235 miles of I-10 within District Three. Specific task results included GIS, technical analysis, report write-up, project development and management and coordination efforts with FDOT staff.
- Interchange Modification Report (IMR), Georgia Department of Transportation (GDOT). Provided preliminary engineering services for an IMR and documented the need or lack of need for a modified interchange along I-75, contract amount \$182,500. Specific tasks included traffic development, analysis of build and no build alternatives, cost estimates, and capacity and operational analysis using both traffic modeling and micro simulation.
- I-95 Transportation Alternatives Study. Project consisted of gathering and evaluating planning level data along I-95, contract amount over \$400,000. Traffic results consisted of both historical trends and model data used to determine capacity shortfalls. Transportation needs prioritized as part of the evaluation process. Specific tasks included GIS mapping, technical analysis, alternatives evaluation, report write-up, and coordination efforts with multiple consulting firms and FDOT staff.
- Freight Mobility Reports, FDOT. Results of Sketch Plans determined the need for further study on the movement of freight along Florida's interstates, contract amount approximately \$25,000. Utilizing the Freight Analysis Framework (FAF) projections and weigh-in-motion data, trucking patterns and commodity flow characteristics were evaluated to determine not only impacts to the interstate, but regional trends in trading patterns.
- Sketch Interstate Plan, FDOT Central Office. Provided project production planning services for a sketch interstate study along I-75, contract amount \$412,000. Assignments included gathering and analyzing crash data, intermodal analysis, freight mobility and traffic analysis along I-75 from Sumter County to the Florida/Georgia border. Specific task results included GIS mapping, technical analysis, reports, project development and coordination efforts with FDOT staff.
- Traffic Study, Destin, Florida. Conducted the preliminary engineering traffic analysis for a new connector located in Downtown Destin, contract amount approximately \$20,000. Project consisted of analyzing traffic counts along the surrounding corridors and providing build- and design-year segment and turning-movement volumes. Using traffic software, lane requirements and preliminary intersection design layouts were provided.

- Comprehensive Plan Review. Provided comments on proposed changes and updates to comprehensive plans indicating whether or not policies and implementation strategies promote Florida Department of Transportation policies and goals, existing GPC. Further review indicates whether or not plan is consistent with Florida's growth management requirements and state goals.
- Florida Roadway Classification Analysis, FDOT, District 2. Reviewed District's current access management plan and provided recommendations for updates and improvements, existing GPC. Restructured the current roadway segmentation design for District 2 and updated traffic count site locations for the roadway characteristics inventory database.
- Bypass Studies, FDOT, District 2. Conducted an analysis of possible bypass alternatives for US 23 in Jacksonville, Florida, existing GPC. US 23 borders Edward Waters College and administrators requested bypass alternatives looked upon to relieve traffic congestion impeding pedestrians. SR 21 and SR 100 bisect in downtown Keystone Heights and the local community was concerned of high truck traffic.
- Local Agency Program (LAP) Manual, FDOT, District 2. Coordinated with the District LAP Administrator to provide updates and supporting documentation to the LAP Manual and detailed the roles and responsibilities of District 2, participating agencies and consultants, existing GPC.
- Scenic Highway Eligibility Phase Documentation, FDOT, District 2. Organized, designed and reviewed sociocultural surveys to support the eligibility phase documentation of SR 16 (J.C. Penney Scenic Highway), existing GPC.
- Interchange Before/After Studies, Florida Turnpike Enterprise. Conducted before- and after-facility analysis to determine if traffic forecasts and proposed benefits used to justify the new interchange were accurate, existing GEC. Studies included peak-hour frequencies, turning-movement counts, AADT, seasonal and axle factor adjustments. Analyzed traffic data and summarized results in technical reports supplied to Turnpike clients.
- Concept Traffic and Forecasting, Florida Turnpike Enterprise. Conducted a variety of toll studies to determine existing- and future-toll demands and associated lane requirements, existing GEC. Analyzed new design scenarios such as open road tolling and lane expansion along with associated impacts. Performed forecast analysis to provide specific years when modifications need to occur. Transportation planning assignments included concept traffic reports and traffic operations analysis. Tasks included weaving, merge, volume and capacity.
- Impact Fee Analysis, Florida Department of Community Affairs. Conducted a transportation impact fee study for the city of Midway, Florida. contract amount approximately \$25,000. Coordinated with city officials to provide a fee amount, structure and implementation strategy.

Professional Credentials

Master of Urban Planning, Florida State University, 2008

Bachelor of Science in Geography, Florida State University, 2006

Certified Professional Transportation Planner, American Institute of Certified Planners (No. 100748), 1985

Member, American Planning Association

Member, Institute of Transportation Engineers



Traffic and Intersection Engineering

Responsibilities

Mr. Branch is responsible for the management of the highway design group in the Tallahassee office.

Experience

Mr. Branch has more than 14 years experience in the design of roadway projects for the Florida Department of Transportation.

- SR 8 (I-10) from the east end of the Apalachicola River Bridge to west of SR 12, Florida Department of Transportation District 3, Gadsden County, Florida – Project Manager. Project consists of the milling and resurfacing of 10.2 miles of Interstate 10 in western Gadsden County. Also included are numerous repairs to drainage structures, correction of major erosion, safety improvements including guardrail extensions, replacement of bridge approach slabs, and upgrading of guardrail connections to existing bridges. The project has not been let for construction, so no bid price is available.
- Bush Road over Wright's Creek, Florida Department of Transportation District 3, Holmes County, Florida – Project Manager. Project involved roadway design to detail the reconstruction of roadway approaches to a new bridge over Wright's Creek. Signing and pavement marking plans were prepared and a detour was developed for traffic in the project area. This 0.25 mile project has not been let for construction at this time, so no bid price is available.
- SR 61 (Monroe Street) from Perkins Street to Thomasville Road, Florida Department of Transportation, District 3, Leon County, Florida--Project Manager. Project is the design of resurfacing for an urban four-lane arterial through central Tallahassee in front of the state Capitol. The project consists of milling and resurfacing the roadway, along with upgrades/additions to pedestrian features to meet ADA compliance. The project low bid price was \$ 2,463,675 for this approximately 1.9 mile project.
- SR 10 (US 90) from the East End of Apalachicola River Bridge to the Beginning of the Four-Lane Section West of Quincy, Florida Department of Transportation, District 3, Gadsden County, Florida--Project Manager. Project involved the milling and resurfacing of a portion of SR 10 in Gadsden County, drainage improvements to alleviate an undermining condition that threatened a section of SR 10 and improvements to increase the accessibility for pedestrians and those with disabilities. The project low bid price was \$ 11,481,219.90 for this approximately 16.4 mile project.

Professional Credentials

Bachelor of Science in Civil Engineering, Florida State University, 1999

Associate of Arts, Chipola Junior College, 1993

Registered Professional Engineer: Florida (No. 60807), 2004

LEED Accredited Professional, 2008

Member, Florida Engineering Society

Member, National Society of Professional Engineers

Traffic and Intersection Engineering

Responsibilities

Mr. Donaldson is a transportation engineer who contributes to project development and design by providing engineering design, project management and construction administration. Additional duties include plans preparation in CADD, specifications and cost estimates.

Experience

- Four Turnpike Bridges, South Florida--Transportation Engineer. Design of TCP and construction sequence, comp book and plans preparation using MicroStation. Approximately \$350k design fees, bridge painting and minor repairs.
- Span Replacement on Forest Hill Bridge over Turnpike, Palm Beach County, Florida--Transportation Engineer. Design of TCP, comp book and plans preparation using MicroStation. Approximately \$250k design fees, bridge span replacement and minor repairs.
- Pro Player Stadium Flyover, Dade County, Florida--Transportation Engineer. Design of TCP and construction sequence, comp book and plans preparation using MicroStation. Approximately \$75k design fees, bridge painting and minor repairs.
- US 98/Thomas Drive Intersection, Bay County, Florida--Transportation Engineer. Design of roadway/bridge geometry and profiles, TCP and plans preparation using MicroStation. Responsible for post-design services including shop drawing review and coordination with CEI and Florida Department of Transportation project manager. Approximately \$2M design fees, new roadway and bridge construction in urban area. Project Role: Project Engineer/Assistant Project Manager.
- SR 79 Multilane - Three Projects, Bay County, Florida--Transportation Engineer/Assistant Project Manager. Design of roadway geometry and profiles, TCP and plans preparation using MicroStation. Provided post-design services on one of the three projects. Approximately \$1M design fees, new roadway construction in rural area.
- Group 03-08 Resurfacing - Four Projects, Okaloosa County, Florida--Transportation Engineer. Design of roadway plans (rural and urban), including milling and resurfacing and minor widening/reconstruction, TCP, specification package preparation and plans production in MicroStation. Preparation and submittal of electronic deliverables using PEDDS. Approximately \$300k design fees, resurfacing and new roadway design (turn lanes, intersection realignments).
- SR 53 to CR 255 Connector Road, Madison County, Florida--Transportation Engineer. Design of roadway geometry and drainage swales. Plans preparation in AutoCADD including cross sections, roadway profiles and drainage details. Approximately \$100k design fees, new roadway construction in rural area.
- St. Simons Island Gateway, Glynn County, Florida--Transportation Engineer. Design of roadway geometry, including realignment, reconstruction and resurfacing. Plans preparation in AutoCADD including cross sections, roadway profiles and drainage details. Approximately \$200k design fees, new roadway construction in suburban area.
- SR 10 Resurfacing, Gadsden County, Florida--Project Manager. Design of roadway plans including milling and resurfacing, minor drainage improvements, ADA upgrades and sidewalk improvements. Plans preparation and production in MicroStation. Approximately \$500k design fees, resurfacing and new roadway design (turn lanes).

- I-595 PD&E, Broward County, Florida--Project Engineer. Design of preliminary roadway and bridge profiles including analysis of existing bridge profiles and clearances. Approximately \$2M design fees, Preliminary roadway design (highway and ramp alignments major state highway and interchanges).
- SR 61 Resurfacing, Leon County--Project Engineer. Design of roadway plans including milling and resurfacing, ADA upgrades and sidewalk improvements. Included plans preparation and production in MicroStation. Approximately \$500k design fees, resurfacing and new roadway design (turn lanes).
- FEMA PA Program (Disaster 1805-Hurricane Ike), Dayton, Ohio--TAC Project Specialist. Met with and interviewed applicants, collected data in the field and prepared Project Worksheets for Category A, B, C and F work. Participated in the PA Pilot program for all Category A worksheets. Prepared and verified cost estimates using RS means.
- FEMA Disaster Recovery Program (Disasters 1786 & 1792, Hurricane Gustav and Ike), New Orleans, Louisiana--TAC Project Specialist. Attended three-day PAC crew leader training. Performing disaster recovery operations by assisting local government entities (applicants) in identifying damages and/or emergency work performed, and preparing project worksheets to reimburse the applicants. Assignment areas are the Southern Parishes (Jefferson, Orleans, St. Bernard and Plaquemines). Other duties include performing site visits to collect data (GPS readings, photos, measurements) and managing each applicant's projects in the EMMIE database.

Professional Credentials

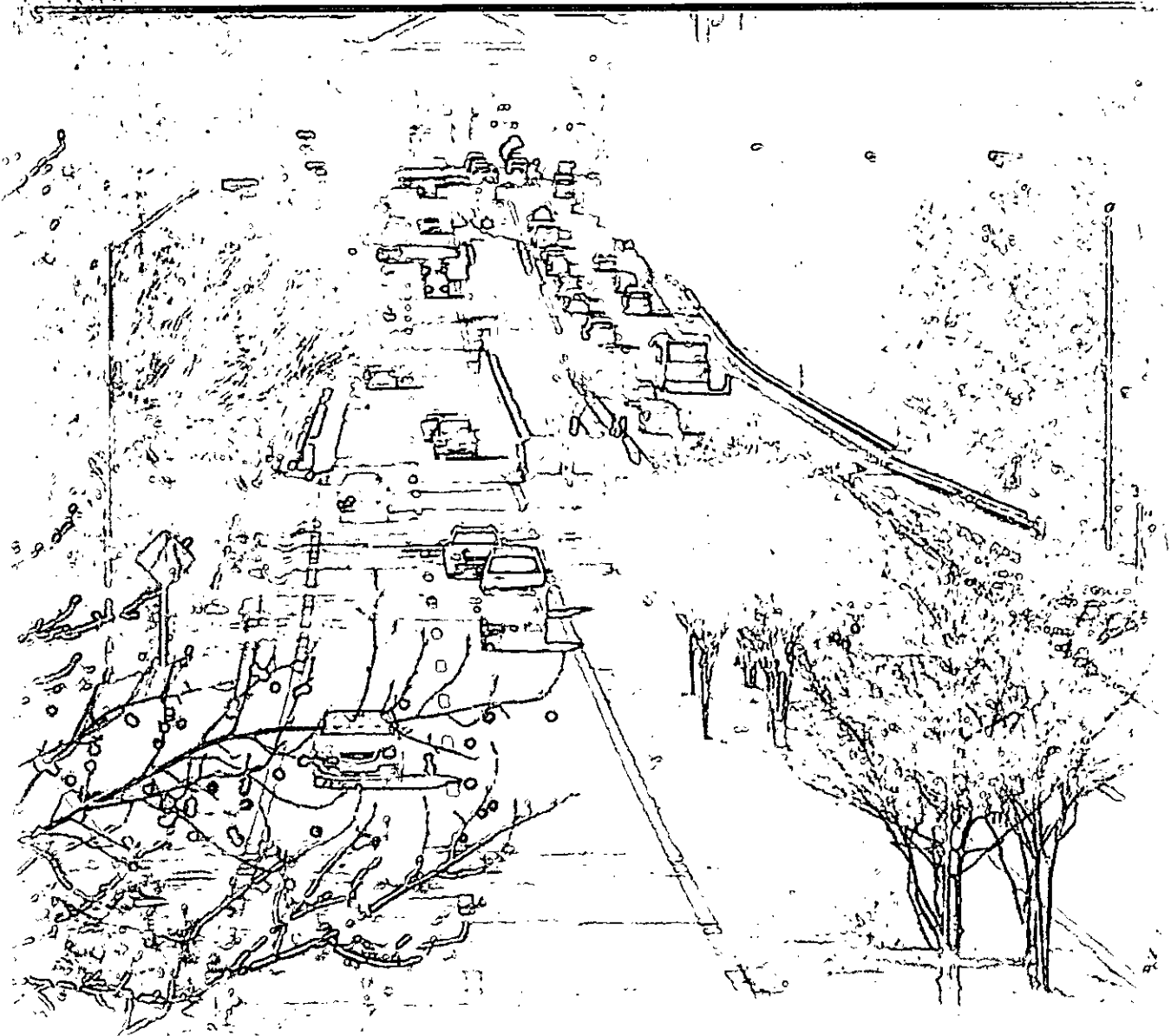
Bachelor of Science in Civil Engineering, Florida State University, 1998

Registered Professional Engineer: Florida (No. 60061), 2003





B. Experience with Projects of a Similar Type and Size



B Experience with Projects of a Similar Type and Size

1. Project Experience

Topsail Entrance *Walton County, Florida*

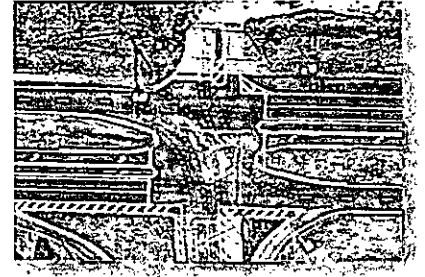
The existing T-intersection at US 98 and CR 30A was redesigned to a four leg intersection to accommodate a new development to the north. Operational traffic conditions were evaluated in order to develop an optimal signalization operation plan. Signalization plans were prepared to meet Florida Department of Transportation criteria.

Project Owner Representative Name: Chris Forehand, PE
Agency Name: Preble-Rish, Inc.
Address: 203 Aberdeen Parkway, Panama City, Florida 32405
Phone: (850) 522-0644

Project Completion Date: 08/2011

Project Manager and other Key Professionals:

Nicholi Arnio, PE, PTOE - Project Manager
Thomas Hildebrand, PE - Project Engineer
Nicholas Draper, PTP - Transportation Planner



SR 61 (Monroe Street) from Perkins Street to Thomasville Road *Tallahassee, Leon County, Florida*

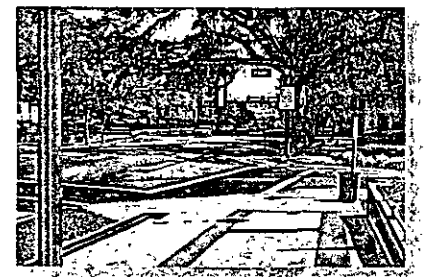
This project includes the milling and resurfacing of SR 61 through downtown Tallahassee, Florida. Numerous repairs to pedestrian features are being undertaken to bring those features into compliance with the provisions of the Americans with Disabilities Act. Safety features, such as pedestrian railing, were added as needed. Signing and pavement marking plans were developed for the length of the corridor. Signalization plans were developed to provide continued safe operations at each of the 16 signalized intersections within the project limits.

Project Owner Representative Name: Mr. Garrett Martin, PE
Agency Name: Florida Department of Transportation District 3
Address: 1074 Highway 90, Chipley, Florida 32428
Phone: (850) 638-2288

Project Completion Date: Currently under construction

Project Manager and other Key Professionals:

Matthew Branch, PE, LEED AP – Project Manager
Charles Donaldson, PE – Project Engineer
Thomas Hildebrand, PE – Engineer



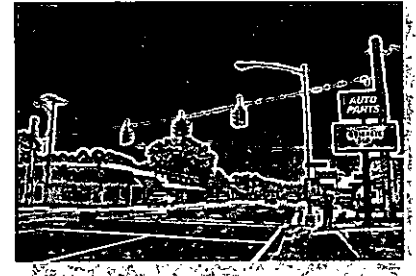
SR 10 (US 90) from Chattahoochee to Quincy
Chattahoochee, Florida

The project involved the milling and resurfacing of a portion of SR 10, the addition of paved shoulders, drainage improvements, identifying and resolving utility conflicts. Pedestrian features at intersections were re-designed to meet ADA requirements and turning radii were improved where identified. Signalization plans were developed to provide continued safe operations at two signalized intersections.

Project Owner Representative Name: Wade Herod, PE
Agency Name: Florida Department of Transportation District 3
Address: 1074 Highway 90, Chipley, Florida 32428
Phone: (850) 638-2288

Project Completion Date: 02/2010

Project Manager and other Key Professionals:
Matthew Branch, PE, LEED AP – Project Manager
Charles Donaldson, PE – Project Engineer
Thomas Hildebrand, PE - Engineer



Stewart Area Transportation Assessment – Flemington Sector Plan and Traffic Study
Fort Stewart, Georgia

The RS&H Team conducted a traffic impact assessment of the brigade relocation on Fort Stewart. This included an estimation of trips generated by the military and civilian employees, including contractors. Existing crash patterns were analyzed and countermeasures were identified to reduce the projected crash rate associated with the increase in traffic. The countermeasures examined included closing/relocating driveways, channelizing turning movements, improving sight distance through geometric design, and the use of additional traffic control devices.



Project Owner Representative Name: Rachel Hatcher
Agency Name: Liberty Consolidated Planning Commission
Address: 306 N Main St., Hinesville, Georgia 31313
Phone: (912) 408-2030

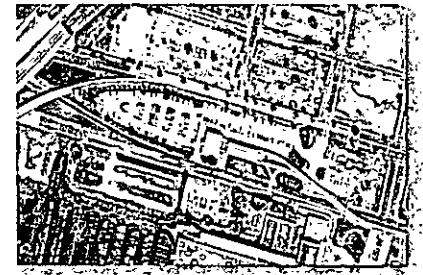
Project Completion Date: 03/2011

Project Manager and other Key Professionals:
Whitney Shephard, PE - Project Manager
Nicholi Arnio, PE, PTOE - Project Engineer
Thomas Hildebrand, PE - Engineer



Jacksonville Transportation Center Facility Design
 Jacksonville, Florida

The project included designing bus lanes on both sides of the Transportation Center as well as an access road connecting West Forsyth St. and West Bay St., improving the intersection at Johnson St. and W. Bay St. and the design of an acceleration lane for the I-95 on-ramp. The reconfiguration of the three intersections improved the safety and mobility of vehicles.



Project Owner Representative Name: Ethan Loubriel
Agency Name: DMJM
Address: 800 Douglas Rd, Suite 770, Coral Gables, FL 33134
Phone: (305) 648-9974

Project Completion Date: 03/2009

Project Manager and other Key Professionals:
 Monty Selim - Project Manager
 Matthew Branch, PE, LEED AP - Project Engineer
 Charles Donaldson, PE - Engineer
 Thomas Hildebrand, PE - Engineer

2. Relevant Projects Presently Under Contract

Client Name	Project Name/Description	Fee	Contract Date
Miami, City of	Drainage Improv for SW 16 Avenue	\$22,687.00	02/20/2011
Hillsborough County	Causeway Blvd / Providence Road	\$225,381.57	12/08/2010
FDOT - District Seven	US-301 Rehab in Pasco County	\$1,655,123.00	11/22/2010
FDOT - District Two	I-295 Collector Distributor/Collins	\$125,046.00	11/01/2010
Preble-Rish, Inc.	Topsail Entrance	\$27,000.00	08/31/2010
Orlando-Orange Co Expressway	SR 408/SR 417 Interchange - PDS	\$832,718.88	06/21/2010
FDOT - District Three	SR 8 (I-10) frm Apalachicola River	\$1,597,383.00	06/16/2010
Registe, Sliger Engineering, Inc.	Bush Road Over Wright's Creek	\$86,033.89	03/22/2010
FDOT - District Three	SR 61 Monroe St frm Perkins Street-Thomas Road	\$713,641.00	10/04/2007
FDOT - Turnpike Enterprise	Suncoast Parkway 2-Section 3	\$9,061,173.00	08/01/2007
Pinellas County	22nd Avenue South PD&E	\$567,213.00	05/29/2007

3. Procedures for Ensuring Current Design Standards

RS&H's high quality grades on recent projects reflect the RS&H Team's commitment to excellence.

Quality begins with having pride in our work and subsequently encompasses every facet of the job from start to finish. Our team's continual awareness of quality makes the difference. Processes and procedures can control quality, but our commitment to quality starts at the highest levels of our organization and is executed at all levels down to the individual designer.



The Design Quality Management Plan is a continuous and interactive process of coordination, communication, review, checking and back-checking all project components and documents. RS&H has established documented quality management procedures that are detailed in its corporate Standard Operating Procedures (SOPs) for all work products.

The QA/QC Process

In operation, the QA/QC process is quite simple and applies to all project work: plans, reports, design documents, surveys, estimates, data, etc. A key element of the process is to have the most qualified people in the checking process. They must know their role and schedule the time for their participation. As with all submittals, cross-discipline checks will be performed. The process differs slightly for the written material and such things as calculations, but the five-step procedure is as follows:

Step One: Origination - The Originator or Registered Professional (RP) checks for completeness and/or assembles each element of the check plans package. After the package is deemed complete and ready for checking, the RP stamps and signs the plans.

Step Two: Checking - The Checker (someone other than the Originator) shall be a person with qualifications equal to or exceeding the RP. The Checker shall highlight in yellow on the check-print each part that is correct and mark in red on the check-print the required corrections, additions or deletions.

Step Three: Concurrence - Originator shall review the Checker's marks on the check-print (back checking) and place a check mark in red near each of the Checker's red-marked changes if they agree the document original should be changed. Then the Originator consults with the Checker and either agrees or crosses out the red mark. The result of Step Three is a set of check-prints with agreed-upon changes that have been color coded and signed by the Originator.

Step Four: Incorporation - The Originator shall update the document original to include the changes agreed upon and highlight the check-print in yellow.

Step Five: Verification - The Checker shall compare each of the changes on the check-print with the updated portions of the document original and check in green the re-worked changes or circle the lack of change in green. The final verification is made and a green check is applied to the sheet. The result is a set of plans ready to submit and a check set fully documented.

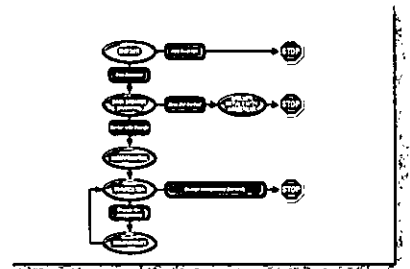
Tracking

Tracking the process is a vital part of a QA/QC Program. We do this by use of a tracking stamp, a QA/QC Coordinator, and a QA/QC Process Log. Checklists are very important to the process as well. These checklist and stamps help standardize the checking procedure and, in effect, program the process; and many different ones are used, as appropriate.

Documentation

The final key in the overall QA/QC Program is the documentation process, including:

- Utilizing the tracking stamp, executing Process Log and Maintaining a QA/QC file
- Utilizing and retaining check sets with submittal sufficiency checklists
- Completion of a final Quality Assurance Review and Certification by the Project Officer



Constructability Review

Constructability reviews will be conducted by qualified construction services personnel. RS&H designers benefit greatly from the input of construction services personnel as they recognize the challenges faced by construction contractors. The feedback given by constructability reviewers ensures that the client receives a plan set that is clear, concise, and understood by the construction contractor.

Project Quality Control Plan

A major component of the Project Quality System is the requirement for the RS&H Project Manager to develop a Project Specific Quality Control Plan, and submit it to the client for acceptance. This process is already a part of the internal RS&H Project Management Plan, and can easily be accomplished. The Project Quality Control Plan is a part of the larger overall Project Management Plan (PMP) required by our internal processes. The project manager develops the PMP prior to work beginning. This plan is then issued to each and every employee that may be involved in the delivery of the project.

Client Satisfaction Survey

Another method used as part of our quality control process is client satisfaction surveys. A third party service is employed by RS&H to request feedback at six-month intervals from key client staff. Additionally, after project completion a debriefing session will be scheduled with the client's Project Manager and other involved parties where "lessons learned" as a part of the project will be discussed and incorporated into our procedures on future projects

4. Basic and Special Resources Available to Firm

RS&H remains on the leading edge of design and delivery technology. Each office is equipped with the latest telecommunication and computer-aided equipment and is linked to other offices through local- and wide-area networks. By continually investing in the technical and professional development of the firm's staff and equipment, RS&H assures clients that they will be working with trained and informed professionals using the most advanced technology available.

IT Overview

Today's frenetic project management environment is characterized by a decrease in schedule durations and fees, and by an increase in project complexity and the number of specialized project team members. Aggressive information technology implementation is critical to effectively manage the tremendous amount of voice and data information being exchanged. Also, appropriate document control procedures must be employed to ensure that project schedule, cost, quality and administrative expectations are all met.

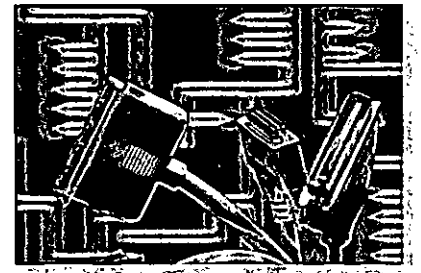
RS&H has made a significant effort to develop and maintain an information technology infrastructure that not only seamlessly integrates its own geographically dispersed and highly specialized resources, but also incorporates clients, vendors, subcontractors and regulatory agencies to create a virtual corporation. This integration improves planning, design and construction administration processes allowing for expedited and efficient work products to arise from the timely, accurate communication of project information. Below is an overview of the system's components.

Computers at the Desktop--All RS&H associates have networked computers in their work spaces. These machines have the appropriate memory, hard drive and display capabilities to allow them to efficiently perform their individual tasks. CADD PCs are generally Dual Core 2-4 GB of RAM, and engineering and administrative



PCs are generally Dual Core with 1-3 GB of RAM. Senior management and business development staff have Pentium laptops with multimedia, LAN and remote access capabilities to support their travel demands.

- Software--All RS&H associates have access either through network or locally installed applications to the tools that best support their work processes. This includes:
 - Integrated office automation applications for word processing, spreadsheet and presentation needs are provided through the Microsoft Office 2007 Suite.
 - CADD software used includes AutoCAD Architectural Desktop, AutoCAD MEP, AutoCAD Land Development Desktop, AutoCAD Civil 3D, MicroStation J, V8, XM and V8i with key add-ons including but not limited to Descartes and GeoPak.
 - BIM software used includes, but is not limited to, Autodesk' Revit Architecture, Structural, MEP and Navisworks along with the Bentley BIM family of applications.
 - Engineering and analysis functions are supported by a host of specialized applications that include, but are not limited to, STAAD, DOE-2, AutoTurn, GuidSign, Caice, SKM (Power Tools for Windows), Haestad, FB-MultiPier, MDX and SketchUp. In addition, an Enterprise Licensing Agreement with Bentley Systems provides access to a broad range of applications for all disciplines.
- BST Enterprise, running on Windows Server, supports project management, finance and accounting operations, and is accessible via RS&H's Intranet.
- GIS capabilities include ArcView, ArcEditor and ArcInfo on the client-side and ArcGIS Server, ArcSDE and ArcIMS on the server-side. These applications allow our associates to view, edit and create GIS datasets from national, state, local entities and other consultants. In addition, our GIS activities are further enhanced by using Trimble GeoXH GPS units to create new datasets using ArcPad and TerraSync software. The Intranet Mapping Application allows all associates to create, save and print customized GIS maps through their web browser without requiring any GIS software to be installed on their computers.
- Project management is supported by a combination of Primavera SureTrak, Expedition and Microsoft Project. These tools are used to manage projects for our clients and to efficiently apply the highly diverse project delivery skills of all RS&H associates. These tools also ensure that utilization stays high and that project schedules, budgets and administrative requirements are met.
- Project collaboration between offices and with subconsultants by RS&H Programs is being undertaken using the Bentley Projectwise Application, which works with the Autodesk and Bentley CADD and engineering applications.



Local Area Network (LAN) Resources--Each office utilizes a Windows 2003/2008 Server LAN with Dell PowerEdge server. All offices use RAID 5 on their server hard drives to ensure data protection and system uptime. CAT5e cabling is used exclusively, and all ports use switched Ethernet.

Wide Area Network (WAN) Resources--RS&H's 27 LANs are interconnected using a fully meshed dedicated IP network. The WAN has been pivotal in eliminating the costs and inefficiencies that were encountered due to disperse office locations. The WAN



allows key staff to be connected with the client and/or job site and team members, regardless of office location.

Telephone Systems--RS&H utilizes the Cisco AVVID voice over IP phone system, which enables all associates to have desk-to-desk, four-digit dialing and phone mail. The telephone system also integrates with other desktop computer application software used.

Paging Systems--Goodlink devices that synchronize mail accounts are worn by not only key technical personnel, but also key administrative staff to ensure 24/7 responses to project or business changes.

Internet--With implementation of the WAN, each Associate has Internet access, including e-mail. Not only does this support the considerable research efforts of our staff, but also provides an industry-accepted standard for communication and, with appropriate procedures and precautions, document exchange.

Web Site--RS&H utilizes its web site (<http://www.rsandh.com>) to market its services in six primary market sectors, and to allow prospective job applicants to gain information about the company and submit their resumes. We have also established hot links to other industry-related web sites.

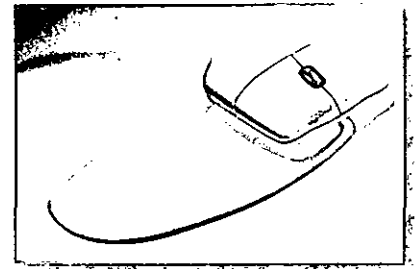
Intranet--RS&H has a well-established Intranet, providing real-time project control and accounting information to every desktop. The Intranet is also used to collect additional project management information, to provide a common point of collaboration and design document sharing and to deliver standard operating procedures, quality assurance procedures, marketing resources, Human Resources and Information Technology support documents, as well as general news and announcements to every desktop.

Network Communications--RS&H provides remote access capabilities to associates with virtual access from anywhere in the world. This includes a Virtual Private Network (VPN), which is used with high-speed connections and allows easy, quick and secure access to corporate resources. Also part of RS&H's network communications is Citrix, which is used with low-speed connections and compression, and allows for very effective remote access over low-speed connections.

E-mail to Fax--With use of appropriate software on the communications server, associates can fax computer generated documents by attaching the desired document to an e-mail message. Hard copy can be scanned to the LAN and then faxed from the individual's desktop. Administrative personnel also have the capability of receiving faxes at their desktops and forwarding them via e-mail to other associates.

Read/Write CD/DVD--These devices facilitate the reference and reuse of successful design solutions developed throughout RS&H's many years of design automation experience. Projects archived on CDs can be checked out of a library and can be copied for alteration to suit new project requirements by associates. The media is easy to use, very sturdy and inexpensive. Each RS&H location has at least one common machine with this capability for all associates to use, and all new machines purchased have this capability.

E-Mail--Inter- and intra-office communication can be handled by Microsoft Exchange, Microsoft Outlook or Cisco phone mail, depending on which medium best suits the nature of the transmittal.



Virus, Spyware and Spam Software--Sophos Corporate Edition is used throughout the company. The primary server checks with Sophos on a daily basis for new definitions, which are downloaded and pushed automatically to all workstations.

FTP--We maintain an FTP server on-site to facilitate the transfer of large files to and from the company. In addition, we maintain a Biscom server integrated with Microsoft Outlook to facilitate the transfer of large files to and from the company.

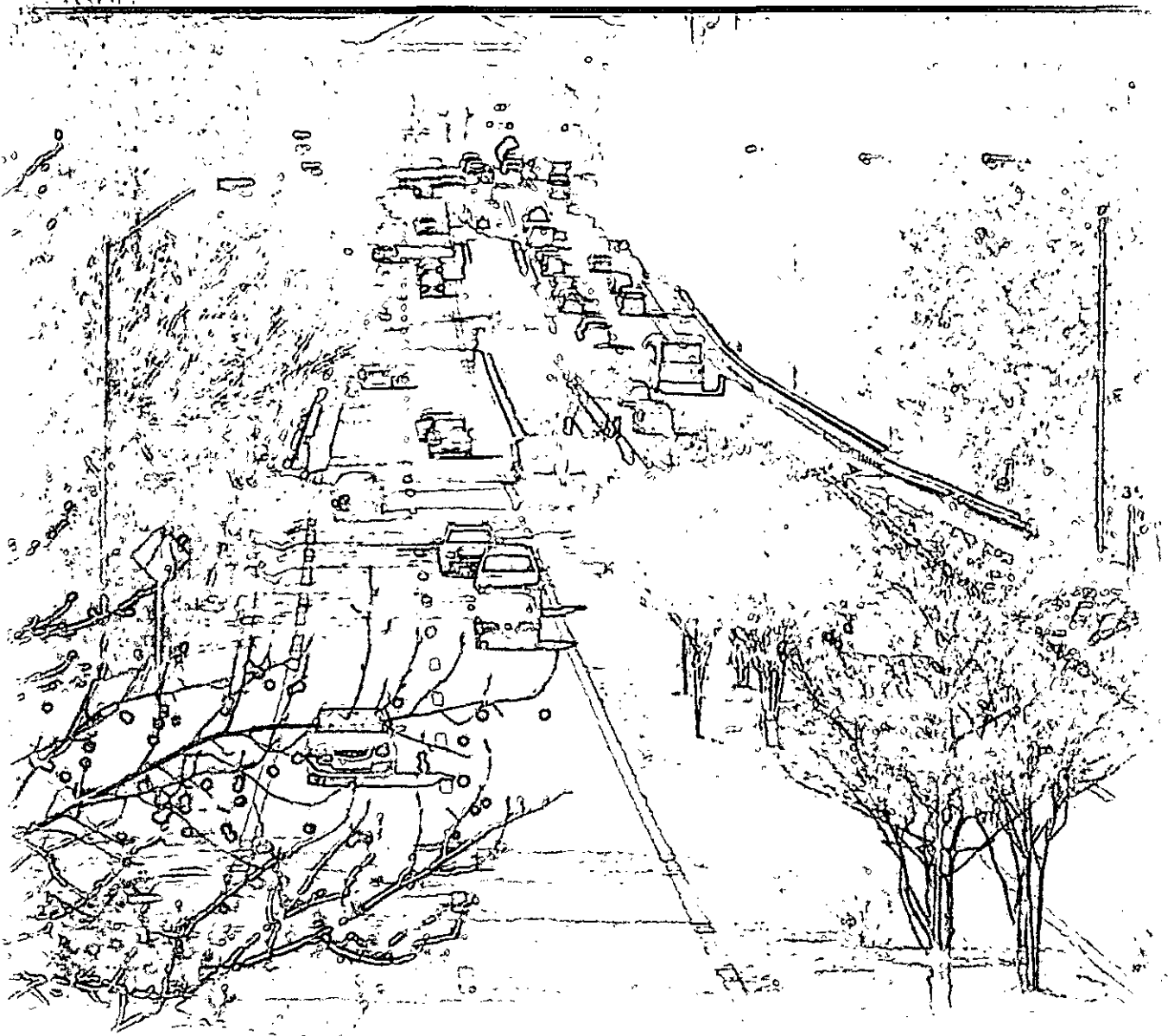
Biscom--We use Bsicom to transfer securely files to external and internal users.

CRM--Many of our projects are so large in scope that business development efforts are handled by a group of individuals, often not from the same office. Using Microsoft Exchange/Outlook platform, RS&H has developed a custom CRM application that allows the entire senior management and business development team to easily share information on prospects and keep a single, centrally managed corporate contact management database accessible to associates over the WAN and Internet. This also ensures that the client is always presented with consistent, current and coordinated project status information, regardless of which RS&H Associate is contacted.





C. Willingness to Meet Schedule and Budget Requirements



C Willingness to Meet Schedule and Budget Requirements

The design and construction schedules for the general consultant assignment will vary based upon project complexity, times of anticipated construction, multiple construction projects occurring at the same time and federal funding limitations.

Project Start-Up

Review of existing data relative to each project site, limits of construction, pavement removal and pavement designs, drainage, traffic signal operation plan, maintenance of traffic, contractor movement and storage locations, etc. will be the subjects of at least one coordination meeting with the Leon County Staff and RS&H. The RS&H Project Manager and discipline leads will be familiar with roadway design, stormwater engineering, traffic and intersection engineering, environmental services, structural engineering, construction engineering and inspection, the terms of the general contract as well as the terms of each approved project scope prior to the initial coordination meeting. The RS&H Team understands the importance of early coordination and how the design and construction scheduling can make or break a project. With this level of experience and focus on detail, the RS&H Team will minimize project startup time and learning curves will also be minimized or eliminated altogether.

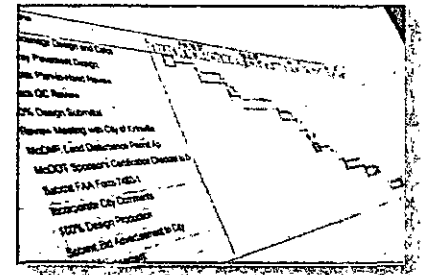
The Project Manager will assign staff as needed throughout this project to maintain design schedule.

Design Schedules

As part of the development of the overall project management plan, a project schedule will be developed for each task assigned to RS&H. The project manager will regularly update the schedule as information is gathered and tasks are completed. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project. Microsoft Project is the tool RS&H project managers use to produce and maintain schedules. This is a powerful tool in the right hands due to the many included functions it offers.

As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available.

At each deliverable milestone, the design and construction schedules will be submitted for review and comment. Once the review is complete, the schedules will be revised to reflect the most current information and direction from Leon County Staff. Another element of the design and construction scheduling is the phasing of the project. When a project is to be constructed in a high traffic area, scheduling of the various phases of construction becomes critical to a project's success.



Workshops, technical reviews and constructability discussions are critical milestones in the design schedule. Therefore the design schedule is staggered by work elements such that Leon County Staff are not over-committed for review times on any project. The site specific knowledge and history available to the RS&H Team from Leon County will be a key part of the successful development of each project.

As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project.



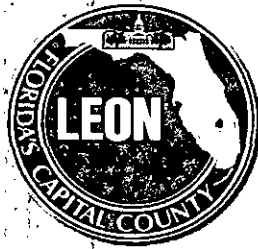
An Integrated Budget and Schedule Model (IBSM) will be used to determine progress and schedule status. This tool will be essential in monitoring and controlling the project schedule, adjusting to changed conditions, and allocating resources as needed throughout the project. Through close monitoring and control of the project schedule, the Project Manager will assign staff as needed throughout this project to maintain the design schedule for the timely receipt of bids.

*RS&H understands
Coordination and
Communication is critical to
project success.*

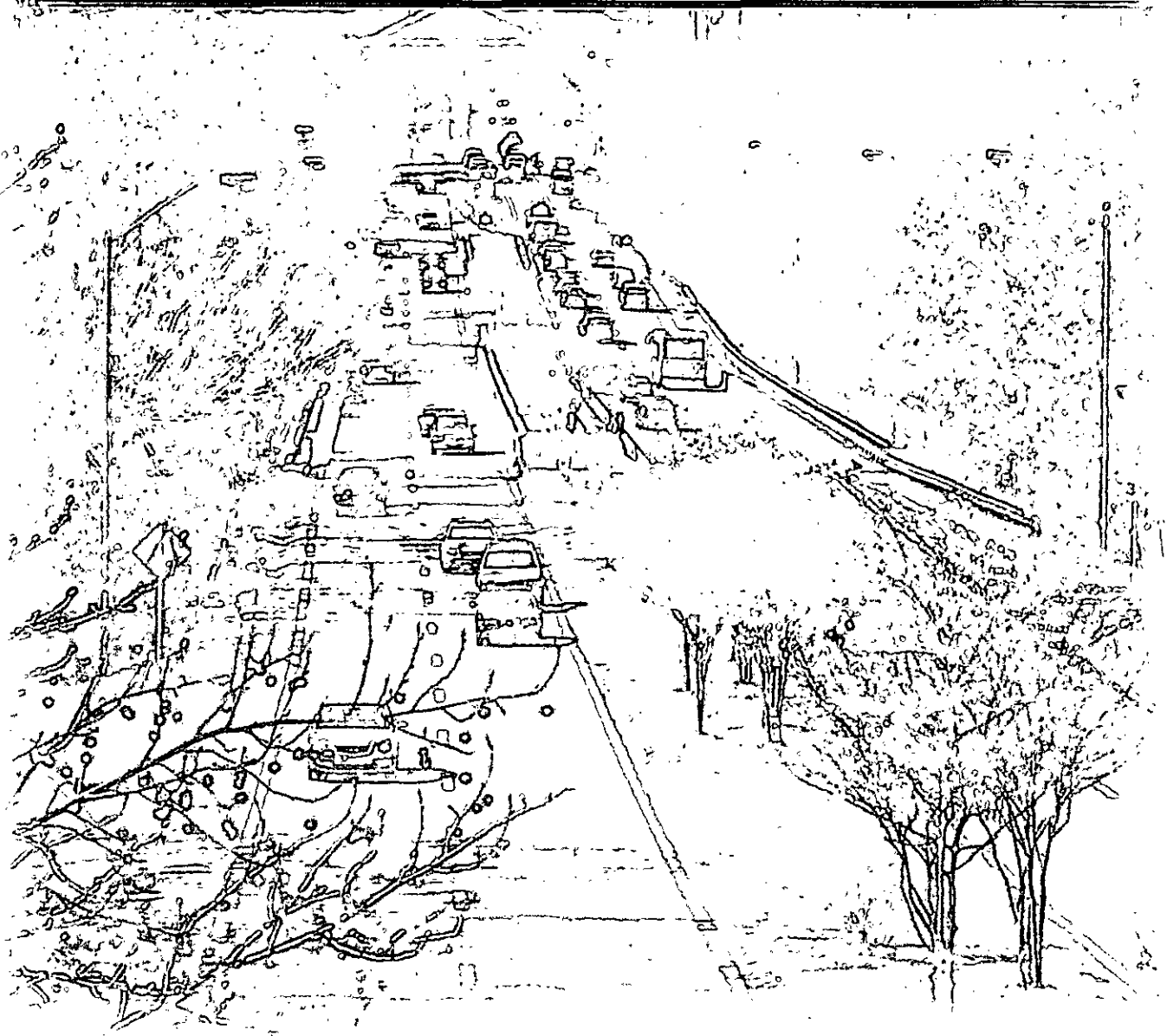
Coordination and Communication

Coordination and communication of the RS&H Team with Leon County Staff must, and will be, extensive for each project to ensure every issue is properly responded to and that the goals of Leon County are accomplished. Within the framework of the coordination and communication is the element of response. The RS&H Team will respond immediately to each and every issue posed by Leon County Staff for each project so that no element of the project "slips through the cracks" or catches the involved parties by surprise. The RS&H Team understands that Leon County must maintain a working relationship with many entities including the City of Tallahassee leadership, other state and federal regulatory agencies and the general public. Close coordination with the other agencies, the general public, and Leon County Staff will result in a project that does not cause unnecessary delay to other projects in the area. Ensuring that safe conditions are maintained is paramount. To that end, RS&H commits to responsiveness, coordination and communication that is industry leading.





D. Effect of Firm's Recent, Current, and Projected Workload



D Effect of Firm's Recent, Current, and Projected Workload

1. Projects Presently under Contract

Projects presently under contract in the Tallahassee office.

Client Name	Project Name/Description	Fee	Estimated Completion Date
FDOT - Central Office	Public Private Partnership & Engineering	\$155,422.65	11/11/2013
FDOT - District Three	Pensacola Bay Bridge PD&E	\$2,791,362.00	06/30/2013
FDOT - Central Office	Motor Carrier Compliance General Consultant	\$537,793.00	05/27/2013
FDOT - District Three	SR 8 (I-10) frm Apalachicola River	\$1,597,383.00	02/01/2013
FDOT - Central Office	Transp Statistics Data Support	\$2665,453.91	06/11/2012
FDOT - District Three	SR 61 Monroe St frm Perkins Street-Thomasville Road	\$713,641.00	03/30/2012
Registe, Sliger Engineering, Inc.	Bush Road Over Wright's Creek	\$86,033.89	03/22/2012
Leon County	Bannerman Road Corridor Study	\$999,037.00	12/01/2011
Preble-Rish, Inc.	Topsail Entrance	\$27,000.00	08/31/2011
Dyer Riddle Mills & Precourt, Inc.	Nine-Mile Road	\$33,408.26	04/07/2011
Capital Region Transp Planning Agency	CRTPA Regional Mobility Plan	\$811,527.00	03/31/2011

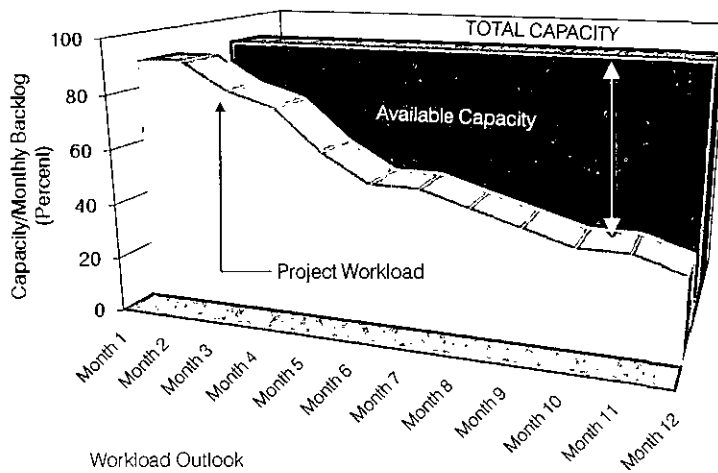
2. Describe the Firm's Ability to absorb any projects resulting from this contract

The availability of staff is crucial to the ultimate success of the Civil Engineering Services contract. The strength of RS&H's reputation rests on the ability to bring the necessary resources together to successfully complete any assignment. RS&H understands the commitment necessary to complete the proposed services and Matthew Branch, PE, LEED AP is prepared to lead the Team's efforts in this regard. As the Project Manager, Mr. Branch has direct contact with the Project Officer, Mr. Rick Chesser, PE. He has the full support of Mr. Chesser to meet the requirements of all assignments and will be responsible for assigning and committing staff to satisfy the County's need throughout the life of this contract.

Each key staff individual and the associated support staff have the required availability to complete this project within the design schedule determined for each task.

RS&H commits to providing the resources required to meet the assignments and schedule demands of the Leon County Board of Commissioners.





The RS&H Team is ready and available to begin work immediately.

Staff Availability

The RS&H Team consistently works to meet critical deadlines established by its clients, in addition to federal and state agencies, and strives to produce final project documents that result in construction projects that are under budget and of the highest quality.

RS&H's current workload is such that it can provide immediate and uninterrupted service to the Leon County Board of Commissioners. RS&H also has a dedicated staff of Team Members whose workloads allow for their fields of expertise to be utilized without delay to any task assigned. RS&H Team leadership, key participants and its considerable resources are available to support this project, without conflicting with other job assignments, and provide fully qualified technical experts as needed.

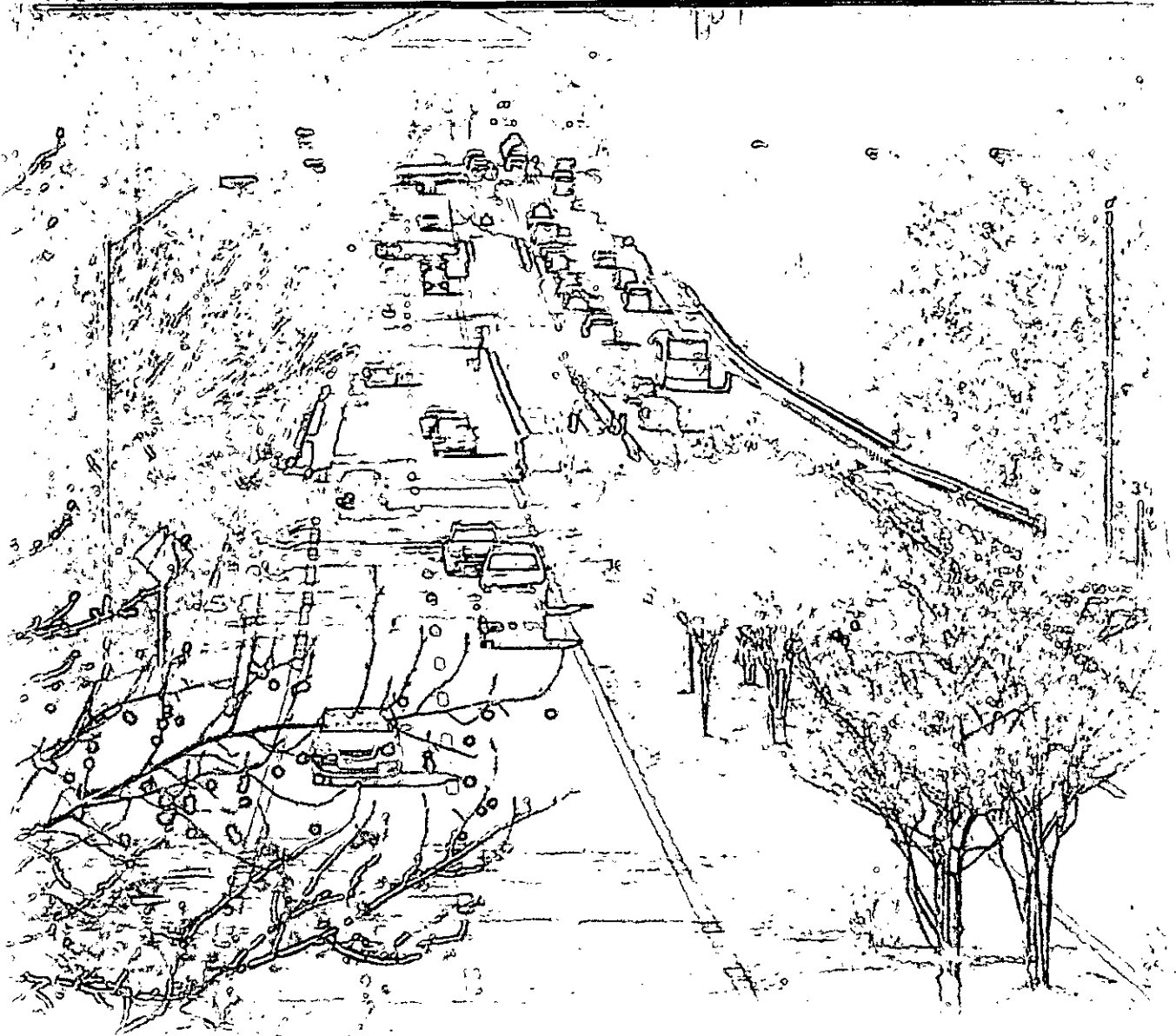
The following chart represents RS&H staff ability to successfully complete the County's assignments. This chart is representative of RS&H's typical workload at any given time and projections for future capacity. Overall staff availability will fluctuate, but typically not significantly.

Name	Role	% Time Available for Short-Term Assignment	% Time Available for Long-Term Assignment
Mathew Branch, PE, LEED AP	Project Manager Task Leader Roadway Design	40%	70%
Charles Roark, PE	Quality Assurance Task Leader Environmental Support Services	50%	50%
William Stewart, PE	Task Leader Stormwater Engineering	60%	40%
Nicholi Arnio, PE, PTOE	Task Leader Traffic and Intersection Engineering	50%	50%
Robert Woodruff, PE	Task Leader Structural Engineering	50%	50%
Anthony Manos, PE	Task Leader Construction Engineering and Inspection Services	40%	75%





E. Effect of Project Team Location



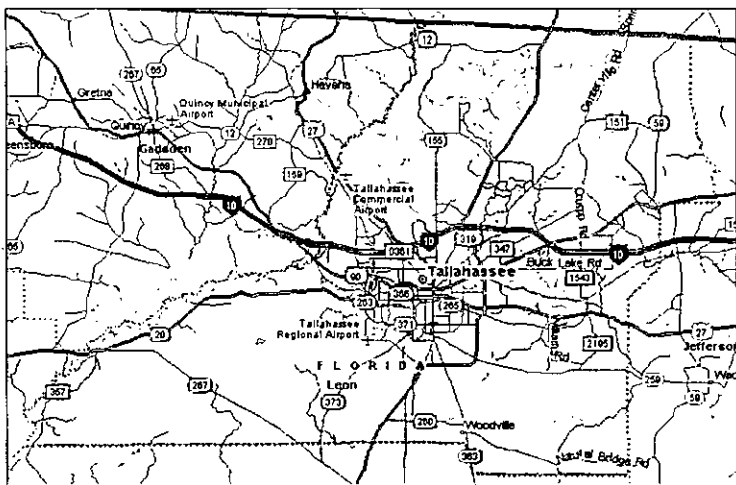
E Effect of Project Team Location

Provide the location of where the project team will predominately reside

The project team predominately resides in the Tallahassee-Leon County Region and this is where the majority of work will be performed. Work performed by staff in other locations will be coordinated through the Tallahassee office.

RS&H
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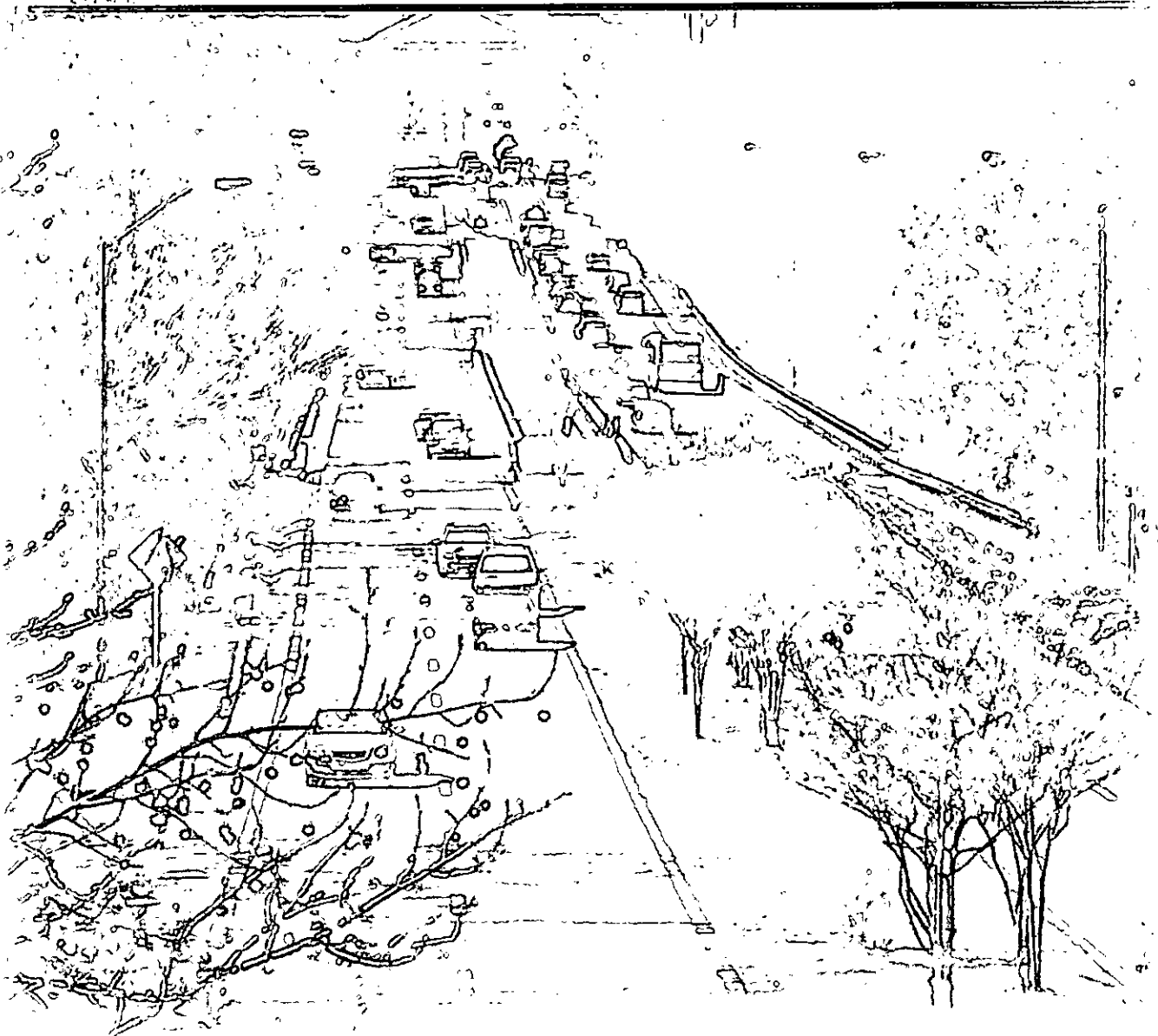


*RS&H and it's staff of
professionals is ready to provide
the Leon County Board of
Commisioners a blend of local
knowledge and
national experience.*





F. Approach to the Project



F Approach to the Project

Introduction

The RS&H Team believes that the successful execution of general consulting services is dependent upon the efforts of a dedicated team of professionals working together in a unified effort with County staff. Leading this effort will be the Project Manager, Mathew Branch, PE. This individual will coordinate all consulting efforts, but far more importantly, the Project Manager will serve as an extension of County staff and can be as integrated as staff wishes. This service relieves staff of the burden to work on small or repetitive efforts, like coordinating construction packages and/or bids. While all General Consultants recognize the responsibility to handle the large projects, the RS&H Team views this service as being one of providing the resources and technical specialists to supplement County staff. As such, RS&H efforts are intended to support the overall effort of the County staff.

The Project Manager is the single point of contact for all project related issues.

The RS&H Team's goal is to provide insight and quality service. This means quality in every aspect of individual projects and in overall coordination. Technical quality, of course, means preparing documents that are practical for use in the real world and that meet the actual goals for the effort. More than this, quality means proactively watching out for the County's best interests, continuously managing financial implications, understanding and identifying implications to the County for all actions, recognizing and offering alternatives and ensuring the County operates smoothly in every aspect.

Financial sensitivity is one of the hallmark skills for a successful General Consultant. Helping County staff in the development and implementation of a progressive and viable Capital Improvement Program (CIP) is a service often initially not requested, but usually proves to be viewed as extremely valuable. Integral to this effort is accurate cost estimation during all phases of a project, establishment of realistic budgets and working with state and federal agencies to get them to advance program funds so a reliable and consistent CIP can be maintained. To take it a step further, the RS&H Team will look beyond the standard grant funding sources. RS&H has been successful at obtaining funds from demonstration programs, transportation departments and economic development agencies.

To provide these services, the Project Manager will call upon the capabilities and resources of the entire team. This includes architects, engineers, planners and environmental specialists, all with experience and expertise. How will this be accomplished? The following are general practices to assure effective service.

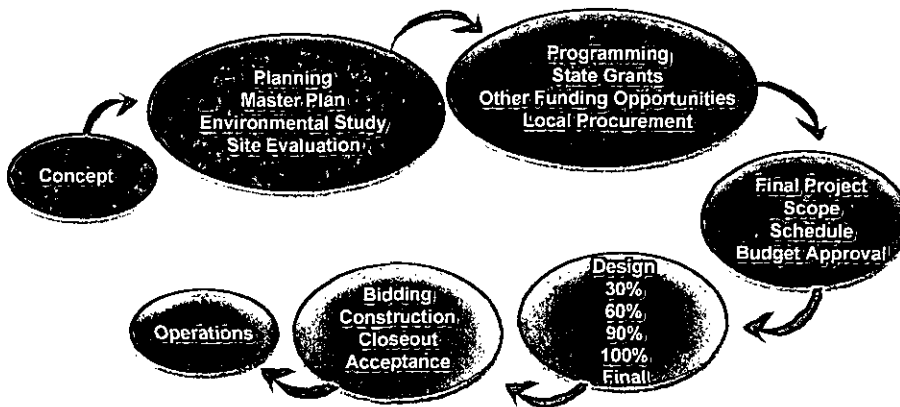
1. RS&H selects discipline leaders who are available for the duration of the assignment.
2. RS&H matches, as necessary, our corporate CADD standards, filing system and work quality standards with the County's standards.
3. RS&H establishes and maintains a central file system for all correspondence, documents, drawing, calculations, computer data and analyses.
4. RS&H continuously monitors, through our discipline leaders and the Project Manager, the progress and quality of all projects to immediately identify and address potential problems.



5. RS&H will establish an internal Quality Control Group made up of senior personnel to review all submittals before presentation to County staff.
6. RS&H uses state-of-the-art processes and computer applications, such as cost control software, CADD equipment and project management software.
7. RS&H collaborates with the appropriate government agencies to keep them abreast to all facets of the project. From beginning to end, our philosophy is to build the relationship with the agency so that the agency views themselves as part of the team.
8. RS&H works to make the County staff and the consulting staff each become an integral piece of the success of the team.

The Project Manager will call upon the capabilities and resources of RS&H. This includes architects, engineers, planners and environmental specialists, all with aviation experience and expertise.

As illustrated in the graphic below, a project evolves from an idea or concept, through studies, planning, design, construction, and ultimately operational use, the nature of the services provided evolves.



Each phase of a project requires the skills and expertise of many different professionals, with the continuity of the Project Manager and various key discipline leaders. All disciplines that are either required or beneficial are included on this team. The following pages present the team's technical approach to the major phases of development.

Planning and Programming

The planning and programming phase of a project is critical to a project's success. Working closely with the county, ideas must be developed into concepts, concepts developed into alternatives and alternatives developed into actions. The RS&H Team uses its leadership in the development of industry standards and insight to produce results that are useful in the real world.

Planning and programming efforts are unique to each project, and are too varied to provide a specific technical approach. However, in general, the RS&H Team will prepare interim reports as studies progress for County staff and other appropriate entity review. A draft of all submittals is first provided to the County Project Leader for review prior to release elsewhere.



Design Services

The RS&H Team prides itself in developing construction documents that, in addition to being "buildable," reflect real world needs of a contractor. The design goes beyond just meeting all industry practices, AASHTO standards and building codes; it is sound enough that field corrections and change orders can be limited to well below industry norms.

Such success in design services is attained by having designers with field construction experience. These designers have lived with the plans and specifications they developed, and have worked with contractors to get projects built. Only through such efforts can a designer have the capability to develop truly excellent construction documents. Excellent design minimizes change orders, prevents financial overruns and lessens liability for the County.

All design efforts are conducted using the latest computer assistance. However, many times, inspiration, not technical sufficiency, is the most important aspect of design. The RS&H Team is also skilled at the artistic side of design. From reflecting an architectural theme county wide, or development of a project and area that states the self-image of the community, or working tirelessly to get a project permitted, the RS&H Team provides well rounded and inspired services.

The RS&H Team approach to preparing contract documents normally begins with a preliminary design phase. This phase is considered to be the most critical to assure that all team members, County staff, reviewing agencies and other key parties are in unison. This design phase ensures that the desired objectives of the project are achieved and that protocol is established relating especially to schedule adherence and quality control. This phase establishes techniques used in problem solving, record keeping standards and key contact personnel. It starts with a predesign conference and ends with a detailed County staff review of 30-percent plans, preliminary engineer's report (if applicable) and a construction cost estimate. Anticipated problems and alternative solutions will be thoroughly identified and developed.

The final design phase consists of 60-percent and 90-percent submittals for County staff and review agency consideration. After all comments and concerns are addressed, 100-percent documents are produced. For each stage of development, a Quality Control Group reviews all documents and their comments are incorporated prior to submission to the County. Overall quality control review is accomplished by:

1. Systematic checking within a discipline
2. Interdisciplinary document review for design coordination
3. Independent project peer review of various types.
4. Constructability review
5. Value Engineering

Each submission is reviewed with County staff and with other appropriate agencies. The final product consists of detailed construction drawings, specifications, instructions to bidders, bidder's proposal form, general provisions, special provisions, cost estimate and engineer's report (if appropriate).

Design services conclude with bidding services including attendance at prebid meeting, production of addenda if required, preparing of bid tabulations and recommendation for award.

Preliminary Design Phase

Pre-design Meeting
Scope, Schedule, Budget
Site Inspection, Data Review
Geotechnical Evaluation
Site Survey
Permitting Needs
30-Percent Submittals
Review Meetings, Approvals



Final Design Phase
60-, 90- and 100-Percent Submittals
Review Meetings
Approvals



Bidding

Available Design Services

- *Civil Engineering*
- *Structural Engineering*
- *Transportation Engineering*
- *Architecture*
- *Landscape Design*
- *Environmental Services*
- *Value Engineering*



Construction Services

The construction phase marks the beginning of the most significant expenditure of the project's funds. It is the time when an excellent General Consultant shows its value. The design effort has set the stage for successful construction, now construction services must execute the assignment.

Knowing how to work with contractors is critical. A General Consultant must know how to understand a contractor's perspective and use it to the advantage of the County. A General Consultant must always watch out for the County's best interest.

The RS&H Team approach is to have the design engineers for a specific project continue as the same basic team through the construction phase, thus, fully utilizing their knowledge and understanding of the project.

Several important considerations occur during the construction phase of a project. Operations of the County must not be negatively impacted, safety must not be compromised and the construction effort must be kept moving. Delays and changes must be avoided. The project should be kept moving and closed out in a timely fashion.

Construction of a project is generally overseen by construction engineering and inspection (CEI) services entity. If the County wishes for the RS&H Team to provide CEI, and then close monitoring of the contractor and construction effort would result. Services would consist of arranging progress meetings and job conferences, reviewing contractor progress schedules, serving as liaison with the contractor, administratively handling and reviewing paper work between the County, contractor and design team, such as change orders and contractor pay requests, performing daily inspections, keeping a daily work log, verifying certificates and manuals furnished by the contractor for applicability, conducting final inspection, preparing and completing a punch list, and preparing As-Built Drawings. The RS&H Team has experienced transportation CEI staff to be assigned, if these services are requested.

Resident inspection services result in closer monitoring of the contractor and construction effort.

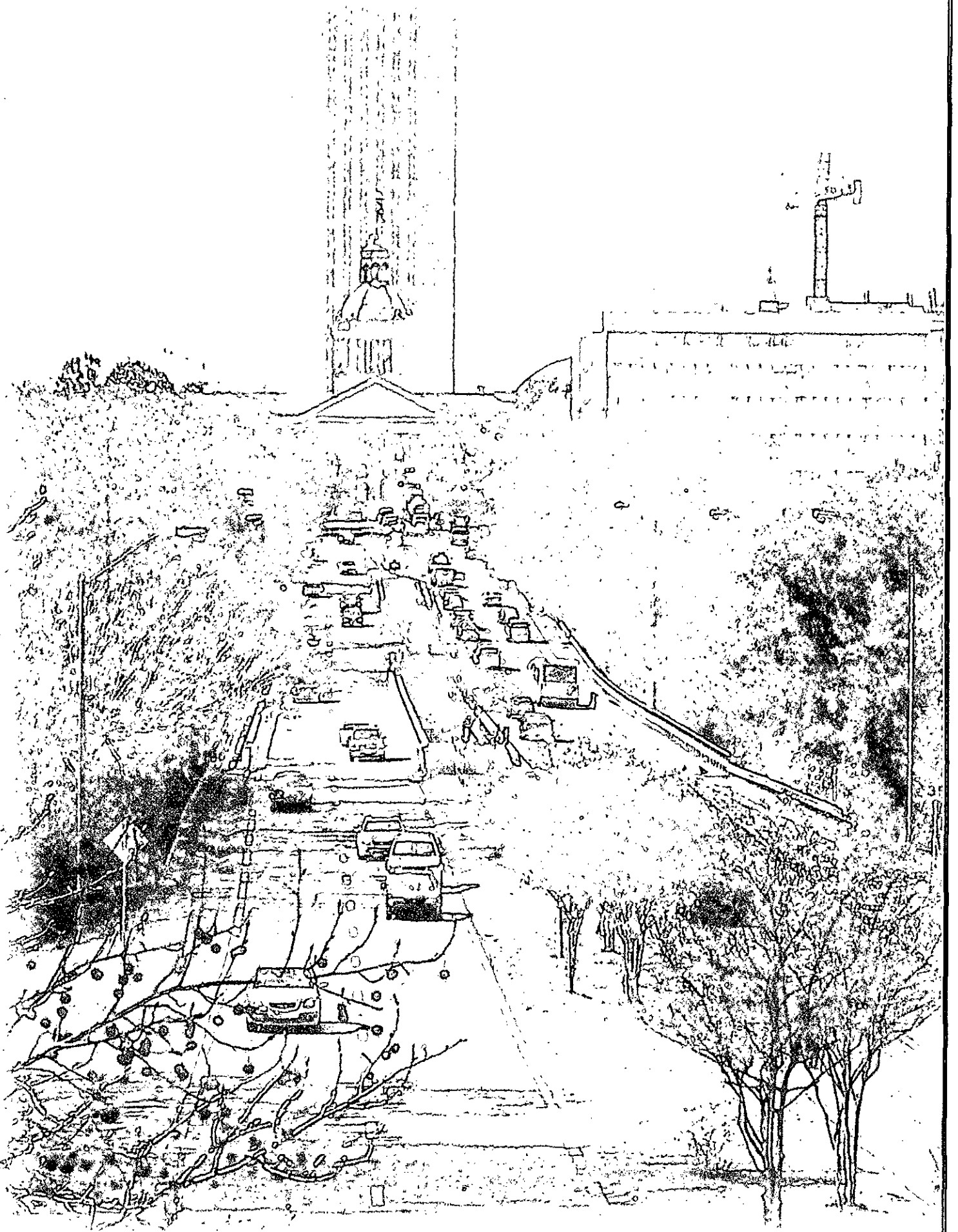
Summary

RS&H's General Consultant Project Approach hinges on the efforts of a dedicated team of professionals working together to meet the goals of the County. RS&H accomplishes this by:

- Identifying clear lines of communication between the team and County staff
- Recognizing the financial sensitivity of every project
- Placing safety as our greatest objective
- Reviewing the project regularly by senior RS&H staff to identify and rectify potential problems before they occur
- Developing construction documents that are "buildable"
- Knowing the contractor's culture to ensure a seamless transition from design to construction

Our project approach as proven successful in every facet of county consulting. We encourage Leon County to ask our references about how well we incorporated this approach into their project.

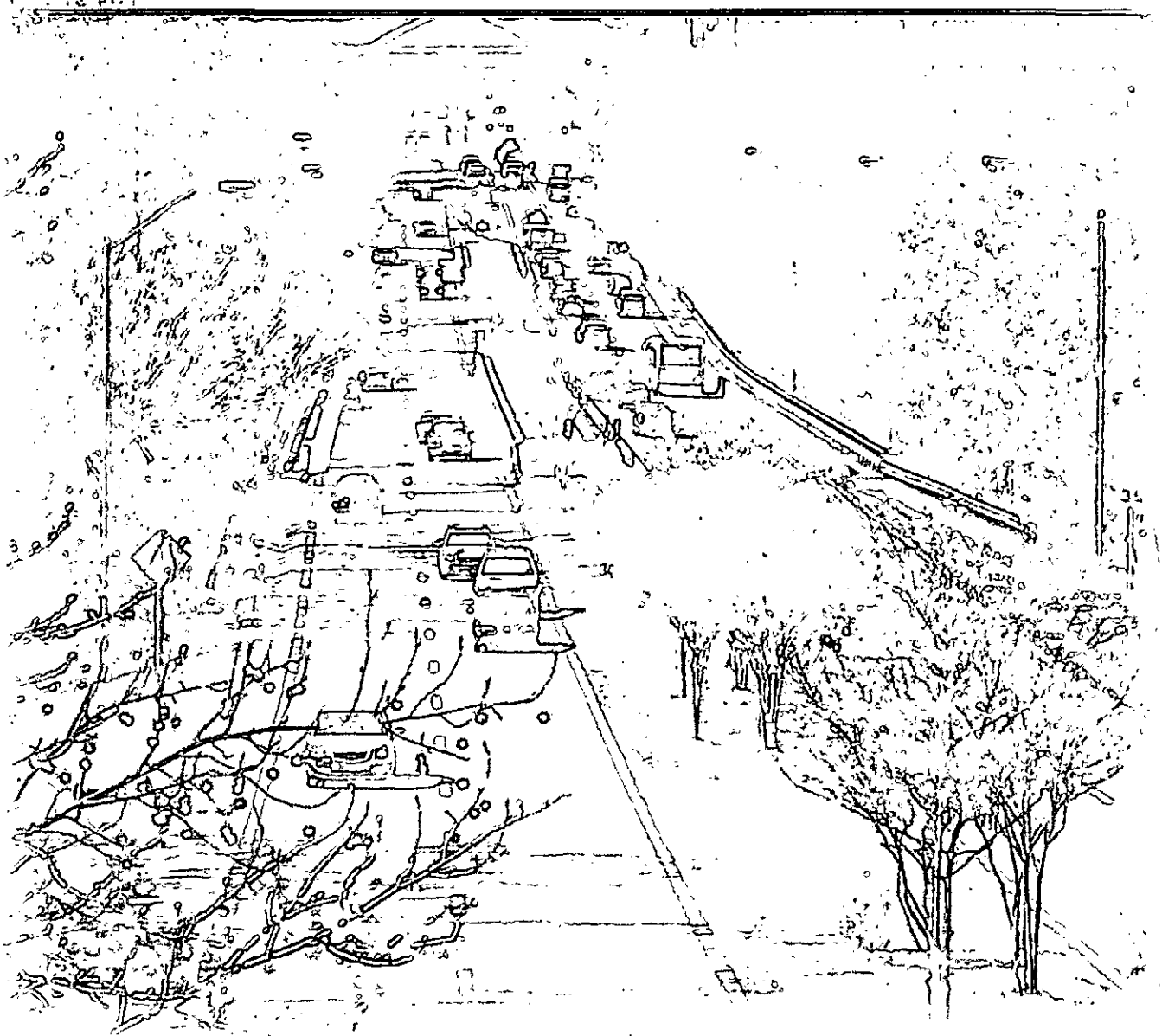




D. Structural Engineering

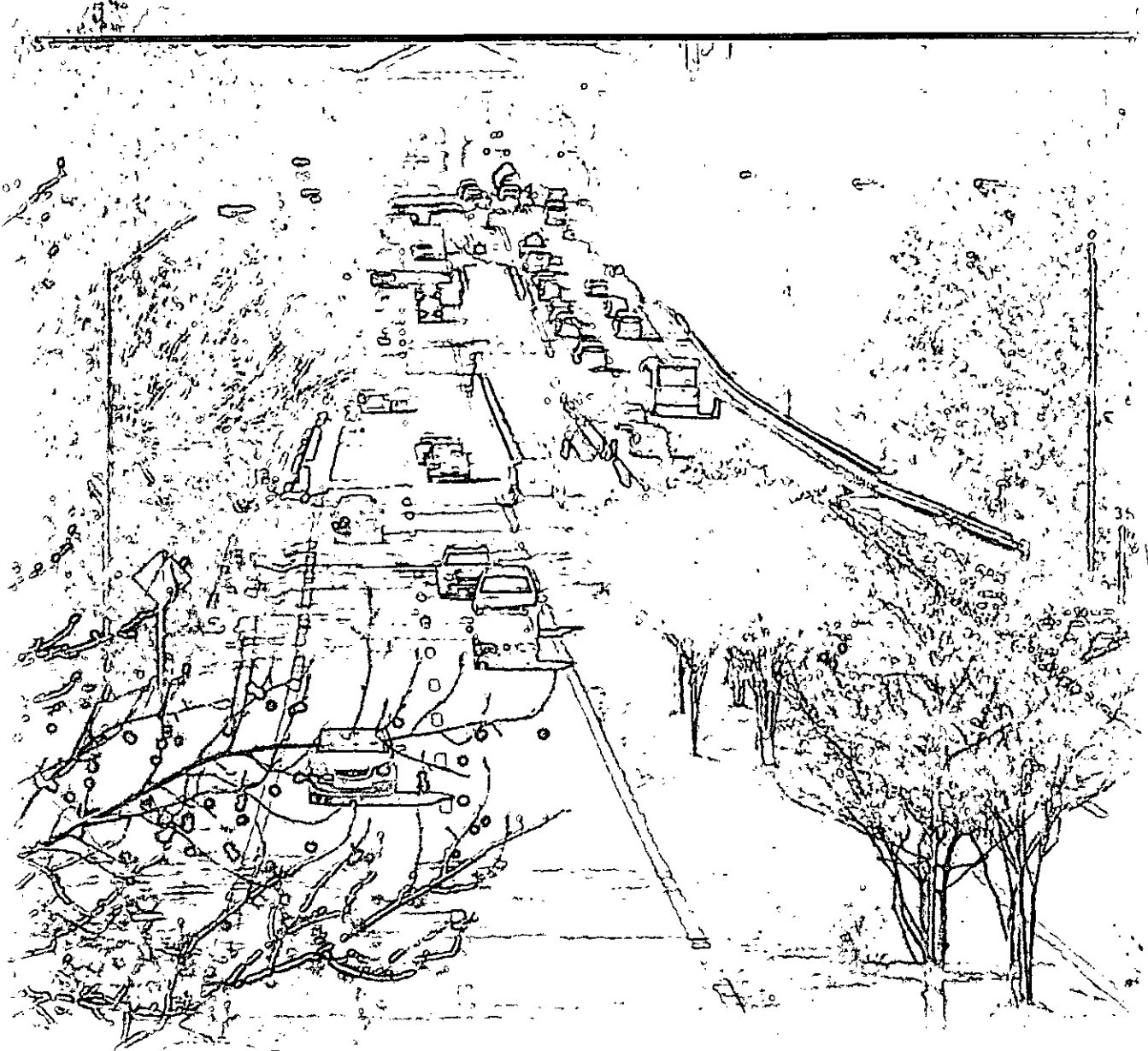


Specific Proposal Information to be Provided for Each Work Category





A. Ability of Professional Personnel



A Ability of Professional Personnel

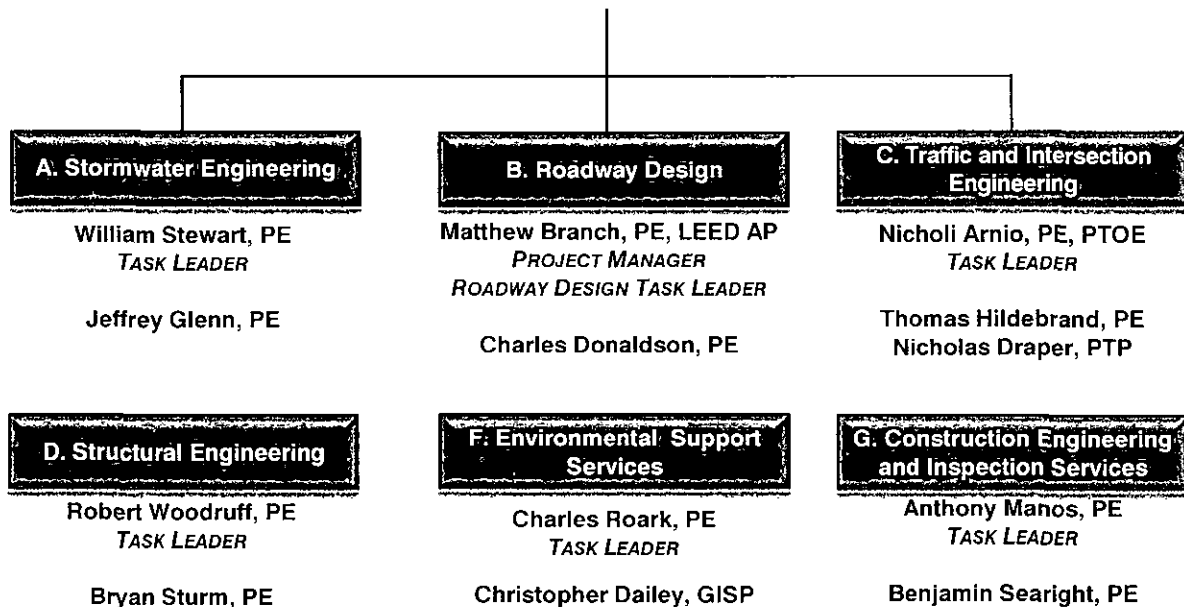
1. Employee Summary

The total number of professionals within our organization that may be assigned to this category of project is 15. Their availability to provide services on relatively short notice for small to be medium size projects is 35 percent.

RS&H believes the successful development of a Structural Engineering agreement is dependent upon the efforts of a dedicated team of professionals working together in a unified effort with the county's staff. RS&H has assembled a highly-qualified and experienced team available to start work immediately. Team staff members were carefully selected to take best advantage of the special qualifications and experience of each person. A unique aspect of the RS&H Team is that key participants have extensive experience providing engineering services to a diverse array of clients serving in roles from Engineer of Record on design bid build and design build projects to owners representative on public private partnership projects. RS&H staff availability exceeds the staff identified on the organization chart. The depth of personnel within RS&H and the core team members will ensure each project is completed on-time and within budget. Following the chart are brief resumes of key personnel.



Leon County Board of Commissioners



Task Leader Structural Engineering

Responsibilities

As the Jacksonville Bridge Group Leader, Mr. Woodruff is responsible for leading and participating on a design team of five engineers in the preparation of bridge design calculations, bridge contract plans, bridge specifications and construction cost estimates. His secondary function is the support of marketing and business development efforts for bridges and other structures that are designed within RS&H's Transportation and Infrastructure Program. He provides structural design support to other Programs within RS&H as needed.

Experience

Mr. Woodruff has more than 21 years in all aspects of project engineering involving transportation structures including design, plan development, specification writing and troubleshooting field construction problems.

- Wallops Island Flight Facility Pad 0A, Mid Atlantic Regional Space Authority, Wallops Island, Virginia—Engineer of Record. Led the design and plans preparation of an elevated ramp structure required to provide access to a new launch pad facility for the Taurus II Rocket. The elevated ramp consists of an MSE wall supported portion and a pile supported cast-in-place flat slab bridge portion constructed on a 275' radius curve and designed to support the weight of the rocket and its transport vehicles. The bridge portion employs integral pile bents that utilize concealed transverse cap beams, reducing the overall thickness of the structure. This provided enhanced under clearance for the many appurtenances required by this liquid fuel launch facility.
- Indian Street Bridge Design Build, Florida Department of Transportation, District 4, Martin County, Florida, Project Engineer—Preliminary design of high level piers for this 3,069' long high level bridge over the South Fork of the St. Lucie River in Stuart, Florida. The high level piers consist of dual hammerheads connected by a cap beam. A high level of aesthetics was required by the design build request for proposal. The approach span superstructure consists of prestensioned 78" Florida I-Beams spanning approximately 140'. The channel span unit consists of two main spans of 250' flanked by 207' spans at either end with post tensioned haunched I-Girders. The channel span provides a minimum vertical clearance for navigation of 65'.
- I-595 Public-Private Partnership, Florida Department of Transportation, District 4, Fort Lauderdale, Florida--Senior Bridge Engineer. Led the evaluation of Technical Proposals related to structures and responsible for coordinating the review of all plan submittals related to structures for this 11-mile, \$1.2 billion project. Structure types included concrete and steel girder bridges including post tensioned concrete and steel integral straddle piers and more than a mile of bulkhead wall adjacent to the North New River Canal.
- Roy Bridges, Jr. Bridge over the Banana River, Kennedy Space Center, Florida--Bridge Engineer. Refurbishment of double-leaf, bascule, highway bridge with structural steel flanking spans and prestressed-beam approach spans. Included structural repairs to bascule leaves and live-load shoes and supports and repairs to concrete superstructure and substructure elements.
- Jay Jay Railroad Bridge over the Indian River, Kennedy Space Center, Florida--Bridge Engineer. Refurbishment of single-leaf, bascule, railroad bridge with structural steel approach spans. Included structural repair of existing steel superstructure elements and concrete substructure elements.
- I-95/HOV Improvements, Florida Department of Transportation, District 4, Palm Beach County, Florida--Engineer of Record. Complete design of two-phase constructed, continuous-steel I-girder bridges over I-95, approximately 83,000 square feet of anchored critical sheet pile retaining walls, eight sign structures including over head truss, cantilever and butterfly types, a cutback wall beneath Okeechobee Boulevard to accommodate an additional traffic lane and approximately 3,000 linear feet of CIP cantilever retaining walls.

- Dunn Avenue Extension, Volusia County, Florida--Project Manager/Engineer of Record. Design of 0.75-mile, two-lane new alignment including a 437-foot, four-span continuous for live-load, Type V AASHTO girder bridge with pile supported end bents and interior piers over I-95. Project requirements include permitting and drainage design for future four-lane build out. Provided post design services throughout construction of project.
- SR 5 (US 1), Florida Department of Transportation, District 5, Brevard County, Florida--Bridge Engineer. Post design work involving the widening of Horse Creek Bridge. Design of a masonry privacy wall incorporated into a semi-gravity retaining wall. Design of sheet pile bulkhead wall.
- Port of Fernandina Pier Rehabilitation, Nassau County Ocean Highway and Port Authority, Nassau County, Florida--Project Manager/Engineer of Record. Analysis and design of rehabilitation for a deteriorated 1,000-foot-long wharf structure including concrete pile cap repair, pile repair and coordination with cathodic protection installation.
- A1A Bridge over the Matanzas River, Florida Department of Transportation, District 2, St. Johns County, Florida--Project Manager/Engineer of Record. Design of this 575-foot, four-span, Type IV AASHTO girder bridge with prestressed concrete pile bents. Project included assessment of adjacent seawall design prepared by others.
- East Mountain Drive Bridge over NC 87, Fayetteville, North Carolina--Engineer of Record. Design of this 240-foot-long, two-span, continuous-steel I-girder bridge with pile-supported end bents and median pier.
- US 321 over the Henry Fork River and NC 10, Catawba County, North Carolina--Project Engineer. Design of dual 600-foot, four-span, continuous-steel I-girder bridges over the Henry Fork River and dual 120-foot, one-span, steel I-girder bridges over NC 10. Substructures consist of pile-supported end bents and drilled-shaft supported piers.
- US 74 over Union Road, Polk and Rutherford Counties, North Carolina--Project Engineer. Design of dual 240-foot, four-span, prestressed concrete bridges over Union Road with pile-supported end bents and interior piers.

Professional Credentials

Bachelor of Science in Civil Engineering, North Carolina State University, 1987

Registered Professional Engineer: North Carolina (No. 18591), 1992; Florida (No. 57099), 2001; Georgia (No. 029978), 2004; Mississippi (No. 17231), 2006; South Carolina (No. 25655), 2007

Member, American Institute of Steel Construction



BRYAN M. STURM, PE

RS&H
IMPROVING YOUR WORLD

Structural Engineering

Years with RS&H 8
Years with other Firms 3

Responsibilities

Mr. Sturm is responsible for the project management of bridge projects, preparation of bridge design calculations, bridge load ratings, bridge contract plans, technical specifications and construction cost estimates.

Experience

Mr. Sturm has eleven years experience in project management, design, detailing, construction, and inspection on various bridge and transportation projects.

- Henley Road, Clay County, Florida--Project Engineer. Final design for a 4.2-mile segment of CR 739 (Henley Road) in Clay County. Project includes widening from two-lane rural to divided four-lane urban section, replacement of an existing bridge with two structures, and multiple mechanically stabilized earth walls (MSE). The proposed bridge structures each consist of prestressed slab units (PSU's) supported on pile bents with 24 inch piles. Responsibilities for the project include being the Engineer of Record for the structures.
- Mathews Bridge, Florida Department of Transportation, District 2, Jacksonville, Florida. The existing Mathews Bridge and approach freeways were opened to traffic in 1953 as the "Arlington Bridge," the first high-level bridge in the state of Florida. The St. Johns River main channel is crossed by a steel truss consisting of an 810-foot cantilever and suspended span with anchor spans of 406 feet. Additional steel trusses include a 273-foot simple span and a two-span (273 feet to 440 feet) propped cantilever unit. Approach spans range in length from 50 feet to 115 feet using a simple span, girder stringer system. Responsibilities on the bridge include design of the main span Exodermic deck and truss strengthening for the replacement of the old grating, responsible engineer for the entire bridge load rating including the gusset plates, responsible engineer for two special investigation reports including gusset plates and members with discontinuities, analysis of a prior proposed alternate deck replacement project with a Sandwich Plate System deck and a continued role in support of the ongoing PD&E study for the SR 10A/Arlington Expressway and Mathews Bridge Corridor project.
- I-95 Widening, I-4 to SR 44, Florida Department of Transportation, District 5, Volusia County, Florida. Serves as the responsible engineer for the design and contract documents for the structures for the widening of I-95 between SR 44 and I-4. The project is adding fifth and sixth lanes in the median of I-95. The existing pavement is to be milled and resurfaced. Also included is the reconstruction of the interchange at SR 421 which includes two bridge replacements, replacement of twin bridges over Spruce Creek, multiple permanent and temporary retaining walls, sign structures, sound walls and culvert extensions. The total project length is 10.347 miles.
- Hal Adams Suspension Bridge, Florida Department of Transportation, District 2, Suwannee County, Florida. RS&H is the consultant for the load-rating analysis peer review. The Hal Adams Bridge is the only major suspension bridge in the state of Florida. The Suwannee River is crossed by a 420-foot, suspended-deck suspension span. The main span is a steel truss-and-girder system suspended from pre-tensioned steel cables. Approach spans are 33 feet in length using a simple span, concrete T-beam design. Responsibilities on the project include verifying existing conditions, independent analysis of main cables, suspenders, stiffening truss, deck system, approach spans and preparation of the quality assurance/quality control report.
- I-595 (SR 862) Corridor Roadway Improvements Project (PPP), I-75 to I-95, Florida Department of Transportation, District 4, Broward County, Florida. Provided indicative structure design plans and multiple structural tasking which included assessment of several dozen bridge locations (both proposed and existing) for feasible structure type, efficient span lengths and estimated structure depths (some locations involved third-level structures), determined bridge constructability phasing that allows little or no restriction on existing traffic patterns, investigated of canal bulkheads at multiple sites including complex constructability at existing sites, coordinated the feasibility of attaching tall noise walls on top of bulkheads at selected sites and reviewed select locations for the feasibility of pedestrian canal bridges.



- Cape Haze Pioneer Trail, Florida Department of Transportation, District 1, Charlotte County, Florida. Responsible engineer for the design and contract drawings for the 300-foot-long haunched flat-slab pile-supported pedestrian bridge that will be a continuation of the Cape Haze Pioneer Trail rails-to-trails/pedestrian path.
- St. Marks Boardwalk Extension, Florida Department of Environmental Protection, Wakulla County, Florida. This ten foot wide path boardwalk is supported on composite decking, wooden stringers and floorbeams, and timber piles. Served as the responsible engineer for the design of the 800 foot long wooden boardwalk.
- SR 688 Multilane Reconstruction, Florida Department of Transportation, District 4, Pinellas County, Florida. RS&H is the lead design consultant for this project which includes a new bridge and the widening of Ulmerton Road (SR 688). The widening included accommodations for the multimodal Pinellas Trail. Construction of a three-span, 100-foot and 8-inch flat slab bridge over Cross Bayou Canal will take the place of an existing box culvert to make way for a wider canal opening and an underpass for the Pinellas Trail trailhead. Responsibilities included the design of the entire bridge superstructure and substructure and contract plans preparation.
- SR A1A over Matanzas River North Bridge Replacement, Florida Department of Transportation, District 2, St. Johns County, Florida. The replacement structure is five 115-foot spans totaling 575 feet and is almost twice the width of the existing bridge. This new structure serves to bring the horizontal clearances up to current standards, add pedestrian and bicycle access to the structure and increase the hydraulic flow of the Matanzas River. Design responsibilities include the design of AASHTO pre-stressed beams and other superstructure elements and the design of pile-supported substructure elements.
- SR 8 (I-10) from Apalachicola River Resurfacing, Restoration and Rehabilitation (RRR) Project, Florida Department of Transportation, District 3, Florida. Responsibilities included inspection and report for resurfacing, restoration and rehabilitation project of 12 bridges.
- I-95 Resurfacing, Restoration and Rehabilitation (RRR) Project, Florida Department of Transportation, District 4, Florida. Responsibilities included inspection and report for resurfacing, restoration and rehabilitation project of 13 bridges.

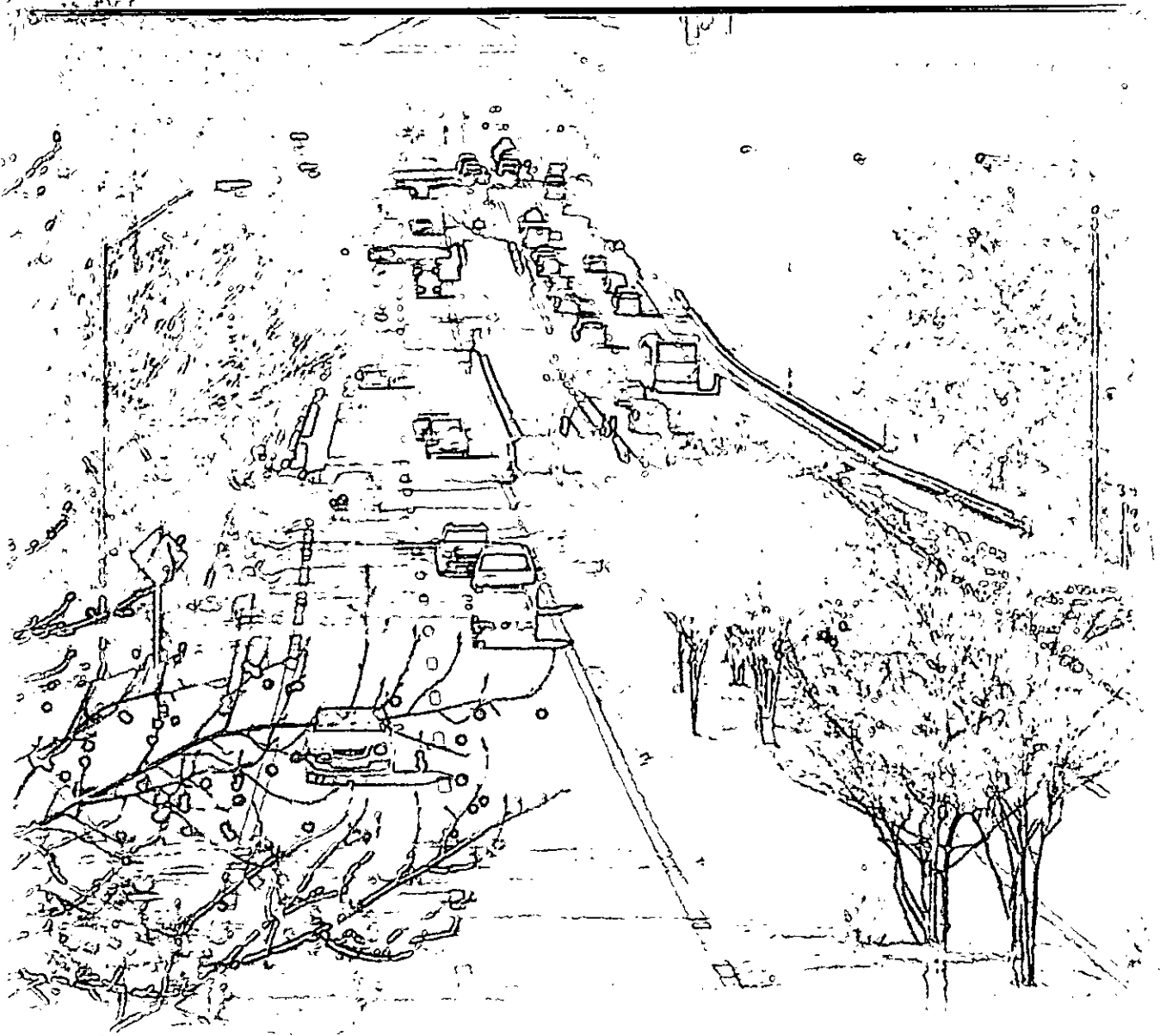
Professional Credentials

Master of Business Administration, University of North Florida, 2010
Bachelor of Science in Civil Engineering, The Ohio State University, 2001
Registered Professional Engineer: Florida (No. 64066), 2006; Texas (No. 98972), 2007
Member, American Institute of Steel Construction





B. Experience with Projects of a Similar Type and Size



B Experience with Projects of a Similar Type and Size

1. Project Experience

Dunn Avenue Extension *Volusia County, Florida*

Design of 0.75-mile, two-lane new alignment including a 437-foot, four-span continuous for live-load, Type V AASHTO girder bridge with pile supported end bents and interior piers over I-95. Project requirements include permitting and drainage design for future four-lane build out. Provided post design services throughout construction of project.

Project Owner Representative Name: Jim White
Agency Name: Volusia County Public Works
Address: 123 West Indiana Ave., Deland, Florida 32720
Phone: (386) 736-5967

Project Completion Date: 05/2011

Project Manager and other Key Professionals:
Robert Woodruff, PE - Project Manager and Structural EOR

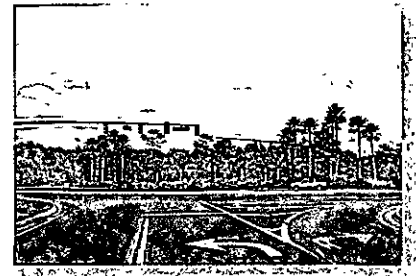
Henley Road Final Design *Clay County, Florida*

Final design of a four mile long rural two lane to urban five lane widening project. The initial preliminary engineering study included alternative analysis of roadway alignments, typical sections, pond siting, environmental issues, wetland impacts, traffic and right-of-way costs. Upon approval by the Board of Commissioners, final design documents were prepared. Project included environmental permitting, design of a 5 lane urban section, design of twin bridges, design of MSE and sheet pile retaining walls, design of three signalized intersections, bid documents and specifications. Additionally, RS&H procured the services of a right-of-way acquisition firm and obtained fee simple or easement acquisition of 119 parcels. The RS&H team was responsible for all elements of the acquisition process including appraisals, negotiations, statutory offers, closings, court filings, condemnation suits and expert witness testimony.

Project Owner Representative Name: Shawn Thomas
Agency Name: Clay County Engineering Division
Address: 477 Houston Street, Green Cove Springs, Florida 32043
Phone: (904) 541-3815

Project Completion Date: 07/2011

Project Manager and other Key Professionals:
Wayne Stokes, PE - Project Manager and Roadway EOR
William Stewart, PE - Drainage and Permitting EOR
Bryan Sturm, PE - Structural EOR



Lake Mary Tunnel
Seminole County, Florida

Project involves the construction of a pedestrian tunnel under the intersection of Lake Mary Boulevard and International Parkway in Lake Mary, Florida. The intersection is heavily travelled and the tunnel will need to be constructed in phases for maintenance of traffic reasons.

Project Owner Representative Name: David Martin, PE
Agency Name: Seminole County Public Works
Address: 520 West Lake Mary Boulevard, Suite 200, Sanford, Florida 32773
Phone: (407) 665-5601

Project Completion Date: 06/2011

Project Manager and other Key Professionals:
G. Ben Lehr, PE -Structural EOR

Ronald Reagan Parkway (CR 54)
Polk County, Florida

Widening of Ronald Reagan Parkway (CR 54) from US 27 to west of Lake Wilson Boulevard in northern Polk County. CR 54 crosses over I-4 on an existing two-lane structure. The proposed design requires the existing bridge to be reconfigured to carry two lanes of traffic, a bike lane and a protected sidewalk and the addition of a twin structure. The existing and twin bridges are two-span, continuous, steel-plate girders supported by concrete substructure elements founded on 24-inch piling. Served as the responsible engineer for the new twin structure, associated retaining walls, the load rating of the existing and proposed structures and post-design services.

Project Owner Representative Name: Douglas Gable, PE
Agency Name: Polk County Public Works
Address: : 330 West Church Street, Bartow, Florida 33831
Phone: (863) 534-6715

Project Completion Date: 04/2009

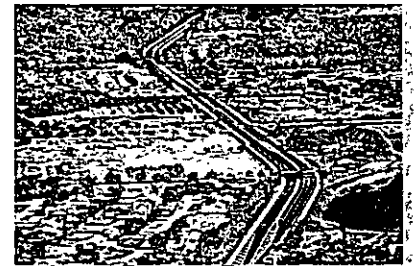
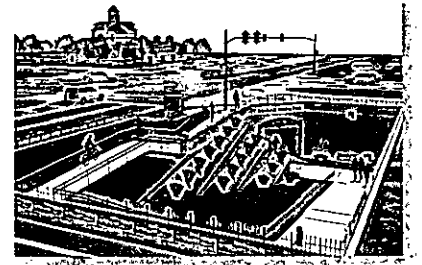
Project Manager and other Key Professionals:
G. Ben Lehr, PE - Structural EOR

Cape Haze Pioneer Trail
Charlotte County, Florida

Design and contract drawings for the 300-foot-long haunched flat-slab pile-supported pedestrian bridge that will be a continuation of the Cape Haze Pioneer Trail rails-to-trails/pedestrian path.

Project Owner Representative Name: Chris Piazza
Agency Name: Florida Department of Transportation District 1
Address: 801 N. Broadway Street, Bartow, Florida 33830
Phone: (863) 519-2293

Project Completion Date: 04/2011



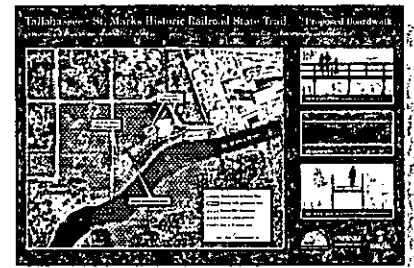
Project Manager and other Key Professionals:

Bryan Sturm, PE - Structural EOR

**St. Marks Boardwalk Extension
Wakulla County, Florida**

Design of 800 ft. long, ten foot wide boardwalk supported on composite decking, wooden stringers and floorbeams, and timber piles.

Project Owner Representative Name: James Glenn
Agency Name: Florida Department of Environmental Protection
Address: 3900 Commonwealth Blvd., Tallahassee, Florida 32399
Phone: (850) 245-2052



Project Completion Date: 04/2011

Project Manager and other Key Professionals:

Bryan Sturm, PE - Structural EOR

2. Relevant Projects Presently Under Contract

Client Name	Project Name/Description	Fee	Contract Date
Hillsborough County	Brandon Main Street-Pauls Drive Extension DESIGN	\$829,937.00	10/01/2003
Florida Department of Transportation	Causeway Blvd./ Providence Road	\$2,390,234.00	10/10/2003
Florida Department of Transportation	US-301 Rehab in Pasco County	\$6,106,509.25	02/20/2004
Pasco County	I-295 Collector Distributor/Collins	\$1,870,619.00	09/15/2004
Osceola County	Topsail Entrance	\$967,603.16	01/01/2005
Orlando-Orange Co Expressway	SR 408/SR 417 Interchange - PDS	\$7,353,662.00	04/01/2005
Kisinger Campo & Assoc	SR-8 (I-10) frm Apalachicola River	\$68,807.00	09/10/2007
Florida Department of Transportation - Turnpike Enterprise	Bush Road Over Wright's Creek	\$432,000.00	10/06/2008
Archer Western Contractors	SR 61 Monroe St frm Perkins Street-Thomas Road	\$5,099,273.00	08/01/2009
Madison County	Suncoast Parkway 2-Section 3	\$604,400.00	04/01/2010

3. Procedures for Ensuring Current Design Standards

RS&H's high quality grades on recent projects reflect the RS&H Team's commitment to excellence.

Quality begins with having pride in our work and subsequently encompasses every facet of the job from start to finish. Our team's continual awareness of quality makes the difference. Processes and procedures can control quality, but our commitment to quality starts at the highest levels of our organization and is executed at all levels down to the individual designer.

The Design Quality Management Plan is a continuous and interactive process of coordination, communication, review, checking and back-checking all project



components and documents. RS&H has established documented quality management procedures that are detailed in its corporate Standard Operating Procedures (SOPs) for all work products.

The QA/QC Process

In operation, the QA/QC process is quite simple and applies to all project work: plans, reports, design documents, surveys, estimates, data, etc. A key element of the process is to have the most qualified people in the checking process. They must know their role and schedule the time for their participation. As with all submittals, cross-discipline checks will be performed. The process differs slightly for the written material and such things as calculations, but the five-step procedure is as follows:

Step One: Origination - The Originator or Registered Professional (RP) checks for completeness and/or assembles each element of the check plans package. After the package is deemed complete and ready for checking, the RP stamps and signs the plans.

Step Two: Checking - The Checker (someone other than the Originator) shall be a person with qualifications equal to or exceeding the RP. The Checker shall highlight in yellow on the check-print each part that is correct and mark in red on the check-print the required corrections, additions or deletions.

Step Three: Concurrence - Originator shall review the Checker's marks on the check-print (back checking) and place a check mark in red near each of the Checker's red-marked changes if they agree the document original should be changed. Then the Originator consults with the Checker and either agrees or crosses out the red mark. The result of Step Three is a set of check-prints with agreed-upon changes that have been color coded and signed by the Originator.

Step Four: Incorporation - The Originator shall update the document original to include the changes agreed upon and highlight the check-print in yellow.

Step Five: Verification - The Checker shall compare each of the changes on the check-print with the updated portions of the document original and check in green the re-worked changes or circle the lack of change in green. The final verification is made and a green check is applied to the sheet. The result is a set of plans ready to submit and a check set fully documented.

Tracking

Tracking the process is a vital part of a QA/QC Program. We do this by use of a tracking stamp, a QA/QC Coordinator, and a QA/QC Process Log. Checklists are very important to the process as well. These checklist and stamps help standardize the checking procedure and, in effect, program the process; and many different ones are used, as appropriate.

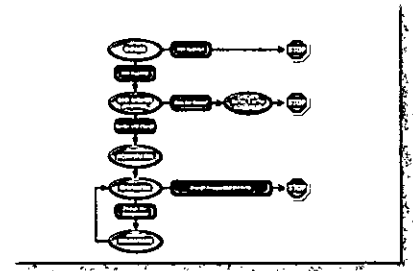
Documentation

The final key in the overall QA/QC Program is the documentation process, including:

- Utilizing the tracking stamp, executing Process Log and Maintaining a QA/QC file
- Utilizing and retaining check sets with submittal sufficiency checklists
- Completion of a final Quality Assurance Review and Certification by the Project Officer

Constructability Review

Constructability reviews will be conducted by qualified construction services personnel. RS&H designers benefit greatly from the input of construction services personnel as they recognize the challenges faced by construction contractors. The feedback given



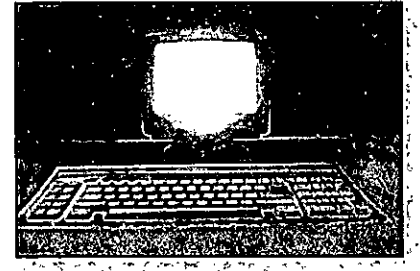
by constructability reviewers ensures that the client receives a plan set that is clear, concise, and understood by the construction contractor.

Project Quality Control Plan

A major component of the Project Quality System is the requirement for the RS&H Project Manager to develop a Project Specific Quality Control Plan, and submit it to the client for acceptance. This process is already a part of the internal RS&H Project Management Plan, and can easily be accomplished. The Project Quality Control Plan is a part of the larger overall Project Management Plan (PMP) required by our internal processes. The project manager develops the PMP prior to work beginning. This plan is then issued to each and every employee that may be involved in the delivery of the project.

Client Satisfaction Survey

Another method used as part of our quality control process is client satisfaction surveys. A third party service is employed by RS&H to request feedback at six-month intervals from key client staff. Additionally, after project completion a debriefing session will be scheduled with the client's Project Manager and other involved parties where "lessons learned" as a part of the project will be discussed and incorporated into our procedures on future projects



4. Basic and Special Resources Available to Firm

RS&H remains on the leading edge of design and delivery technology. Each office is equipped with the latest telecommunication and computer-aided equipment and is linked to other offices through local- and wide-area networks. By continually investing in the technical and professional development of the firm's staff and equipment, RS&H assures clients that they will be working with trained and informed professionals using the most advanced technology available.

IT Overview

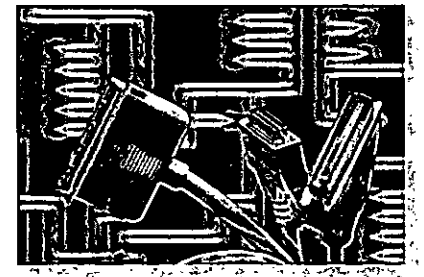
Today's frenetic project management environment is characterized by a decrease in schedule durations and fees, and by an increase in project complexity and the number of specialized project team members. Aggressive information technology implementation is critical to effectively manage the tremendous amount of voice and data information being exchanged. Also, appropriate document control procedures must be employed to ensure that project schedule, cost, quality and administrative expectations are all met.

RS&H has made a significant effort to develop and maintain an information technology infrastructure that not only seamlessly integrates its own geographically dispersed and highly specialized resources, but also incorporates clients, vendors, subcontractors and regulatory agencies to create a virtual corporation. This integration improves planning, design and construction administration processes allowing for expedited and efficient work products to arise from the timely, accurate communication of project information. Below is an overview of the system's components.

Computers at the Desktop--All RS&H associates have networked computers in their work spaces. These machines have the appropriate memory, hard drive and display capabilities to allow them to efficiently perform their individual tasks. CADD PCs are generally Dual Core 2-4 GB of RAM, and engineering and administrative PCs are generally Dual Core with 1-3 GB of RAM. Senior management and business development staff have Pentium laptops with multimedia, LAN and remote access capabilities to support their travel demands.



- Software--All RS&H associates have access either through network or locally installed applications to the tools that best support their work processes. This includes:
- Integrated office automation applications for word processing, spreadsheet and presentation needs are provided through the Microsoft Office 2007 Suite.
- CADD software used includes AutoCAD Architectural Desktop, AutoCAD MEP, AutoCAD Land Development Desktop, AutoCAD Civil 3D, MicroStation J, V8, XM and V8i with key add-ons including but not limited to Descartes and GeoPak.
- BIM software used includes, but is not limited to, Autodesk' Revit Architecture, Structural, MEP and Navisworks along with the Bentley BIM family of applications.
- Engineering and analysis functions are supported by a host of specialized applications that include, but are not limited to, STAAD, DOE-2, AutoTurn, GuidSign, Caice, SKM (Power Tools for Windows), Haestad, FB-MultiPier, MDX and SketchUp. In addition, an Enterprise Licensing Agreement with Bentley Systems provides access to a broad range of applications for all disciplines.
- BST Enterprise, running on Windows Server, supports project management, finance and accounting operations, and is accessible via RS&H's Intranet.
- GIS capabilities include ArcView, ArcEditor and ArcInfo on the client-side and ArcGIS Server, ArcSDE and ArcIMS on the server-side. These applications allow our associates to view, edit and create GIS datasets from national, state, local entities and other consultants. In addition, our GIS activities are further enhanced by using Trimble GeoXH GPS units to create new datasets using ArcPad and TerraSync software. The Intranet Mapping Application allows all associates to create, save and print customized GIS maps through their web browser without requiring any GIS software to be installed on their computers.
- Project management is supported by a combination of Primavera SureTrak, Expedition and Microsoft Project. These tools are used to manage projects for our clients and to efficiently apply the highly diverse project delivery skills of all RS&H associates. These tools also ensure that utilization stays high and that project schedules, budgets and administrative requirements are met.
- Project collaboration between offices and with subconsultants by RS&H Programs is being undertaken using the Bentley Projectwise Application, which works with the Autodesk and Bentley CADD and engineering applications.



Local Area Network (LAN) Resources--Each office utilizes a Windows 2003/2008 Server LAN with Dell PowerEdge server. All offices use RAID 5 on their server hard drives to ensure data protection and system uptime. CAT5e cabling is used exclusively, and all ports use switched Ethernet.

Wide Area Network (WAN) Resources--RS&H's 27 LANs are interconnected using a fully meshed dedicated IP network. The WAN has been pivotal in eliminating the costs and inefficiencies that were encountered due to disperse office locations. The WAN allows key staff to be connected with the client and/or job site and team members, regardless of office location.



Telephone Systems--RS&H utilizes the Cisco AVID voice over IP phone system, which enables all associates to have desk-to-desk, four-digit dialing and phone mail. The telephone system also integrates with other desktop computer application software used.

Paging Systems--Goodlink devices that synchronize mail accounts are worn by not only key technical personnel, but also key administrative staff to ensure 24/7 responses to project or business changes.

Internet--With implementation of the WAN, each Associate has Internet access, including e-mail. Not only does this support the considerable research efforts of our staff, but also provides an industry-accepted standard for communication and, with appropriate procedures and precautions, document exchange.

Web Site--RS&H utilizes its web site (<http://www.rsandh.com>) to market its services in six primary market sectors, and to allow prospective job applicants to gain information about the company and submit their resumes. We have also established hot links to other industry-related web sites.

Intranet--RS&H has a well-established Intranet, providing real-time project control and accounting information to every desktop. The Intranet is also used to collect additional project management information, to provide a common point of collaboration and design document sharing and to deliver standard operating procedures, quality assurance procedures, marketing resources, Human Resources and Information Technology support documents, as well as general news and announcements to every desktop.

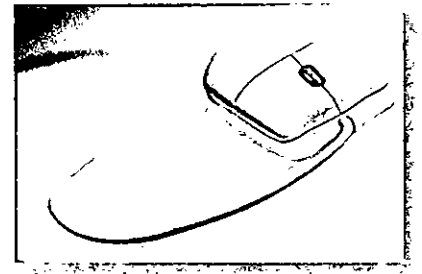
Network Communications--RS&H provides remote access capabilities to associates with virtual access from anywhere in the world. This includes a Virtual Private Network (VPN), which is used with high-speed connections and allows easy, quick and secure access to corporate resources. Also part of RS&H's network communications is Citrix, which is used with low-speed connections and compression, and allows for very effective remote access over low-speed connections.

E-mail to Fax--With use of appropriate software on the communications server, associates can fax computer generated documents by attaching the desired document to an e-mail message. Hard copy can be scanned to the LAN and then faxed from the individual's desktop. Administrative personnel also have the capability of receiving faxes at their desktops and forwarding them via e-mail to other associates.

Read/Write CD/DVD--These devices facilitate the reference and reuse of successful design solutions developed throughout RS&H's many years of design automation experience. Projects archived on CDs can be checked out of a library and can be copied for alteration to suit new project requirements by associates. The media is easy to use, very sturdy and inexpensive. Each RS&H location has at least one common machine with this capability for all associates to use, and all new machines purchased have this capability.

E-Mail--Inter- and intra-office communication can be handled by Microsoft Exchange, Microsoft Outlook or Cisco phone mail, depending on which medium best suits the nature of the transmittal.

Virus, Spyware and Spam Software--Sophos Corporate Edition is used throughout the company. The primary server checks with Sophos on a daily basis for new definitions, which are downloaded and pushed automatically to all workstations.



FTP--We maintain an FTP server on-site to facilitate the transfer of large files to and from the company. In addition, we maintain a Biscom server integrated with Microsoft Outlook to facilitate the transfer of large files to and from the company.

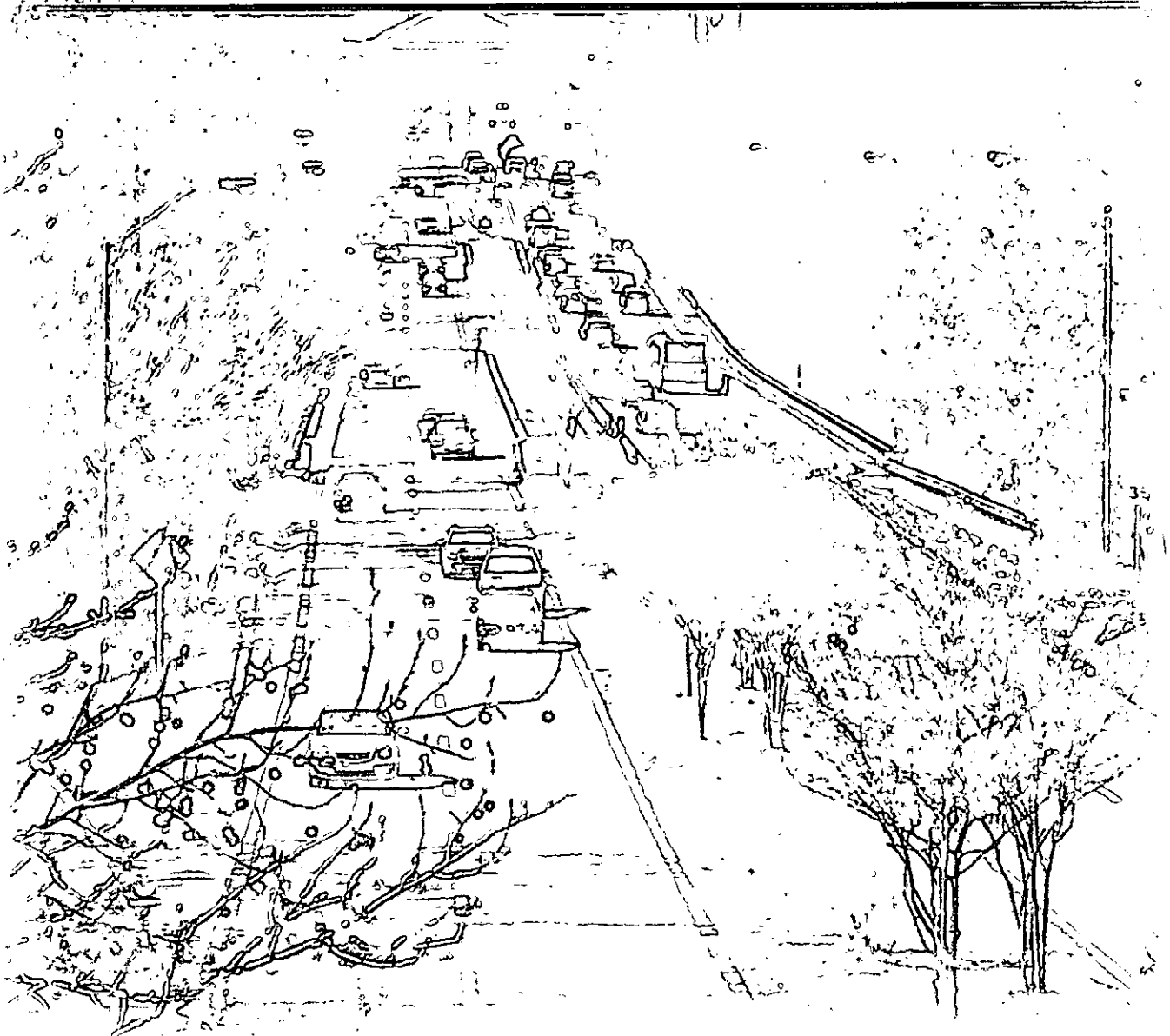
Biscom--We use Bsicom to transfer securely files to external and internal users.

CRM--Many of our projects are so large in scope that business development efforts are handled by a group of individuals, often not from the same office. Using Microsoft Exchange/Outlook platform, RS&H has developed a custom CRM application that allows the entire senior management and business development team to easily share information on prospects and keep a single, centrally managed corporate contact management database accessible to associates over the WAN and Internet. This also ensures that the client is always presented with consistent, current and coordinated project status information, regardless of which RS&H Associate is contacted.





C. Willingness to Meet Schedule and Budget Requirements



C Willingness to Meet Schedule and Budget Requirements

The design and construction schedules for the general consultant assignment will vary based upon project complexity, times of anticipated construction, multiple construction projects occurring at the same time and federal funding limitations.

Project Start-Up

Review of existing data relative to each project site, limits of construction, pavement removal and pavement designs, drainage, traffic signal operation plan, maintenance of traffic, contractor movement and storage locations, etc. will be the subjects of at least one coordination meeting with the Leon County Staff and RS&H. The RS&H Project Manager and discipline leads will be familiar with roadway design, stormwater engineering, traffic and intersection engineering, environmental services, structural engineering, construction engineering and inspection, the terms of the general contract as well as the terms of each approved project scope prior to the initial coordination meeting. The RS&H Team understands the importance of early coordination and how the design and construction scheduling can make or break a project. With this level of experience and focus on detail, the RS&H Team will minimize project startup time and learning curves will also be minimized or eliminated altogether.

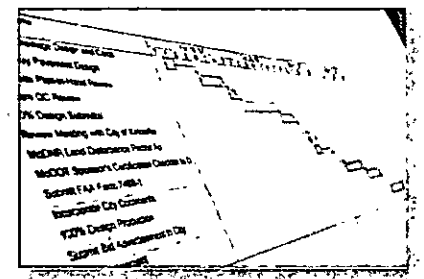
The Project Manager will assign staff as needed throughout this project to maintain design schedule.

Design Schedules

As part of the development of the overall project management plan, a project schedule will be developed for each task assigned to RS&H. The project manager will regularly update the schedule as information is gathered and tasks are completed. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project. Microsoft Project is the tool RS&H project managers use to produce and maintain schedules. This is a powerful tool in the right hands due to the many included functions it offers.

As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available.

At each deliverable milestone, the design and construction schedules will be submitted for review and comment. Once the review is complete, the schedules will be revised to reflect the most current information and direction from Leon County Staff. Another element of the design and construction scheduling is the phasing of the project. When a project is to be constructed in a high traffic area, scheduling of the various phases of construction becomes critical to a project's success.



Workshops, technical reviews and constructability discussions are critical milestones in the design schedule. Therefore the design schedule is staggered by work elements such that Leon County Staff are not over-committed for review times on any project. The site specific knowledge and history available to the RS&H Team from Leon County will be a key part of the successful development of each project.

As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project.



An Integrated Budget and Schedule Model (IBSM) will be used to determine progress and schedule status. This tool will be essential in monitoring and controlling the project schedule, adjusting to changed conditions, and allocating resources as needed throughout the project. Through close monitoring and control of the project schedule, the Project Manager will assign staff as needed throughout this project to maintain the design schedule for the timely receipt of bids.

*RS&H understands
Coordination and
Communication is critical to
project success.*

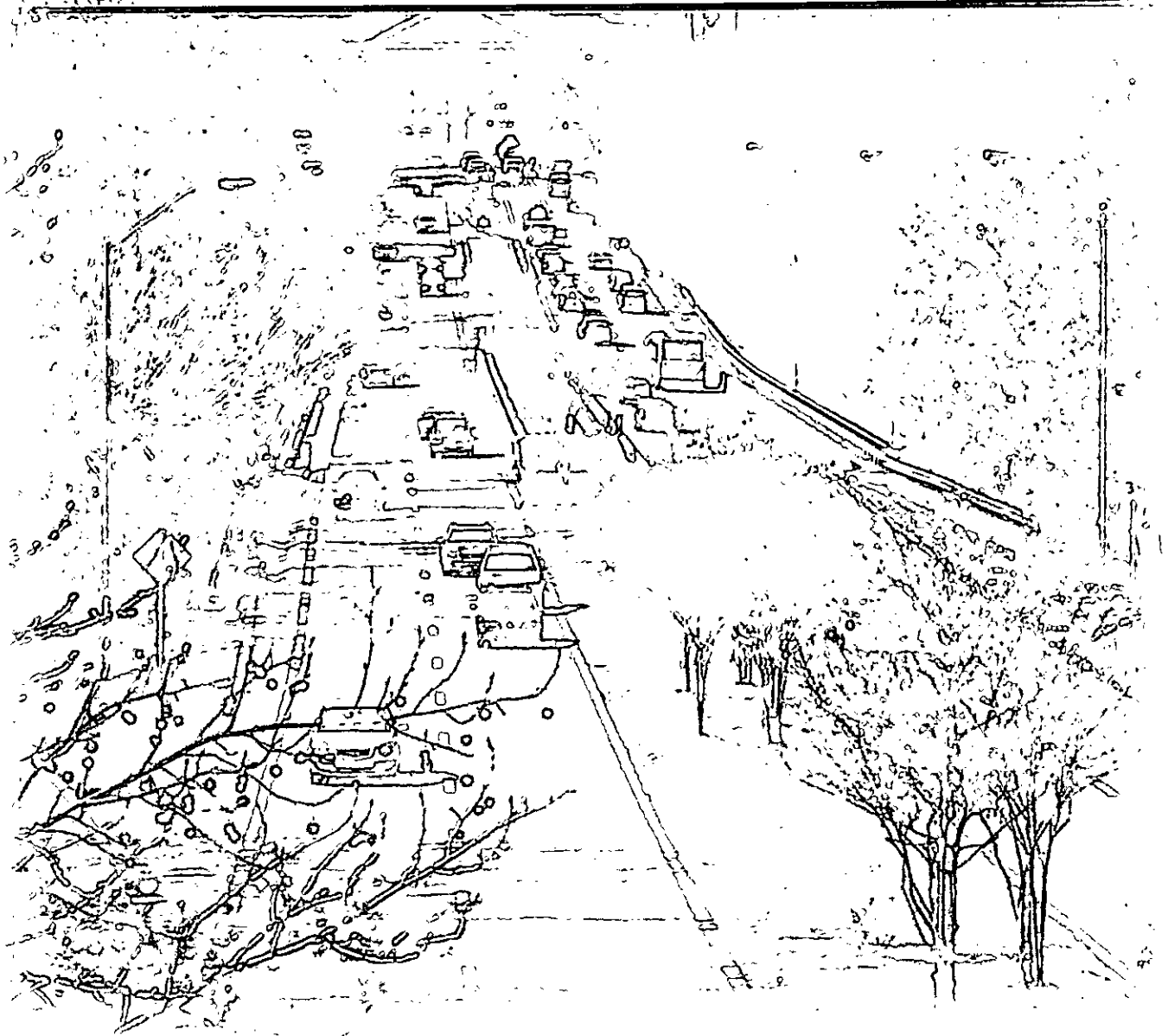
Coordination and Communication

Coordination and communication of the RS&H Team with Leon County Staff must, and will be, extensive for each project to ensure every issue is properly responded to and that the goals of Leon County are accomplished. Within the framework of the coordination and communication is the element of response. The RS&H Team will respond immediately to each and every issue posed by Leon County Staff for each project so that no element of the project "slips through the cracks" or catches the involved parties by surprise. The RS&H Team understands that Leon County must maintain a working relationship with many entities including the City of Tallahassee leadership, other state and federal regulatory agencies and the general public. Close coordination with the other agencies, the general public, and Leon County Staff will result in a project that does not cause unnecessary delay to other projects in the area. Ensuring that safe conditions are maintained is paramount. To that end, RS&H commits to responsiveness, coordination and communication that is industry leading.





D. Effect of Firm's Recent, Current, and Projected Workload



D Effect of Firm's Recent, Current, and Projected Workload

1. Projects Presently under Contract

Projects presently under contract in the Tallahassee office.

Client Name	Project Name/Description	Fee	Estimated Completion Date
FDOT - Central Office	Public Private Partnership & Engineering	\$155,422.65	11/11/2013
FDOT - District Three	Pensacola Bay Bridge PD&E	\$2,791,362.00	06/30/2013
FDOT - Central Office	Motor Carrier Compliance General Consultant	\$537,793.00	05/27/2013
FDOT - District Three	SR 8 (I-10) frm Apalachicola River	\$1,597,383.00	02/01/2013
FDOT - Central Office	Transp Statistics Data Support	\$2665,453.91	06/11/2012
FDOT - District Three	SR 61 Monroe St frm Perkins Street-Thomasville Road	\$713,641.00	03/30/2012
Registe, Sliger Engineering, Inc.	Bush Road Over Wright's Creek	\$86,033.89	03/22/2012
Leon County	Bannerman Road Corridor Study	\$999,037.00	12/01/2011
Preble-Rish, Inc.	Topsail Entrance	\$27,000.00	08/31/2011
Dyer Riddle Mills & Precourt, Inc.	Nine-Mile Road	\$33,408.26	04/07/2011
Capital Region Transp Planning Agency	CRTPA Regional Mobility Plan	\$811,527.00	03/31/2011

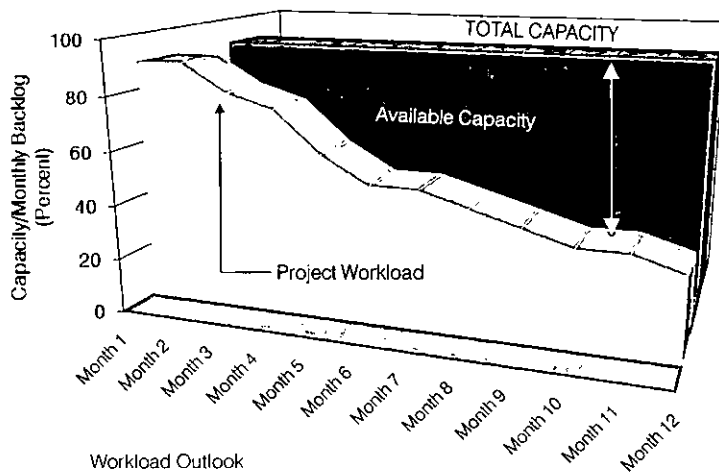
2. Describe the Firm's Ability to absorb any projects resulting from this contract

The availability of staff is crucial to the ultimate success of the Civil Engineering Services contract. The strength of RS&H's reputation rests on the ability to bring the necessary resources together to successfully complete any assignment. RS&H understands the commitment necessary to complete the proposed services and Matthew Branch, PE, LEED AP is prepared to lead the Team's efforts in this regard. As the Project Manager, Mr. Branch has direct contact with the Project Officer, Mr. Rick Chesser, PE. He has the full support of Mr. Chesser to meet the requirements of all assignments and will be responsible for assigning and committing staff to satisfy the County's need throughout the life of this contract.

Each key staff individual and the associated support staff have the required availability to complete this project within the design schedule determined for each task.

RS&H commits to providing the resources required to meet the assignments and schedule demands of the Leon County Board of Commissioners.





The RS&H Team is ready and available to begin work immediately.

Staff Availability

The RS&H Team consistently works to meet critical deadlines established by its clients, in addition to federal and state agencies, and strives to produce final project documents that result in construction projects that are under budget and of the highest quality.

RS&H's current workload is such that it can provide immediate and uninterrupted service to the Leon County Board of Commissioners. RS&H also has a dedicated staff of Team Members whose workloads allow for their fields of expertise to be utilized without delay to any task assigned. RS&H Team leadership, key participants and its considerable resources are available to support this project, without conflicting with other job assignments, and provide fully qualified technical experts as needed.

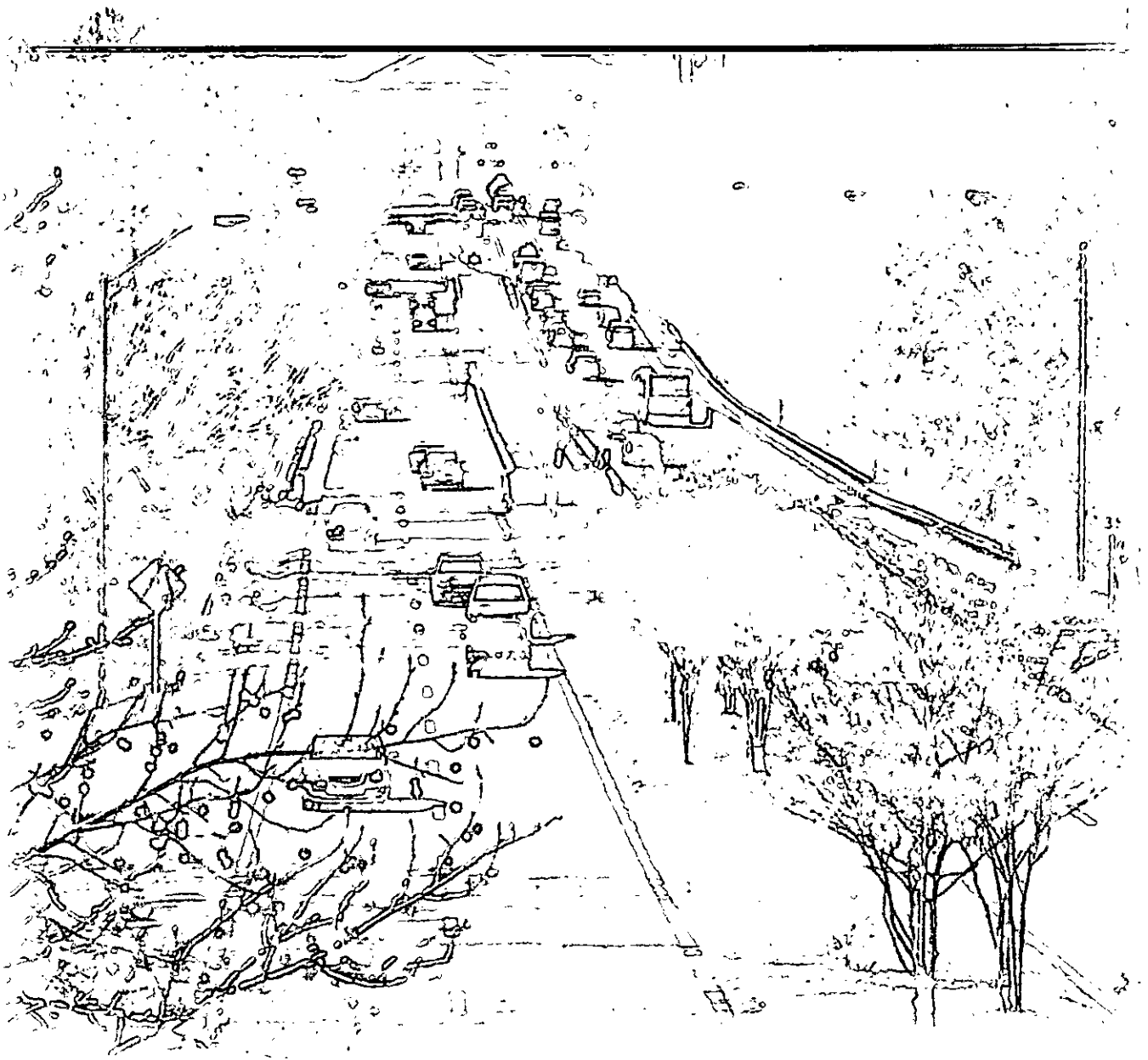
The following chart represents RS&H staff ability to successfully complete the County's assignments. This chart is representative of RS&H's typical workload at any given time and projections for future capacity. Overall staff availability will fluctuate, but typically not significantly.

Name	Role	% Time Available for Short-Term Assignment	% Time Available for Long-Term Assignment
Mathew Branch, PE, LEED AP	Project Manager Task Leader Roadway Design	40%	70%
Charles Roark, PE	Quality Assurance Task Leader Environmental Support Services	50%	50%
William Stewart, PE	Task Leader Stormwater Engineering	60%	40%
Nicholi Arnio, PE, PTOE	Task Leader Traffic and Intersection Engineering	50%	50%
Robert Woodruff, PE	Task Leader Structural Engineering	50%	50%
Anthony Manos, PE	Task Leader Construction Engineering and Inspection Services	40%	75%





E. Effect of Project Team Location



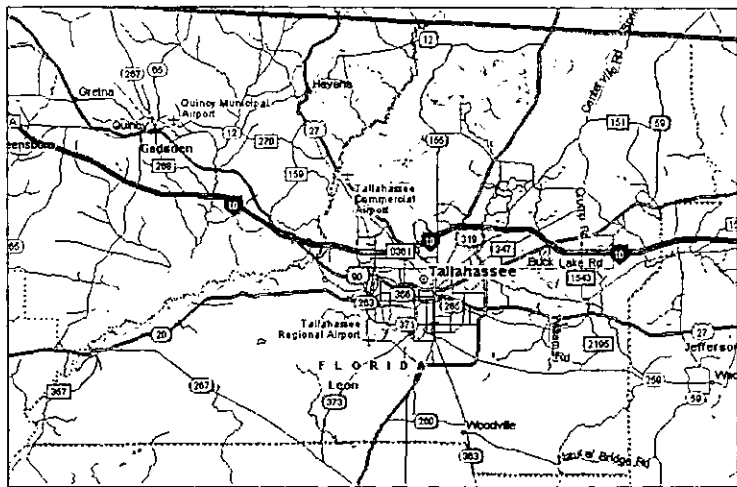
E Effect of Project Team Location

Provide the location of where the project team will predominately reside

The project team predominately resides in the Tallahassee-Leon County Region and this is where the majority of work will be performed. Work performed by staff in other locations will be coordinated through the Tallahassee office.

RS&H
IMPROVING YOUR WORLD

1701 Hermitage Boulevard, Suite 101
Tallahassee, Florida 32308
(850) 558-2800 • Fax (800) 276-0715
www.rsandh.com

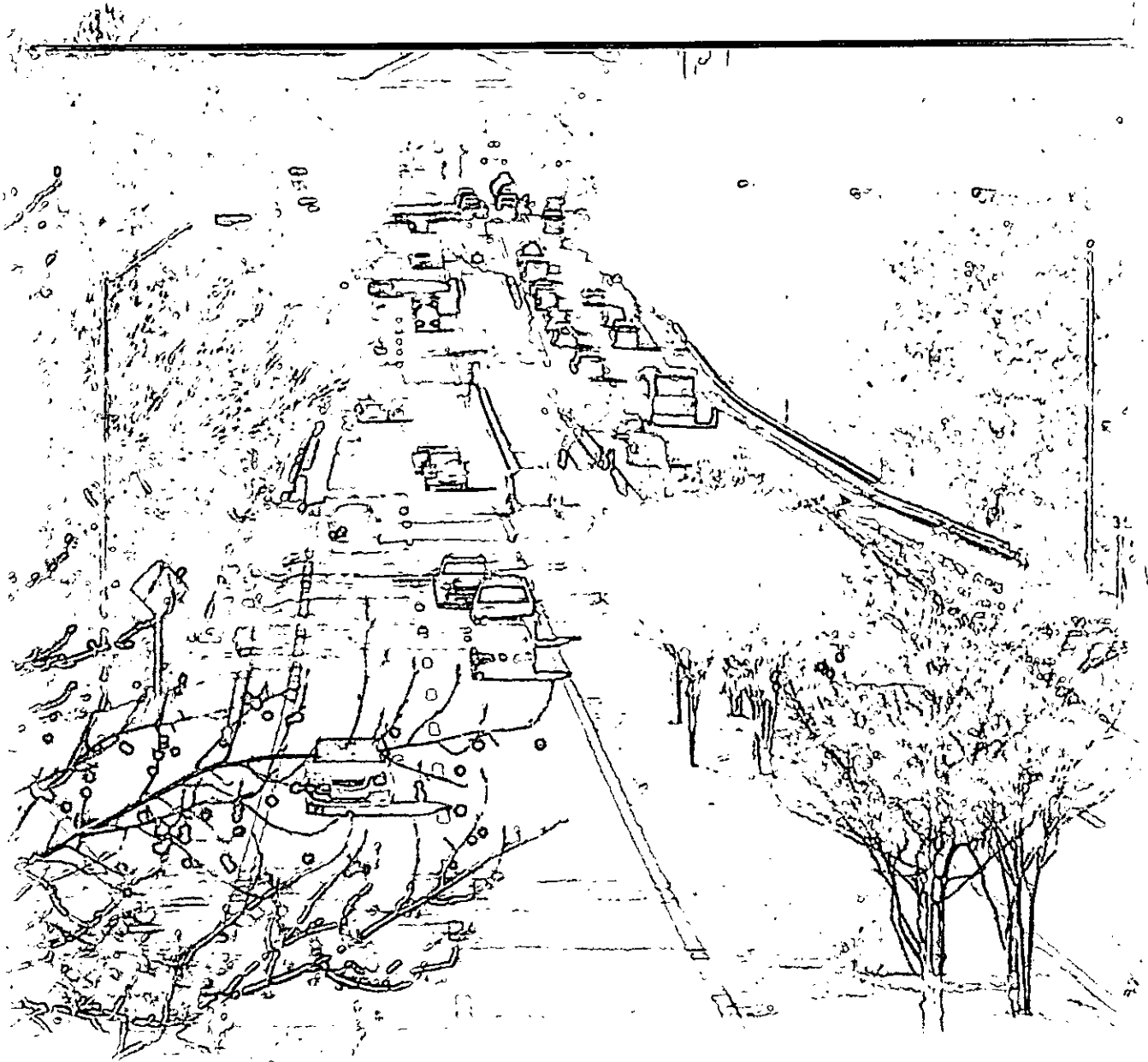


RS&H and it's staff of professionals is ready to provide the Leon County Board of Commisioners a blend of local knowledge and national experience.





F. Approach to the Project



F Approach to the Project

Introduction

The RS&H Team believes that the successful execution of general consulting services is dependent upon the efforts of a dedicated team of professionals working together in a unified effort with County staff. Leading this effort will be the Project Manager, Mathew Branch, PE. This individual will coordinate all consulting efforts, but far more importantly, the Project Manager will serve as an extension of County staff and can be as integrated as staff wishes. This service relieves staff of the burden to work on small or repetitive efforts, like coordinating construction packages and/or bids. While all General Consultants recognize the responsibility to handle the large projects, the RS&H Team views this service as being one of providing the resources and technical specialists to supplement County staff. As such, RS&H efforts are intended to support the overall effort of the County staff.

The Project Manager is the single point of contact for all project related issues.

The RS&H Team's goal is to provide insight and quality service. This means quality in every aspect of individual projects and in overall coordination. Technical quality, of course, means preparing documents that are practical for use in the real world and that meet the actual goals for the effort. More than this, quality means proactively watching out for the County's best interests, continuously managing financial implications, understanding and identifying implications to the County for all actions, recognizing and offering alternatives and ensuring the County operates smoothly in every aspect.

Financial sensitivity is one of the hallmark skills for a successful General Consultant. Helping County staff in the development and implementation of a progressive and viable Capital Improvement Program (CIP) is a service often initially not requested, but usually proves to be viewed as extremely valuable. Integral to this effort is accurate cost estimation during all phases of a project, establishment of realistic budgets and working with state and federal agencies to get them to advance program funds so a reliable and consistent CIP can be maintained. To take it a step further, the RS&H Team will look beyond the standard grant funding sources. RS&H has been successful at obtaining funds from demonstration programs, transportation departments and economic development agencies.

To provide these services, the Project Manager will call upon the capabilities and resources of the entire team. This includes architects, engineers, planners and environmental specialists, all with experience and expertise. How will this be accomplished? The following are general practices to assure effective service.

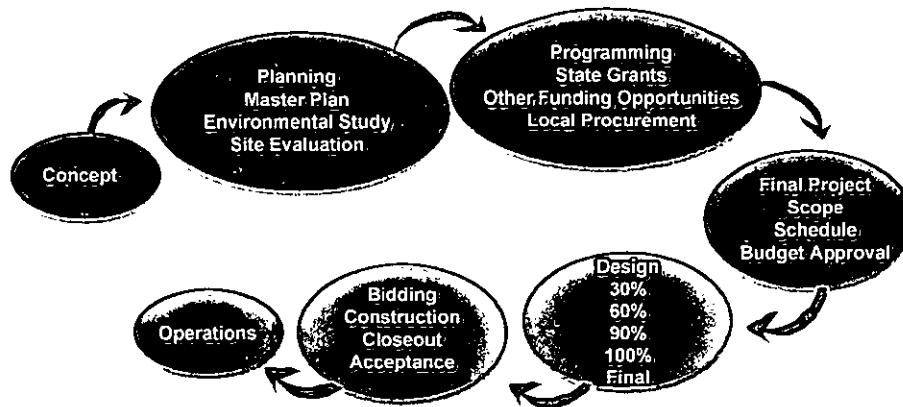
1. RS&H selects discipline leaders who are available for the duration of the assignment.
2. RS&H matches, as necessary, our corporate CADD standards, filing system and work quality standards with the County's standards.
3. RS&H establishes and maintains a central file system for all correspondence, documents, drawing, calculations, computer data and analyses.
4. RS&H continuously monitors, through our discipline leaders and the Project Manager, the progress and quality of all projects to immediately identify and address potential problems.



5. RS&H will establish an internal Quality Control Group made up of senior personnel to review all submittals before presentation to County staff.
6. RS&H uses state-of-the-art processes and computer applications, such as cost control software, CADD equipment and project management software.
7. RS&H collaborates with the appropriate government agencies to keep them abreast to all facets of the project. From beginning to end, our philosophy is to build the relationship with the agency so that the agency views themselves as part of the team.
8. RS&H works to make the County staff and the consulting staff each become an integral piece of the success of the team.

The Project Manager will call upon the capabilities and resources of RS&H. This includes architects, engineers, planners and environmental specialists, all with aviation experience and expertise.

As illustrated in the graphic below, a project evolves from an idea or concept, through studies, planning, design, construction, and ultimately operational use, the nature of the services provided evolves.



Each phase of a project requires the skills and expertise of many different professionals, with the continuity of the Project Manager and various key discipline leaders. All disciplines that are either required or beneficial are included on this team. The following pages present the team's technical approach to the major phases of development.

Planning and Programming

The planning and programming phase of a project is critical to a project's success. Working closely with the county, ideas must be developed into concepts, concepts developed into alternatives and alternatives developed into actions. The RS&H Team uses its leadership in the development of industry standards and insight to produce results that are useful in the real world.

Planning and programming efforts are unique to each project, and are too varied to provide a specific technical approach. However, in general, the RS&H Team will prepare interim reports as studies progress for County staff and other appropriate entity review. A draft of all submittals is first provided to the County Project Leader for review prior to release elsewhere.



Design Services

The RS&H Team prides itself in developing construction documents that, in addition to being "buildable," reflect real world needs of a contractor. The design goes beyond just meeting all industry practices, AASHTO standards and building codes; it is sound enough that field corrections and change orders can be limited to well below industry norms.

Such success in design services is attained by having designers with field construction experience. These designers have lived with the plans and specifications they developed, and have worked with contractors to get projects built. Only through such efforts can a designer have the capability to develop truly excellent construction documents. Excellent design minimizes change orders, prevents financial overruns and lessens liability for the County.

All design efforts are conducted using the latest computer assistance. However, many times, inspiration, not technical sufficiency, is the most important aspect of design. The RS&H Team is also skilled at the artistic side of design. From reflecting an architectural theme county wide, or development of a project and area that states the self-image of the community, or working tirelessly to get a project permitted, the RS&H Team provides well rounded and inspired services.

The RS&H Team approach to preparing contract documents normally begins with a preliminary design phase. This phase is considered to be the most critical to assure that all team members, County staff, reviewing agencies and other key parties are in unison. This design phase ensures that the desired objectives of the project are achieved and that protocol is established relating especially to schedule adherence and quality control. This phase establishes techniques used in problem solving, record keeping standards and key contact personnel. It starts with a predesign conference and ends with a detailed County staff review of 30-percent plans, preliminary engineer's report (if applicable) and a construction cost estimate. Anticipated problems and alternative solutions will be thoroughly identified and developed.

The final design phase consists of 60-percent and 90-percent submittals for County staff and review agency consideration. After all comments and concerns are addressed, 100-percent documents are produced. For each stage of development, a Quality Control Group reviews all documents and their comments are incorporated prior to submission to the County. Overall quality control review is accomplished by:

1. Systematic checking within a discipline
2. Interdisciplinary document review for design coordination
3. Independent project peer review of various types.
4. Constructability review
5. Value Engineering

Each submission is reviewed with County staff and with other appropriate agencies. The final product consists of detailed construction drawings, specifications, instructions to bidders, bidder's proposal form, general provisions, special provisions, cost estimate and engineer's report (if appropriate).

Design services conclude with bidding services including attendance at prebid meeting, production of addenda if required, preparing of bid tabulations and recommendation for award.

Preliminary Design Phase

*Predesign Meeting
Scope, Schedule, Budget
Site Inspection, Data Review
Geotechnical Evaluation
Site Survey
Permitting Needs
30-Percent Submittals
Review Meetings, Approvals*



*Final Design Phase
60-, 90- and 100-Percent Submittals
Review Meetings
Approvals,*



Bidding

Available Design Services

- Civil Engineering
- Structural Engineering
- Transportation Engineering
- Architecture
- Landscape Design
- Environmental Services
- Value Engineering



Construction Services

The construction phase marks the beginning of the most significant expenditure of the project's funds. It is the time when an excellent General Consultant shows its value. The design effort has set the stage for successful construction, now construction services must execute the assignment.

Knowing how to work with contractors is critical. A General Consultant must know how to understand a contractor's perspective and use it to the advantage of the County. A General Consultant must always watch out for the County's best interest.

The RS&H Team approach is to have the design engineers for a specific project continue as the same basic team through the construction phase, thus, fully utilizing their knowledge and understanding of the project.

Several important considerations occur during the construction phase of a project. Operations of the County must not be negatively impacted, safety must not be compromised and the construction effort must be kept moving. Delays and changes must be avoided. The project should be kept moving and closed out in a timely fashion.

Construction of a project is generally overseen by construction engineering and inspection (CEI) services entity. If the County wishes for the RS&H Team to provide CEI, and then close monitoring of the contractor and construction effort would result. Services would consist of arranging progress meetings and job conferences, reviewing contractor progress schedules, serving as liaison with the contractor, administratively handling and reviewing paper work between the County, contractor and design team, such as change orders and contractor pay requests, performing daily inspections, keeping a daily work log, verifying certificates and manuals furnished by the contractor for applicability, conducting final inspection, preparing and completing a punch list, and preparing As-Built Drawings. The RS&H Team has experienced transportation CEI staff to be assigned, if these services are requested.

Resident inspection services result in closer monitoring of the contractor and construction effort.

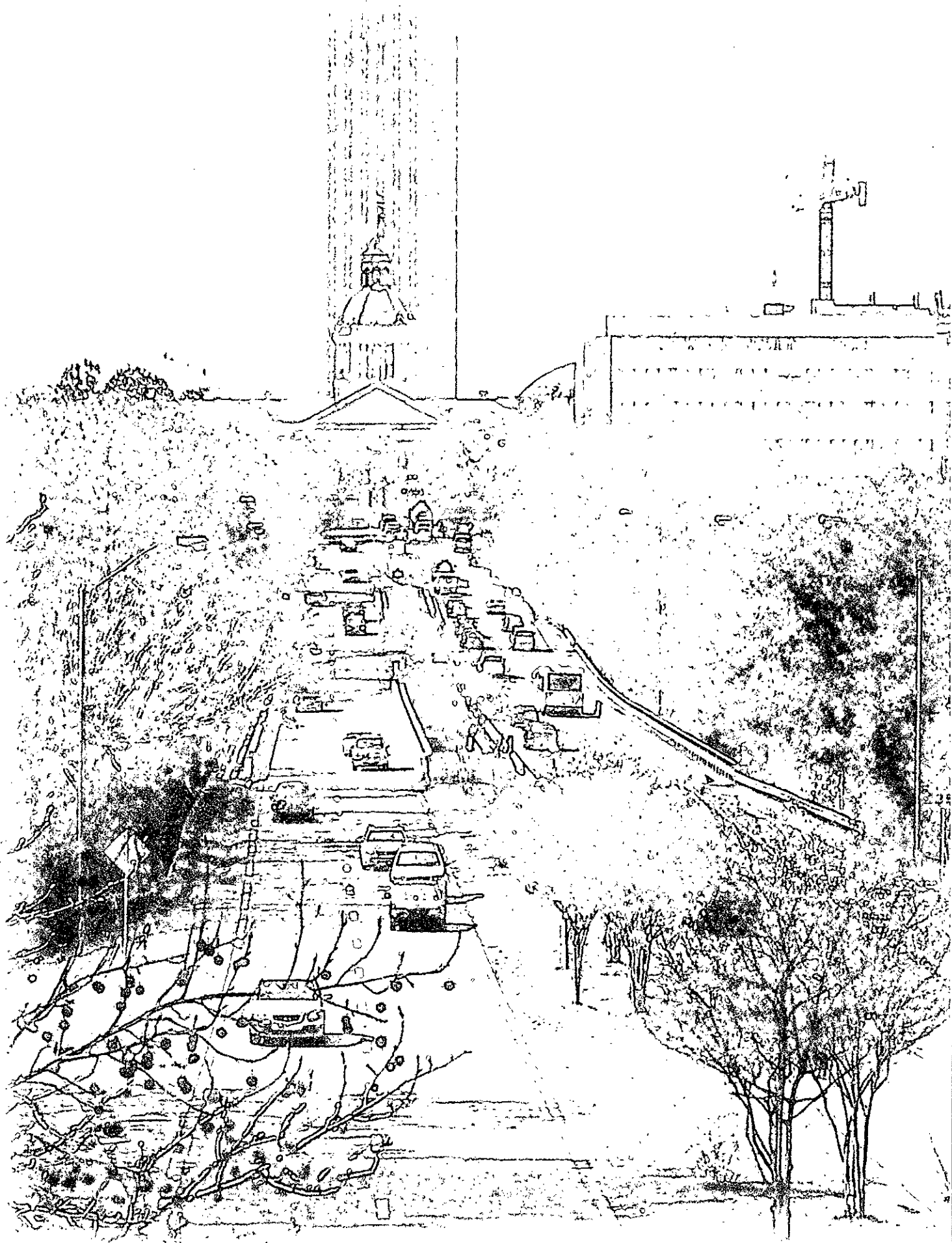
Summary

RS&H's General Consultant Project Approach hinges on the efforts of a dedicated team of professionals working together to meet the goals of the County. RS&H accomplishes this by:

- Identifying clear lines of communication between the team and County staff
- Recognizing the financial sensitivity of every project
- Placing safety as our greatest objective
- Reviewing the project regularly by senior RS&H staff to identify and rectify potential problems before they occur
- Developing construction documents that are "buildable"
- Knowing the contractor's culture to ensure a seamless transition from design to construction

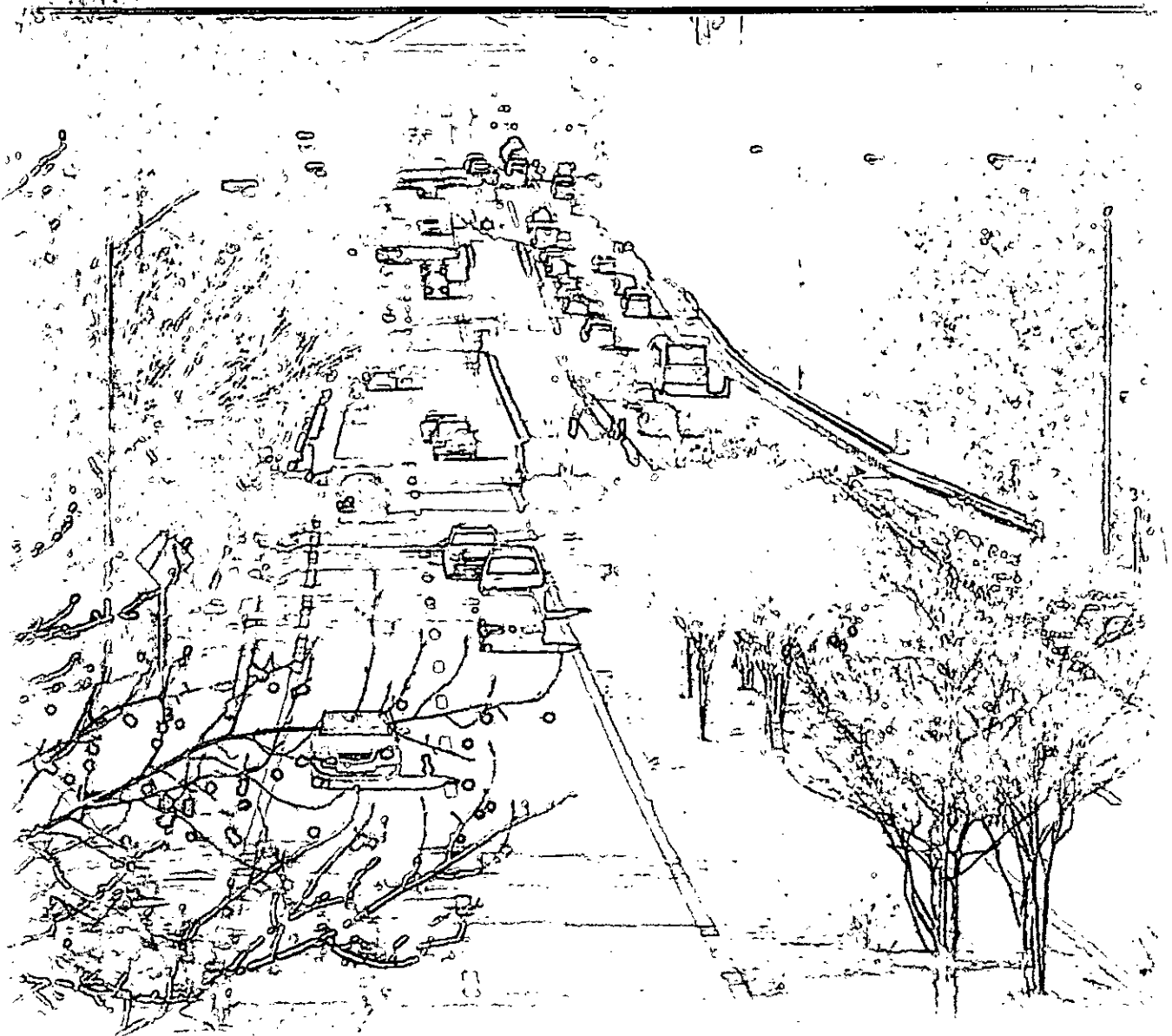
Our project approach as proven successful in every facet of county consulting. We encourage Leon County to ask our references about how well we incorporated this approach into their project.





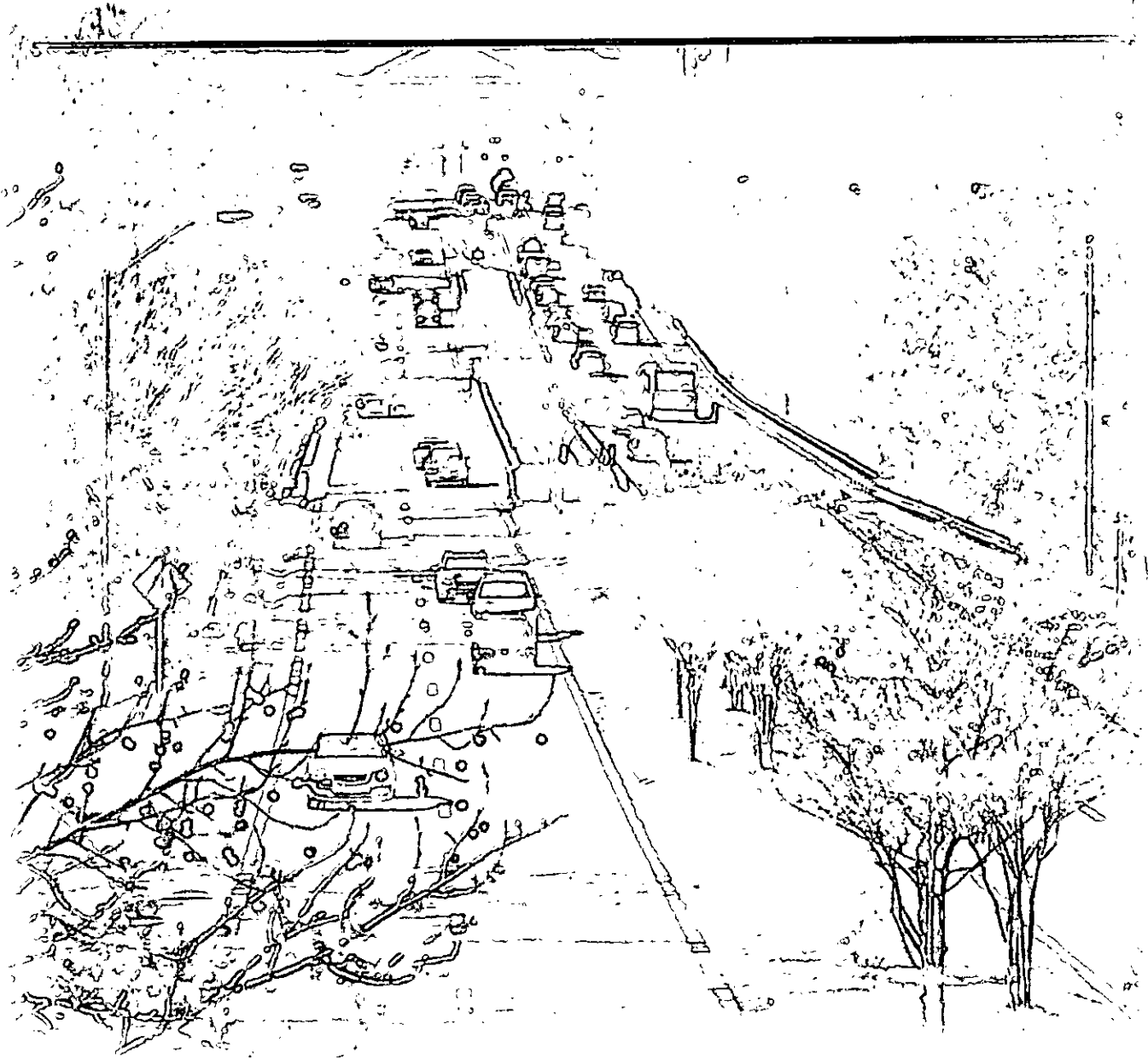


Specific Proposal Information to be Provided for Each Work Category





A. Ability of Professional Personnel

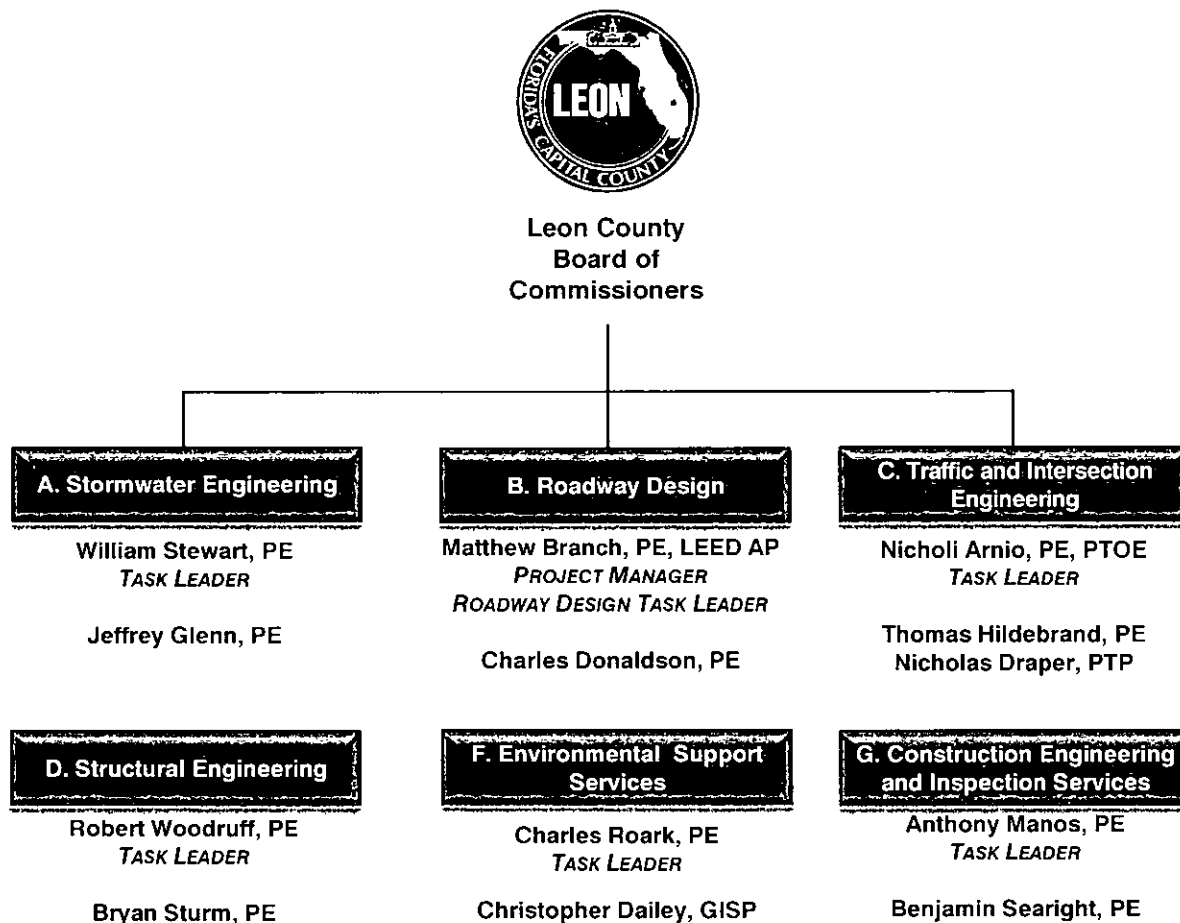


A Ability of Professional Personnel

1. Employee Summary

The total number of professionals within our organization that may be assigned to this category of project is five. These staff members are currently available for assignment to projects of both small and medium size. Their individual levels of availability will greatly increase over the next six months as projects currently under contract reach varying levels of completion.

RS&H believes the successful performance of Environmental Support Services is dependent upon the efforts of a dedicated team of professionals working together in a unified effort with the county's staff. RS&H has assembled a highly-qualified and experienced team available to start work immediately. Team staff members were carefully selected to take best advantage of the special qualifications and experience of each person. A unique aspect of RS&H Team is that key participants have experience on projects of varying complexity which require environmental support services, from very simple projects up to major projects requiring coordination with multiple regulatory agencies. RS&H staff availability exceeds the staff identified on the organization chart. The depth of personnel within RS&H and the core team members will ensure each project is completed on-time and within budget. Following the chart are brief resumes of key personnel.



CHARLES (DREW) ROARK, PE



Years with RS&H 9
Years with other Firms 7

Task Leader Environmental Support Services

Responsibilities

Mr. Roark manages the RS&H Tallahassee Office. Mr. Roark has been directly involved with multiple Project Development and Environment (PD&E) studies, both as a Transportation Engineer and Project Manager. Mr. Roark has also managed specialty projects such as the Florida Department of Transportation Central Office Transportation Statistics Data Support project and the Florida Statewide Motor Carrier Compliance General Consultant contract.

Experience

Mr. Roark is experienced in preparation and review of transportation impact studies for numerous Developments of Regional Impact (DRI) throughout the state of Florida. His experience has included preparation and supervision of data collection programs, coordination with local review agencies, preparation of traffic signal warrant reports, modeling of future traffic volumes using the FSUTMS model, calculations of projected impact fees including independent impact fee studies and preliminary roadway planning and design.

Mr. Roark is also experienced in the planning for surface transportation roadways of airports. His experience in this area includes the development of software used as a planning tool for curb fronts, as well as general planning for airport circulation roadways.

- Bannerman Road Corridor Study, Leon County, Florida--Project Manager. \$1 million fee, 4.1 mile Corridor Study. Preparation of a corridor study to analyze a two-lane divided roadway and its applicability to be widened to four lanes. Project includes traffic analysis, development of alternatives, evaluation of the preferred alignment, review of potential environmental impacts, public participation and reports documenting the analysis completed.
- I-75 at Bill Gardner Parkway Interchange Modification Report (IMR), Locust Grove, Georgia--Project Engineer. \$17 million estimated construction cost. Responsible for developing opening, interim and design year, design hour traffic volumes and interchange alternatives. Performed capacity, CORSIM and operational analysis for the No-Build and Build alternatives. Responsible for quality assurance of the Interchange Modification Report (IMR).
- Destin Traffic Study, Destin, Florida--Project Manager. Approximately \$25,000 fee traffic study analyzing a new alignment extension of a roadway connecting two roadways. Project included traffic data collection and analysis using Synchro software and report.
- Comprehensive Plan Update, Southwest Florida International Airport, Fort Myers, Florida--Transportation Engineer. Involved a \$350,000 fee for a general planning study of the Southwest Florida International Airport (RSW) to update the local comprehensive plan and to remove RSW from the DRI process in Florida. Responsibilities included traffic and transportation analysis of roadway surrounding and within the airport, including airport trip generation, distribution, assignment and analysis.
- Westside Boulevard from I-4 to Osceola/Polk County Line Route Study, Polk County, Florida--Project Manager. An approximately \$230,000 fee for the preparation of a corridor study for a new segment of Westside Boulevard. Project includes traffic analysis, development of alternatives, evaluation of the preferred alignment, review of potential environmental impacts, public participation and reports documenting the analysis completed.
- SR 54 (West of CR 579 to East of Curley Road), Pasco County Government, Pasco County, Florida--Project Manager. Under the Pasco Continuing Professional Services Agreement, with a fee greater than \$500,000, prepared a Project Development and Environment (PD&E) study to be carried forward as a State Environmental Impact Report to determine needed improvements to this roadway. Project includes traffic projection to the 2025 design year, engineering analysis to determine right-of-way requirements for alternatives developed, environmental evaluation and a public involvement program.



- Clinton Avenue Extension (McKendree Boulevard to East of Curley Road) Pasco County, Florida--Project Manager. Under the Pasco Continuing Professional Services Agreement, with a fee of approximately \$165,000 prepared a corridor study for the new segment of Clinton Avenue. Project includes traffic analysis, development of alternatives, evaluation of the best-fit alignment, review of potential environmental impacts, public participation and reports documenting the analysis completed. Right-of-way maps prepared to document existing conditions.
- CR 54 (US 27 to US 17/92), Polk County Government, Polk County, Florida--Project Manager. A fee of approximately \$140,000 prepared a corridor study for this segment of CR 54. Project includes traffic analysis of existing conditions, projection of traffic to the 2025 design year and determining of future laneage needs. Alternatives developed and analyzed to determine future right-of-way requirements.
- Pauls Drive (Brandon Main Street) from Brandon Boulevard to Bandon Parkway, Hillsborough County Government, Hillsborough County, Florida--Transportation Engineer. Prepared a Project Development and Environment (PD&E) study to determine typical sections and alignment to Pauls Drive (Brandon Main Street). Project included traffic analysis, development of alternatives, evaluation of the best-fit alignment, review of potential environmental impacts, public participation and reports documenting the analysis completed. Right-of-way maps prepared to document existing conditions.
- Dover/Little/Durant Intersection Improvement Study, Hillsborough County Government, Hillsborough County, Florida--Project Manager. Preparing a study to examine existing and future traffic operations, document accident occurrences and review potential solutions to improve geometry at this intersection.
- Busch Boulevard CMS Corridor Study, Tampa, Florida--Transportation Engineer. Corridor study to identify problem areas and potential low-cost solutions to improve mobility by reducing congestion and maximizing the potential for alternative modes.
- Multimodal Transportation Needs Plan, Plant City, Florida--Transportation Engineer. Study to develop an action plan for transportation improvements within the city of Plant City. Responsibilities included data collection and analysis, agency coordination and report preparation.

Professional Credentials

Bachelor of Science in Civil Engineering, University of South Florida, 1997

Registered Professional Engineer: Florida (No. 56826), 2001

Registered Professional Traffic Operations Engineer: (No. 1105), 2003 - 2009

Board Member, Tampa Bay Chapter Institute of Transportation Engineers, 2005 - 2007

Member, Institute of Transportation Engineers, Planning Council

Member, Leadership Tallahassee Class 26;

Public Relations Committee Member, Florida Institute of Consulting Engineers



Environmental Support Services

Responsibilities

Mr. Dailey leads all GIS tasks, environmental permitting tasks and public involvement efforts.

Experience

Mr. Dailey has experience with a wide variety of environmental projects. He has worked on projects from marine mapping to wetland delineations. In addition to his field experience, Mr. Dailey also is trained as a photo-interpreter, photogrammetrist and GPS surveyor.

- US 17 Design from DeSoto County Line to Sweetwater Road – Hardee County, Florida Department of Transportation, District 1 – Permits Manager, Public Information Director. Responsible for all environmental permitting for widening 4-lane US 17. Managed public involvement efforts. Project cost is \$3,417,994.
- I-75 Rest Areas Design Pasco County, Florida Department of Transportation, District 7 – Permits Manager. Responsible for all environmental permitting for constructing new rest areas in Pasco County. Project cost is \$2,733,430.
- SR 54 Design from I-75 to Curley Road, Pasco County – Permits Manager. Responsible for all environmental permitting for widening 4-lane SR 54 in Pasco County. Project involved creation of nearly 20 acres of wetland mitigation sites to offset impacts. Cost: Project cost is \$3,017,980.
- I-75 Rest Areas Design Collier County, Florida Department of Transportation, District 1 – Permits Manager. Responsible for all environmental permitting for constructing new rest areas in Collier county within Big Cypress National Preserve. Project cost is \$16,500.
- I-75 Design from River Road to SR 681 Sarasota County, Florida Department of Transportation, District 1 – Permits Manager. Responsible for all environmental permitting for widening I-75 for 16 miles of interstate roadway. Project cost is \$6,503,306.
- Fletcher Avenue PD&E from Bruce B. Downs to I-75, Hillsborough County. Environmental document manager responsible for all aspects of NEPA compliance including natural environment, contamination, Section 4(f), and environmental justice. Project cost is \$2,721,943.
- Clinton Avenue Extension Design from Fort King Road to CR 577, Pasco County. Permits Manager. Responsible for all environmental permitting for constructing a new 4-lane roadway on new alignment in northern Pasco County. Project cost is \$165,080.
- 22nd Avenue South PD&E Study from US 19 to 49th St., Pinellas County. Environmental document manager responsible for all aspects of NEPA compliance including natural environment, contamination, Section 4(f), and environmental justice. Project cost is \$567,213.
- Bannerman Road PD&E Study from Meridian Rd. to Bradfordville Rd., Leon County. Environmental document manager for study to widen existing 2-lane roadway. Project cost is \$999,037.
- Pensacola Bay Bridge PD&E Study Escambia and Santa Rosa Counties, Florida Department of Transportation District 3. Environmental document manager responsible for all aspects of NEPA compliance including natural environment, contamination, Section 4(f), and environmental justice. Project cost is \$462,331.

- Suncoast Parkway 2 - Section 3, Citrus County, Florida, Florida's Turnpike Enterprise--Permits Coordinator. Section 3 of the Suncoast Parkway 2 involves 8.8 miles of new location, limited-access facility from north of CR 486 to US 19. Project cost is \$9,061,173.
- Turnpike Districtwide PD&E Services, Florida's Turnpike Enterprise--Public Involvement Task Manager. Responsible for development of Public Involvement Plans, public meetings, notices, public comment responses and hearings. Responsible for data collection and preparation of environmental documents for various Turnpike Districtwide PD&E Projects, such as the Becker Road Interchange and Lake Worth Road Interchange State Environmental Impact Reports. Project cost is \$38,235.
- SR 70 PD&E, Florida Department of Transportation, District 1, Okeechobee County, Florida--Public Involvement Task Manager. Developed Public Involvement Plan, coordinated public meetings, notices, public comment responses and hearings. Also served as Environmental Task Manager. Responsible for data collection and preparation of environmental documents. Project cost is \$848,479.
- US 27 Weigh-in-Motion Stations PD&E, Florida Department of Transportation, District 1, Highlands and Glades Counties, Florida. Assisted in development of Public Involvement Plan, coordinated public meetings, notices and hearings. Assisted in the preparation of the Contamination Screening Evaluation, Wetland Evaluation Report, Biological Assessment Report, Conceptual Stage Relocation Plan, Categorical Exclusion, Noise Study Report and Air Quality Technical Memorandum. Project cost is \$910,055.
- I-4 Weigh-in-Motion Stations PD&E, Florida Department of Transportation, District 1, Hillsborough and Polk Counties, Florida. Assisted in development of Public Involvement Plan, coordinated public meetings, notices and hearings. Assisted in preparing the Contamination Screening Evaluation, Wetland Evaluation Report, Biological Assessment Report, Conceptual Stage Relocation Plan, Categorical Exclusion, Noise Study Report and Air Quality Technical Memorandum. Project cost is \$910,055.

Professional Credentials

Bachelor of Science in Biology, Saint Leo University, 1994
University of North Carolina, Hydric Soils Identification Course, 1998
Geographic Information Systems Professional (No. 00058135), 2007
Member, Society of Wetland Scientists
Member, Florida Association of Environmental Professionals
Member, Virginia Association of Wetland Professionals
PADI Advanced Open Water Diver



Years with RS&H <1
Years with other Firms 7

Environmental Support Services

Responsibilities

As a Transportation Engineer and Project Manager, Mr. Arnio is responsible for transportation planning, site impact studies, transportation master planning, work plan forecasts, growth forecasting, travel demand modeling, infrastructure improvement planning, project development and environment (PD&E) studies, National Environmental Protection Agency (NEPA) studies, multimodal planning, sea port planning and permitting, and site/civil development design.

Experience

Mr. Arnio has more than seven years of experience with transportation engineering including providing technical expertise, quality assurance, and quality control for governmental agencies, managing client and subconsultant relationships, and creating detailed engineering designs.

Mr. Arnio has provided the preparation for roadway/highway design work using Florida and American Association of State Highway and Transportation Officials (AASHTO) standards including horizontal and vertical alignment, roadway typical sections, intersection layout and sight distance determination, interchange layout, roadway drainage (hydraulic location reports), right-of-way plans, temporary erosion control plans, and site preparation plans.

- Bannerman Road Corridor Study, Leon County, Florida, Dollar Value: \$999,037.00--Deputy Project Manager. Project included a 4.4 mile National Environmental Policy Act (NEPA) style corridor study for Leon County, Florida. The corridor study involved a two-lane facility that is nearing capacity. Major components of the study include traffic operations analysis, safety analysis, right-of-way needs, geotechnical investigation, stormwater design, and environmental investigations such as impacts to wetlands and threatened and endangered species habitats.
- Bill Gardner Interchange Modification Report, Georgia Department of Transportation (GDOT), Dollar Value: \$182,500--Traffic Engineer. Mr. Arnio was in charge of interchange configuration layouts and operational design. GDOT and Federal Highway Administration criteria were examined to compare interchange layouts in a matrix evaluation. Right-of-way cost, construction costs, environmental and social impacts were considered in the evaluation process.
- Georgia Airport Development Traffic Analysis, Dallas, Georgia, Dollar Value: \$472,084--Traffic Engineer. Mr. Arnio was in charge of development of existing conditions analysis, trip generation, traffic factor calculations, and traffic forecasting. The development consisted of 890,000 square feet of industrial park.

Professional Credentials

Master of Science in Civil Engineering, University of Central Florida, 2010
Bachelor of Science in Civil Engineering, South Dakota State University, 2002
Registered Professional Engineer: Alabama (No. 29732), 2008; Florida (No. 67530), 2008
Registered Professional Traffic Operations Engineer: United States (No. 2447), 2009
United States Army Officer, Company Commander, Executive Officer, and Platoon Leader, 2002-2006
Member, Florida Engineering Society
Member, Institute of Transportation Engineers



Environmental Support Services

Responsibilities

Mr. Hildebrand is responsible for preparing civil engineering designs of roadways, structures, traffic control, signing and marking plans, drainage and drainage structures and intersection signalization.

Experience

Mr. Hildebrand has experience utilizing MicroStation V8/XM, GeoPak, AutoCADD, ArcGIS, and Synchro.

- Fort Stewart Area Transportation Assessment – Flemington Sector Plan & Traffic Study, Liberty Consolidated Planning Commission – Transportation Engineer. The RS&H Team conducted a traffic impact assessment of the brigade relocation on Fort Stewart. This included an estimation of trips generated by the military and civilian employees, including contractors. Existing crash patterns were analyzed and countermeasures were identified to reduce the projected crash rate associated with the increase in traffic. The countermeasures examined included closing/relocating driveways, channelizing turning movements, improving sight distance through geometric design, and the use of additional traffic control devices. This was a study of approximately 0.5 miles of roadway, therefore, no bid price is available.
- Topsail Entrance, Preble-Rish, Inc.—Transportation Engineer. The existing T-intersection at US 98 and CR 30A was redesigned to a four leg intersection to accommodate a new development to the north. Operational traffic conditions were evaluated in order to develop an optimal signalization operation plan. Signalization plans were prepared to meet Florida Department of Transportation criteria. The signalization component of the project is currently out for bid, therefore, no bid price is available at this time.
- Bannerman Road Corridor Study, Leon County, Florida--Transportation Engineer. Project included a 4.4 mile National Environmental Policy Act (NEPA) style corridor study for Leon County, Florida. The corridor study involved a two-lane facility that is nearing capacity. Major components of the study include traffic operations analysis, safety analysis, right-of-way needs, geotechnical investigation, stormwater design, environmental investigations such as impacts to wetlands and threatened and endangered species and development of 30 percent design plans for the preferred improvements. This 4.4 mile project is a study, therefore, no bid price is available.
- Bill Gardner Interchange Modification Report, Georgia Department of Transportation (GDOT), Henry County, Georgia--Transportation Engineer. The project involved the evaluation of the interchange in accordance with GDOT and Federal Highway Administration criteria. Design and analysis of several interchange configuration layouts and operational performance of such were examined in a matrix evaluation. Right-of-way cost, construction costs, environmental and social impacts were considered in the evaluation process. This project was the analysis of the operation of a single interchange, therefore, no bid price is available.
- Bush Road over Wright's Creek, Florida Department of Transportation, District 3, Holmes County, Florida--Lead Designer. Served as lead designer for the roadway portion of the project. Bush Road is a two-way 18-foot-wide dirt facility that crosses over Wright's Creek via a single-lane wood bridge. This project includes the replacement of the structurally and functionally deficient wood bridge, widening and paving the approaches to the bridge, and installing guardrail to add safety. The new structure was raised approximately two feet in elevation and extended 22 feet, therefore, the horizontal and vertical geometry of the approaches to the bridge had to be redesigned to tie into the existing ground and provide a safe and comfortable ride. Additional services provided include developing an offsite detour scheme, preparing signing and pavement markings plans, and permit processing. This 0.25 mile project has not been let for construction at this time, therefore, no bid price is available.

- SR 61 (Monroe Street) from Perkins Street to Thomasville Road, Leon County, Florida--Transportation Engineering—Project Engineer. This Florida Department of Transportation project involved milling and resurfacing the existing roadway and upgrading features to comply with ADA requirements. The upgrades included the design of ADA-compliant curb ramps, reconstruction of deficient sidewalks and the placement of railing along the back of sidewalks and steps to aid in pedestrian safety. As an additional service, an exclusive right turn lane warrant study was conducted at the intersection of Monroe St. and Brevard St. The study included data collection involving Nu-Metrics Hi-Star traffic counters and turning movement counts during peak hours. Build and no-build conditions were analyzed utilizing Synchro. The project low bid price was \$2,463,675 for this approximately 1.9 mile project.
- Jacksonville Transportation Center Skyway Module, Jacksonville, Florida--Transportation Engineer. The project included designing bus lanes on both sides of the Transportation Center as well as an access road and acceleration lane for the I-95 on-ramp. Plans preparations included typical sections, cross sections and plan sheets. All designs were completed utilizing MicroStation V8 with GeoPak. This 0.25 mile project has not been let for construction at this time, therefore, no bid price is available.
- SR 10 (US 90) from the East End of the Chattahoochee River to Desoto Avenue, Jackson County, Florida—Project Engineer. The project involved the milling and resurfacing of a portion of SR 10, the addition of paved shoulders, drainage improvements, identifying and resolving utility conflicts and CADD preparations of plans. The project low bid price was \$11,481,219.90 for this approximately 16.4 mile project.

Professional Credentials

Master of Science in Civil Engineering, Florida State University, 2007

Bachelor of Science in Biology, Florida State University, 1999

Registered Professional Engineer: Florida (No. 72307), 2011

Florida Department of Transportation Specifications Package Preparation for Consultants Training

Florida Department of Transportation PD&E Manual Webinar Training

Bentley GeoPak Drainage Training Course



Years with RS&H 6
Years with other Firms 8

Environmental Support Services

Responsibilities

Mr. Branch is responsible for the management of the highway design group in the Tallahassee office.

Experience

Mr. Branch has more than 14 years experience in the design of roadway projects for the Florida Department of Transportation.

- SR 8 (I-10) from the east end of the Apalachicola River Bridge to west of SR 12, Florida Department of Transportation District 3, Gadsden County, Florida – Project Manager. Project consists of the milling and resurfacing of 10.2 miles of Interstate 10 in western Gadsden County. Also included are numerous repairs to drainage structures, correction of major erosion, safety improvements including guardrail extensions, replacement of bridge approach slabs, and upgrading of guardrail connections to existing bridges. The project has not been let for construction, so no bid price is available.
- Bush Road over Wright's Creek, Florida Department of Transportation District 3, Holmes County, Florida – Project Manager. Project involved roadway design to detail the reconstruction of roadway approaches to a new bridge over Wright's Creek. Signing and pavement marking plans were prepared and a detour was developed for traffic in the project area. This 0.25 mile project has not been let for construction at this time, so no bid price is available.
- SR 61 (Monroe Street) from Perkins Street to Thomasville Road, Florida Department of Transportation, District 3, Leon County, Florida--Project Manager. Project is the design of resurfacing for an urban four-lane arterial through central Tallahassee in front of the state Capitol. The project consists of milling and resurfacing the roadway, along with upgrades/additions to pedestrian features to meet ADA compliance. The project low bid price was \$ 2,463,675 for this approximately 1.9 mile project.
- SR 10 (US 90) from the East End of Apalachicola River Bridge to the Beginning of the Four-Lane Section West of Quincy, Florida Department of Transportation, District 3, Gadsden County, Florida--Project Manager. Project involved the milling and resurfacing of a portion of SR 10 in Gadsden County, drainage improvements to alleviate an undermining condition that threatened a section of SR 10 and improvements to increase the accessibility for pedestrians and those with disabilities. The project low bid price was \$ 11,481,219.90 for this approximately 16.4 mile project.

Professional Credentials

Bachelor of Science in Civil Engineering, Florida State University, 1999

Associate of Arts, Chipola Junior College, 1993

Registered Professional Engineer: Florida (No. 60807), 2004

LEED Accredited Professional, 2008

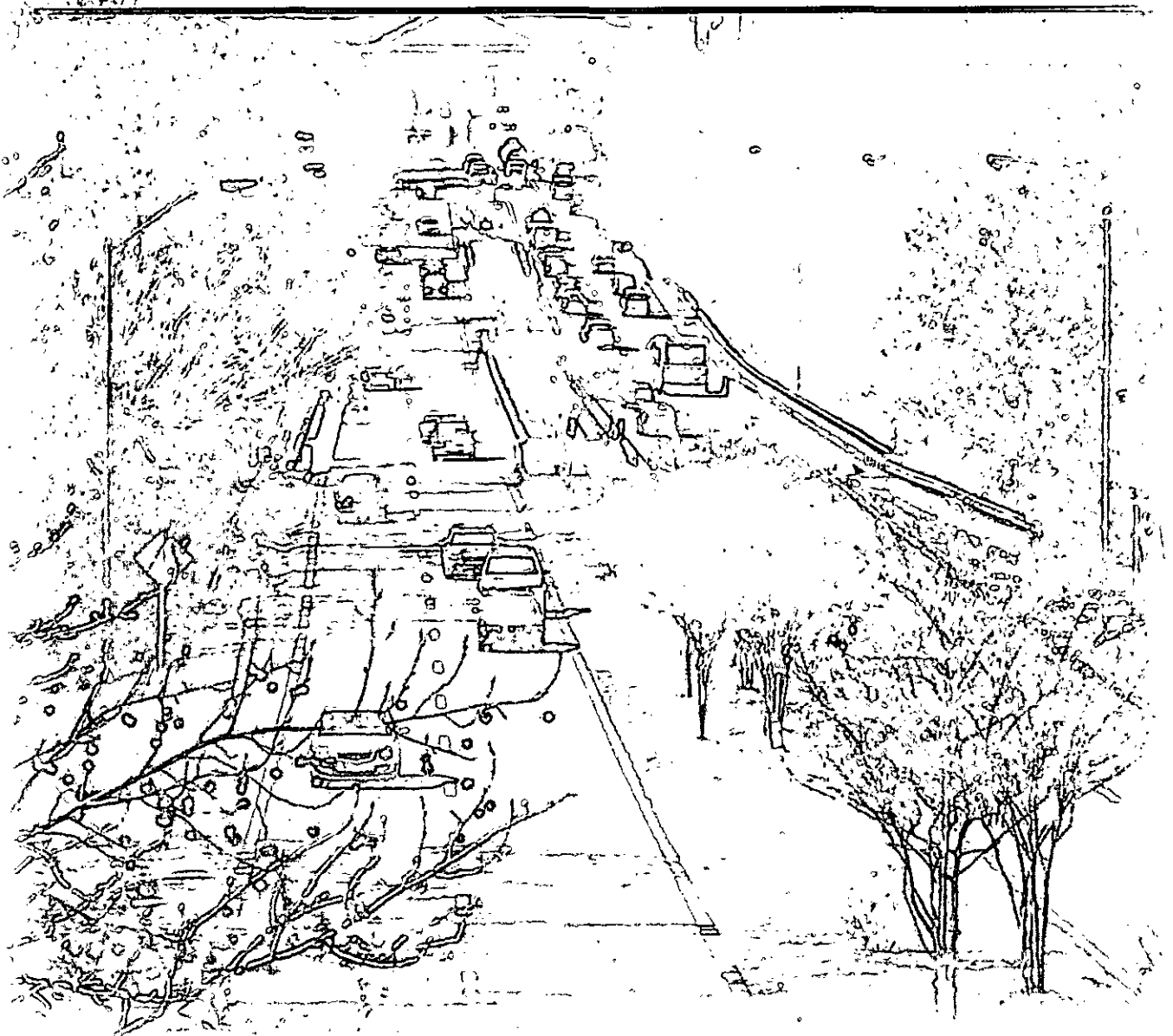
Member, Florida Engineering Society

Member, National Society of Professional Engineers





B. Experience with Projects of a Similar Type and Size

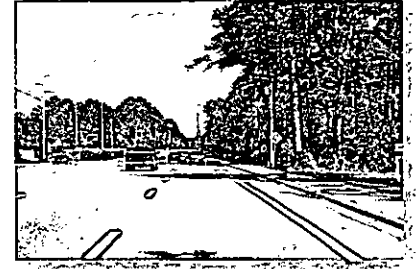


B Experience with Projects of a Similar Type and Size

1. Project Experience

Bannerman Road PD&E Study *Leon County, Florida*

The Bannerman Road Corridor Study will produce a preferred roadway alignment for Bannerman Road, the approximately 4.6 miles between Thomasville Road and Meridian Road. The preferred alignment will be agreed upon by the Citizens Advisory Committee and the Board of County Commissioners. The study will identify needed improvements throughout the corridor such as the addition of travel lanes, additional turn-lanes or turn-lane storage, bicycle lanes and pedestrian facilities. It will include an evaluation of alternative alignments and their potential impacts along the corridor. Alternatives will be compared to the base-line or no-build alternative. Impacts associated with each alternative will be identified and quantified to most effectively avoid and minimize the impacts to homeowners, wetlands and other important features along the corridor.



The study will provide documented information necessary for the County Commission and Citizens Advisory Committee to reach a decision on the type, design, and location of an improved Bannerman Road. It will consider all factors related to its design, including alignment options, transportation needs, social impacts, economic factors, environmental impacts, and an engineering analysis. The study will develop detailed requirements for preliminary design, including existing and forecasted traffic conditions, right-of-way requirements, environmental impacts, and costs of the alignment options.

Project Owner Representative Name: George Su, PE
Agency Name: Leon County Board of County Commissioners
Address: 2280 Miccosukee Road, Tallahassee, Florida 32308
Phone: (850) 606-1500

Project Completion Date: 12/2011

Project Manager and other Key Professionals:
Drew Roark, PE - Project Manager
Nicholi Arnio, PE, PTOE - Deputy Project Manager
Nicholas Draper, PTP - Project Planner

Cypress Creek Wellfield *Tampa, Florida*

The Cypress Creek Wellfield (CCWF) Surface Water Management Project is a multi-objective wetland restoration project and surface water management project located in Pasco County. The primary objective was to modify surface water drainage patterns resulting in improved wetland hydrology at sites in the eastern portion of the CCWF that were previously identified as part of the study. The project included evaluation and modeling of an 88,320-acre watershed and improvements across a 2,039-acre project area.



Project Owner Representative Name: Patricia Fesmire



Agency Name: Tampa Bay Water
Address: 2575 Enterprise Road, Clearwater, Florida 33763
Phone: (813) 929-4525

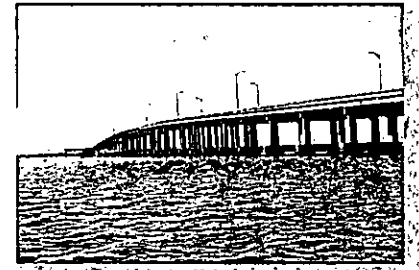
Project Completion Date: 06/2007

Project Manager and other Key Professionals:

Robert M. Garrigues, PE - Project Manager, Permitting
 Jason W. Dunn, PE – Stormwater Design, H&H Modeling
 Derek Jones, PE - H&H Modeling

Pensacola Bay Bridge
Escambia County, Florida

Project Development and Environmental Study (PD&E) for 3.7 miles of roadway including the existing 3 mile bridge crossing Pensacola. The most recent bridge inspection conducted in November of 2009 classified the bridge as deficient due to the structural condition. The objective of this study is to provide documented information necessary to reach a decision on the feasibility, location, and conceptual design of a replacement bridge. The factors to be considered in the analyses include; traffic analysis, social impacts, environmental impacts, aesthetics consideration and engineering analysis. An alternative will be selected that minimizes impacts to wetlands, wildlife, and right of way.



Project Owner Representative Name: Joseph Bruner
Agency Name: Florida Department of Transportation District 3
Address: 1074 Highway 90, Chipley, Florida 32428
Phone: (850) 638-0250

Project Completion Date: 06/2013

Project Manager and other Key Professionals:

Dan Kristoff, PE - PM
 Nicholi Arnio, PE, PTOE
 Christopher Dailey, GISP
 Charles Donaldson, PE – Engineer

2. Relevant Projects Presently Under Contract

Client Name	Project Name/Description	Fee	Contract Date
Duluth Airport Authority	Duluth Garage / Rental Car EA	\$39,000.00	02/14/2011
Coos County Airport District	SW Oregon Airport Jet Svc EA	\$29,965.00	02/08/2011
Tampa Bay Water	Land Management for CCWF (WY2011)	\$75,000.00	11/01/2010
Austin, City of	Austin Wildlife Hazard Assessment	\$154,232.00	10/13/2010
Florida Gas Transmission Company	FGT Env Compliance - CY 2011	\$301,771.00	10/04/2010
Tampa Bay Water	Cypress Creek Wellfield Ecological	\$508,957.00	10/01/2010
Florida Dept of Environmental Protection	Baird Tract Restoration- Task 6	\$83,031.29	10/01/2010
Madison County	Madison County Courthouse Parking S	\$53,095.00	02/08/2010
Florida Gas Transmission Company	FGT Enviro Compliance Support	\$118,500.00	01/01/2010



3. Procedures for Ensuring Current Design Standards

RS&H's high quality grades on recent projects reflect the RS&H Team's commitment to excellence.

Quality begins with having pride in our work and subsequently encompasses every facet of the job from start to finish. Our team's continual awareness of quality makes the difference. Processes and procedures can control quality, but our commitment to quality starts at the highest levels of our organization and is executed at all levels down to the individual designer.

The Design Quality Management Plan is a continuous and interactive process of coordination, communication, review, checking and back-checking all project components and documents. RS&H has established documented quality management procedures that are detailed in its corporate Standard Operating Procedures (SOPs) for all work products.

The QA/QC Process

In operation, the QA/QC process is quite simple and applies to all project work: plans, reports, design documents, surveys, estimates, data, etc. A key element of the process is to have the most qualified people in the checking process. They must know their role and schedule the time for their participation. As with all submittals, cross-discipline checks will be performed. The process differs slightly for the written material and such things as calculations, but the five-step procedure is as follows:

Step One: Origination - The Originator or Registered Professional (RP) checks for completeness and/or assembles each element of the check plans package. After the package is deemed complete and ready for checking, the RP stamps and signs the plans.

Step Two: Checking - The Checker (someone other than the Originator) shall be a person with qualifications equal to or exceeding the RP. The Checker shall highlight in yellow on the check-print each part that is correct and mark in red on the check-print the required corrections, additions or deletions.

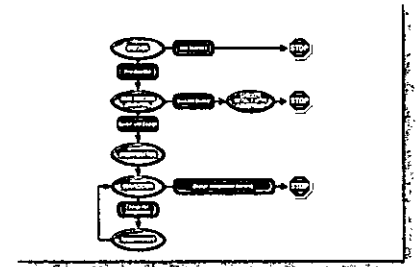
Step Three: Concurrence - Originator shall review the Checker's marks on the check-print (back checking) and place a check mark in red near each of the Checker's red-marked changes if they agree the document original should be changed. Then the Originator consults with the Checker and either agrees or crosses out the red mark. The result of Step Three is a set of check-prints with agreed-upon changes that have been color coded and signed by the Originator.

Step Four: Incorporation - The Originator shall update the document original to include the changes agreed upon and highlight the check-print in yellow.

Step Five: Verification - The Checker shall compare each of the changes on the check-print with the updated portions of the document original and check in green the re-worked changes or circle the lack of change in green. The final verification is made and a green check is applied to the sheet. The result is a set of plans ready to submit and a check set fully documented.

Tracking

Tracking the process is a vital part of a QA/QC Program. We do this by use of a tracking stamp, a QA/QC Coordinator, and a QA/QC Process Log. Checklists are very important



to the process as well. These checklist and stamps help standardize the checking procedure and, in effect, program the process; and many different ones are used, as appropriate.

Documentation

The final key in the overall QA/QC Program is the documentation process, including:

- Utilizing the tracking stamp, executing Process Log and Maintaining a QA/QC file
- Utilizing and retaining check sets with submittal sufficiency checklists
- Completion of a final Quality Assurance Review and Certification by the Project Officer

Constructability Review

Constructability reviews will be conducted by qualified construction services personnel. RS&H designers benefit greatly from the input of construction services personnel as they recognize the challenges faced by construction contractors. The feedback given by constructability reviewers ensures that the client receives a plan set that is clear, concise, and understood by the construction contractor.

Project Quality Control Plan

A major component of the Project Quality System is the requirement for the RS&H Project Manager to develop a Project Specific Quality Control Plan, and submit it to the client for acceptance. This process is already a part of the internal RS&H Project Management Plan, and can easily be accomplished. The Project Quality Control Plan is a part of the larger overall Project Management Plan (PMP) required by our internal processes. The project manager develops the PMP prior to work beginning. This plan is then issued to each and every employee that may be involved in the delivery of the project.

Client Satisfaction Survey

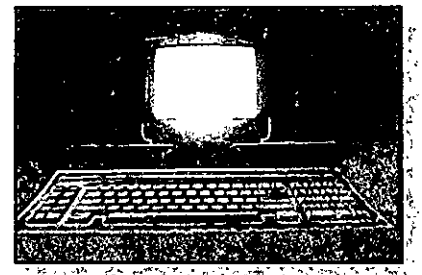
Another method used as part of our quality control process is client satisfaction surveys. A third party service is employed by RS&H to request feedback at six-month intervals from key client staff. Additionally, after project completion a debriefing session will be scheduled with the client's Project Manager and other involved parties where "lessons learned" as a part of the project will be discussed and incorporated into our procedures on future projects

4. Basic and Special Resources Available to Firm

RS&H remains on the leading edge of design and delivery technology. Each office is equipped with the latest telecommunication and computer-aided equipment and is linked to other offices through local- and wide-area networks. By continually investing in the technical and professional development of the firm's staff and equipment, RS&H assures clients that they will be working with trained and informed professionals using the most advanced technology available.

IT Overview

Today's frenetic project management environment is characterized by a decrease in schedule durations and fees, and by an increase in project complexity and the number of specialized project team members. Aggressive information technology implementation is critical to effectively manage the tremendous amount of voice and data information being exchanged. Also, appropriate document control procedures must be employed to ensure that project schedule, cost, quality and administrative expectations are all met.



RS&H has made a significant effort to develop and maintain an information technology infrastructure that not only seamlessly integrates its own geographically dispersed and highly specialized resources, but also incorporates clients, vendors, subcontractors and regulatory agencies to create a virtual corporation. This integration improves planning, design and construction administration processes allowing for expedited and efficient work products to arise from the timely, accurate communication of project information. Below is an overview of the system's components.

Computers at the Desktop--All RS&H associates have networked computers in their work spaces. These machines have the appropriate memory, hard drive and display capabilities to allow them to efficiently perform their individual tasks. CADD PCs are generally Dual Core 2-4 GB of RAM, and engineering and administrative PCs are generally Dual Core with 1-3 GB of RAM. Senior management and business development staff have Pentium laptops with multimedia, LAN and remote access capabilities to support their travel demands.

- Software--All RS&H associates have access either through network or locally installed applications to the tools that best support their work processes. This includes:
 - Integrated office automation applications for word processing, spreadsheet and presentation needs are provided through the Microsoft Office 2007 Suite.
 - CADD software used includes AutoCAD Architectural Desktop, AutoCAD MEP, AutoCAD Land Development Desktop, AutoCAD Civil 3D, MicroStation J, V8, XM and V8i with key add-ons including but not limited to Descartes and GeoPak.
 - BIM software used includes, but is not limited to, Autodesk' Revit Architecture, Structural, MEP and Navisworks along with the Bentley BIM family of applications.
 - Engineering and analysis functions are supported by a host of specialized applications that include, but are not limited to, STAAD, DOE-2, AutoTurn, GuidSign, Caice, SKM (Power Tools for Windows), Haestad, FB-MultiPier, MDX and SketchUp. In addition, an Enterprise Licensing Agreement with Bentley Systems provides access to a broad range of applications for all disciplines.
 - BST Enterprise, running on Windows Server, supports project management, finance and accounting operations, and is accessible via RS&H's Intranet.
 - GIS capabilities include ArcView, ArcEditor and ArcInfo on the client-side and ArcGIS Server, ArcSDE and ArcIMS on the server-side. These applications allow our associates to view, edit and create GIS datasets from national, state, local entities and other consultants. In addition, our GIS activities are further enhanced by using Trimble GeoXH GPS units to create new datasets using ArcPad and TerraSync software. The Intranet Mapping Application allows all associates to create, save and print customized GIS maps through their web browser without requiring any GIS software to be installed on their computers.
 - Project management is supported by a combination of Primavera SureTrak, Expedition and Microsoft Project. These tools are used to manage projects for our clients and to efficiently apply the highly diverse project delivery skills of all RS&H associates. These tools also ensure that utilization stays high and that project schedules, budgets and administrative requirements are met.



- Project collaboration between offices and with subconsultants by RS&H Programs is being undertaken using the Bentley Projectwise Application, which works with the Autodesk and Bentley CADD and engineering applications.

Local Area Network (LAN) Resources--Each office utilizes a Windows 2003/2008 Server LAN with Dell PowerEdge server. All offices use RAID 5 on their server hard drives to ensure data protection and system uptime. CAT5e cabling is used exclusively, and all ports use switched Ethernet.

Wide Area Network (WAN) Resources--RS&H's 27 LANs are interconnected using a fully meshed dedicated IP network. The WAN has been pivotal in eliminating the costs and inefficiencies that were encountered due to disperse office locations. The WAN allows key staff to be connected with the client and/or job site and team members, regardless of office location.

Telephone Systems--RS&H utilizes the Cisco AVID voice over IP phone system, which enables all associates to have desk-to-desk, four-digit dialing and phone mail. The telephone system also integrates with other desktop computer application software used.

Paging Systems--Goodlink devices that synchronize mail accounts are worn by not only key technical personnel, but also key administrative staff to ensure 24/7 responses to project or business changes.

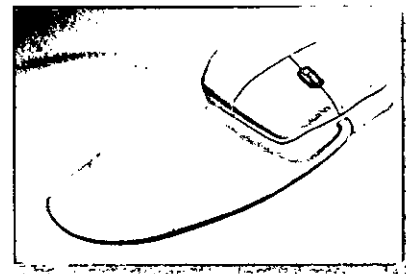
Internet--With implementation of the WAN, each Associate has Internet access, including e-mail. Not only does this support the considerable research efforts of our staff, but also provides an industry-accepted standard for communication and, with appropriate procedures and precautions, document exchange.

Web Site--RS&H utilizes its web site (<http://www.rsandh.com>) to market its services in six primary market sectors, and to allow prospective job applicants to gain information about the company and submit their resumes. We have also established hot links to other industry-related web sites.

Intranet--RS&H has a well-established Intranet, providing real-time project control and accounting information to every desktop. The Intranet is also used to collect additional project management information, to provide a common point of collaboration and design document sharing and to deliver standard operating procedures, quality assurance procedures, marketing resources, Human Resources and Information Technology support documents, as well as general news and announcements to every desktop.

Network Communications--RS&H provides remote access capabilities to associates with virtual access from anywhere in the world. This includes a Virtual Private Network (VPN), which is used with high-speed connections and allows easy, quick and secure access to corporate resources. Also part of RS&H's network communications is Citrix, which is used with low-speed connections and compression, and allows for very effective remote access over low-speed connections.

E-mail to Fax--With use of appropriate software on the communications server, associates can fax computer generated documents by attaching the desired document to an e-mail message. Hard copy can be scanned to the LAN and then faxed from the individual's desktop. Administrative personnel also have the capability of receiving faxes at their desktops and forwarding them via e-mail to other associates.



Read/Write CD/DVD--These devices facilitate the reference and reuse of successful design solutions developed throughout RS&H's many years of design automation experience. Projects archived on CDs can be checked out of a library and can be copied for alteration to suit new project requirements by associates. The media is easy to use, very sturdy and inexpensive. Each RS&H location has at least one common machine with this capability for all associates to use, and all new machines purchased have this capability.

E-Mail--Inter- and intra-office communication can be handled by Microsoft Exchange, Microsoft Outlook or Cisco phone mail, depending on which medium best suits the nature of the transmittal.

Virus, Spyware and Spam Software--Sophos Corporate Edition is used throughout the company. The primary server checks with Sophos on a daily basis for new definitions, which are downloaded and pushed automatically to all workstations.

FTP--We maintain an FTP server on-site to facilitate the transfer of large files to and from the company. In addition, we maintain a Biscorn server integrated with Microsoft Outlook to facilitate the transfer of large files to and from the company.

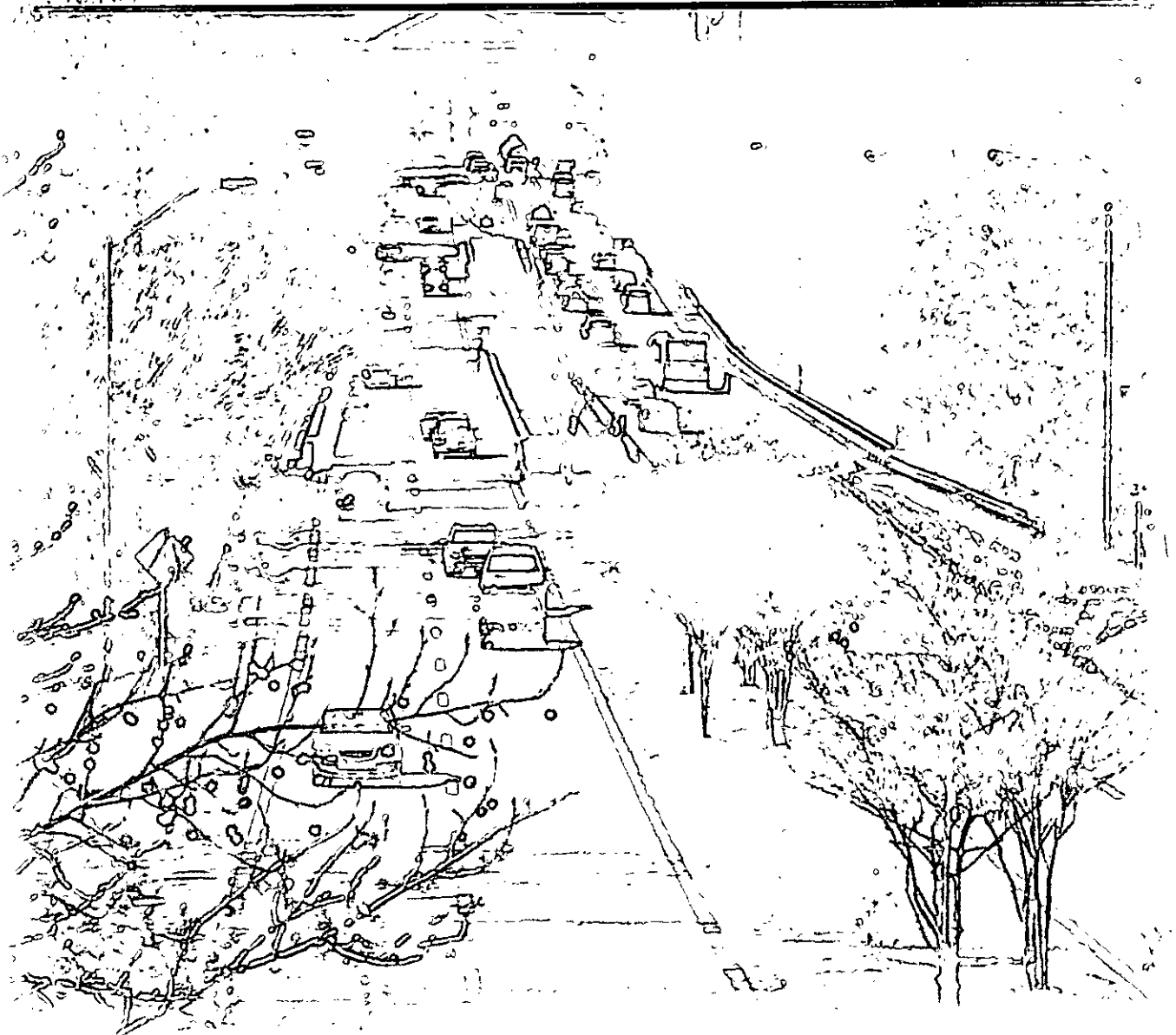
Biscorn--We use Biscorn to transfer securely files to external and internal users.

CRM--Many of our projects are so large in scope that business development efforts are handled by a group of individuals, often not from the same office. Using Microsoft Exchange/Outlook platform, RS&H has developed a custom CRM application that allows the entire senior management and business development team to easily share information on prospects and keep a single, centrally managed corporate contact management database accessible to associates over the WAN and Internet. This also ensures that the client is always presented with consistent, current and coordinated project status information, regardless of which RS&H Associate is contacted.





C. Willingness to Meet Schedule and Budget Requirements



C Willingness to Meet Schedule and Budget Requirements

The design and construction schedules for the general consultant assignment will vary based upon project complexity, times of anticipated construction, multiple construction projects occurring at the same time and federal funding limitations.

Project Start-Up

Review of existing data relative to each project site, limits of construction, pavement removal and pavement designs, drainage, traffic signal operation plan, maintenance of traffic, contractor movement and storage locations, etc. will be the subjects of at least one coordination meeting with the Leon County Staff and RS&H. The RS&H Project Manager and discipline leads will be familiar with roadway design, stormwater engineering, traffic and intersection engineering, environmental services, structural engineering, construction engineering and inspection, the terms of the general contract as well as the terms of each approved project scope prior to the initial coordination meeting. The RS&H Team understands the importance of early coordination and how the design and construction scheduling can make or break a project. With this level of experience and focus on detail, the RS&H Team will minimize project startup time and learning curves will also be minimized or eliminated altogether.

The Project Manager will assign staff as needed throughout this project to maintain design schedule.

Design Schedules

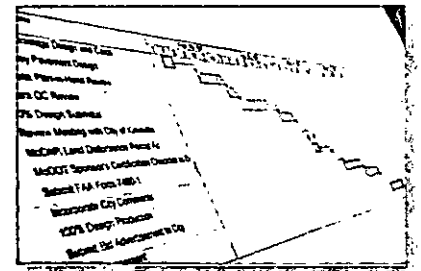
As part of the development of the overall project management plan, a project schedule will be developed for each task assigned to RS&H. The project manager will regularly update the schedule as information is gathered and tasks are completed. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project. Microsoft Project is the tool RS&H project managers use to produce and maintain schedules. This is a powerful tool in the right hands due to the many included functions it offers.

As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available.

At each deliverable milestone, the design and construction schedules will be submitted for review and comment. Once the review is complete, the schedules will be revised to reflect the most current information and direction from Leon County Staff. Another element of the design and construction scheduling is the phasing of the project. When a project is to be constructed in a high traffic area, scheduling of the various phases of construction becomes critical to a project's success.

Workshops, technical reviews and constructability discussions are critical milestones in the design schedule. Therefore the design schedule is staggered by work elements such that Leon County Staff are not over-committed for review times on any project. The site specific knowledge and history available to the RS&H Team from Leon County will be a key part of the successful development of each project.

As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project.



An Integrated Budget and Schedule Model (IBSM) will be used to determine progress and schedule status. This tool will be essential in monitoring and controlling the project schedule, adjusting to changed conditions, and allocating resources as needed throughout the project. Through close monitoring and control of the project schedule, the Project Manager will assign staff as needed throughout this project to maintain the design schedule for the timely receipt of bids.

*RS&H understands
Coordination and
Communication is critical to
project success.*

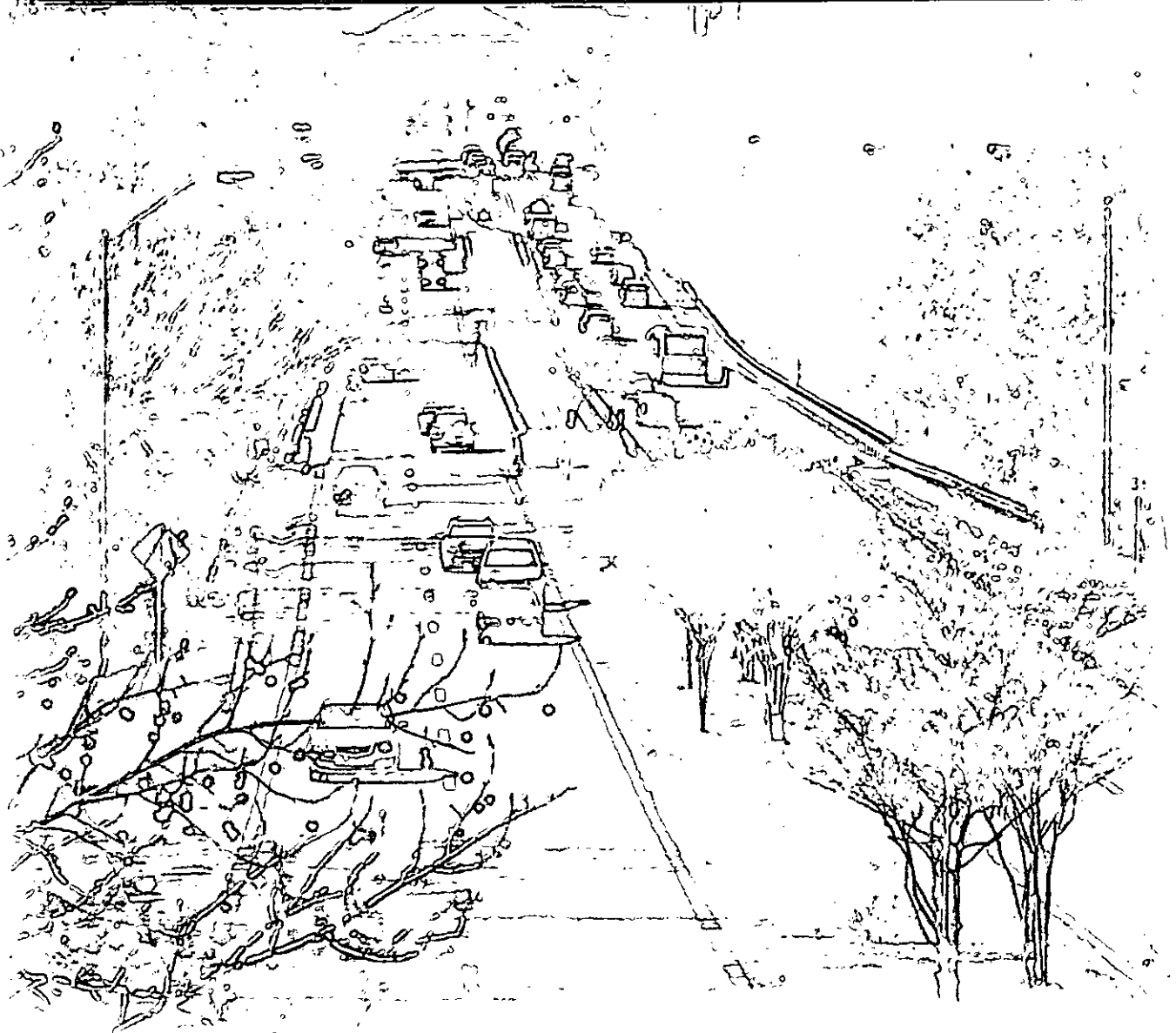
Coordination and Communication

Coordination and communication of the RS&H Team with Leon County Staff must, and will be, extensive for each project to ensure every issue is properly responded to and that the goals of Leon County are accomplished. Within the framework of the coordination and communication is the element of response. The RS&H Team will respond immediately to each and every issue posed by Leon County Staff for each project so that no element of the project "slips through the cracks" or catches the involved parties by surprise. The RS&H Team understands that Leon County must maintain a working relationship with many entities including the City of Tallahassee leadership, other state and federal regulatory agencies and the general public. Close coordination with the other agencies, the general public, and Leon County Staff will result in a project that does not cause unnecessary delay to other projects in the area. Ensuring that safe conditions are maintained is paramount. To that end, RS&H commits to responsiveness, coordination and communication that is industry leading.





D. Effect of Firm's Recent, Current, and Projected Workload



D Effect of Firm's Recent, Current, and Projected Workload

1. Projects Presently under Contract

Projects presently under contract in the Tallahassee office.

Client Name	Project Name/Description	Fee	Estimated Completion Date
FDOT - Central Office	Public Private Partnership & Engineering	\$155,422.65	11/11/2013
FDOT - District Three	Pensacola Bay Bridge PD&E	\$2,791,362.00	06/30/2013
FDOT - Central Office	Motor Carrier Compliance General Consultant	\$537,793.00	05/27/2013
FDOT - District Three	SR 8 (I-10) frm Apalachicola River	\$1,597,383.00	02/01/2013
FDOT - Central Office	Transp Statistics Data Support	\$2665,453.91	06/11/2012
FDOT - District Three	SR 61 Monroe St frm Perkins Street-Thomasville Road	\$713,641.00	03/30/2012
Registe, Sliger Engineering, Inc.	Bush Road Over Wright's Creek	\$86,033.89	03/22/2012
Leon County	Bannerman Road Corridor Study	\$999,037.00	12/01/2011
Preble-Rish, Inc.	Topsail Entrance	\$27,000.00	08/31/2011
Dyer Riddle Mills & Precourt, Inc.	Nine-Mile Road	\$33,408.26	04/07/2011
Capital Region Transp Planning Agency	CRTPA Regional Mobility Plan	\$811,527.00	03/31/2011

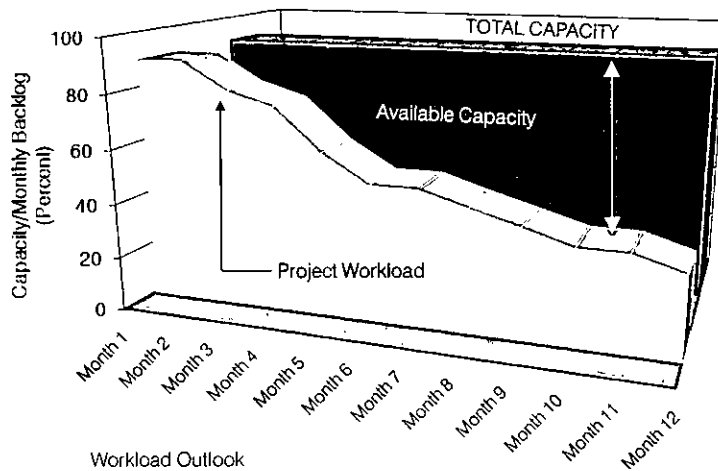
2. Describe the Firm's Ability to absorb any projects resulting from this contract

The availability of staff is crucial to the ultimate success of the Civil Engineering Services contract. The strength of RS&H's reputation rests on the ability to bring the necessary resources together to successfully complete any assignment. RS&H understands the commitment necessary to complete the proposed services and Matthew Branch, PE, LEED AP is prepared to lead the Team's efforts in this regard. As the Project Manager, Mr. Branch has direct contact with the Project Officer, Mr. Rick Chesser, PE. He has the full support of Mr. Chesser to meet the requirements of all assignments and will be responsible for assigning and committing staff to satisfy the County's need throughout the life of this contract.

Each key staff individual and the associated support staff have the required availability to complete this project within the design schedule determined for each task.

RS&H commits to providing the resources required to meet the assignments and schedule demands of the Leon County Board of Commissioners.





The RS&H Team is ready and available to begin work immediately.

Staff Availability

The RS&H Team consistently works to meet critical deadlines established by its clients, in addition to federal and state agencies, and strives to produce final project documents that result in construction projects that are under budget and of the highest quality.

RS&H's current workload is such that it can provide immediate and uninterrupted service to the Leon County Board of Commissioners. RS&H also has a dedicated staff of Team Members whose workloads allow for their fields of expertise to be utilized without delay to any task assigned. RS&H Team leadership, key participants and its considerable resources are available to support this project, without conflicting with other job assignments, and provide fully qualified technical experts as needed.

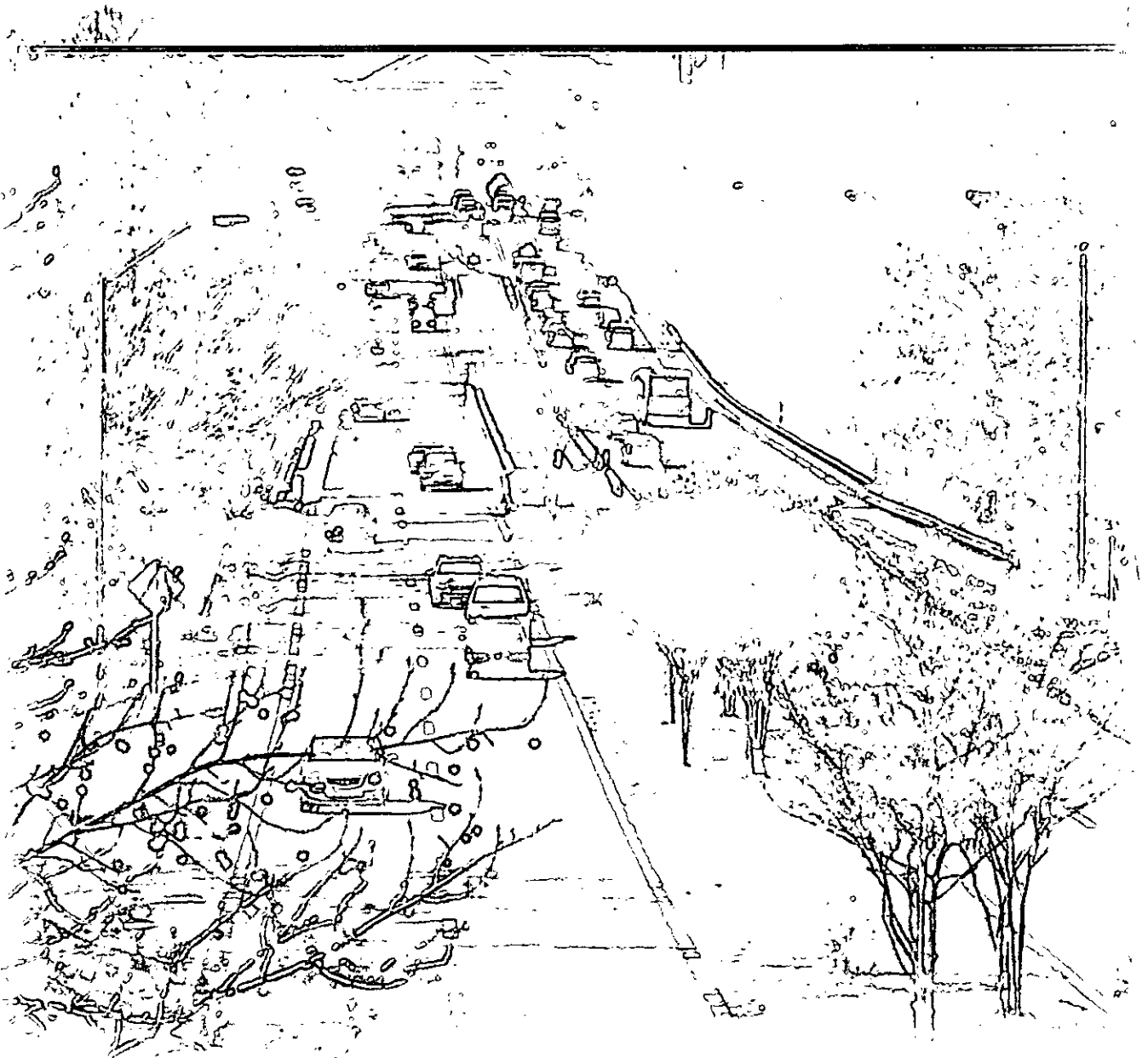
The following chart represents RS&H staff ability to successfully complete the County's assignments. This chart is representative of RS&H's typical workload at any given time and projections for future capacity. Overall staff availability will fluctuate, but typically not significantly.

Name	Role	% Time Available for Short-Term Assignment	% Time Available for Long-Term Assignment
Mathew Branch, PE, LEED AP	Project Manager Task Leader Roadway Design	40%	70%
Charles Roark, PE	Quality Assurance Task Leader Environmental Support Services	50%	50%
William Stewart, PE	Task Leader Stormwater Engineering	60%	40%
Nicholi Arnio, PE, PTOE	Task Leader Traffic and Intersection Engineering	50%	50%
Robert Woodruff, PE	Task Leader Structural Engineering	50%	50%
Anthony Manos, PE	Task Leader Construction Engineering and Inspection Services	40%	75%





E. Effect of Project Team Location



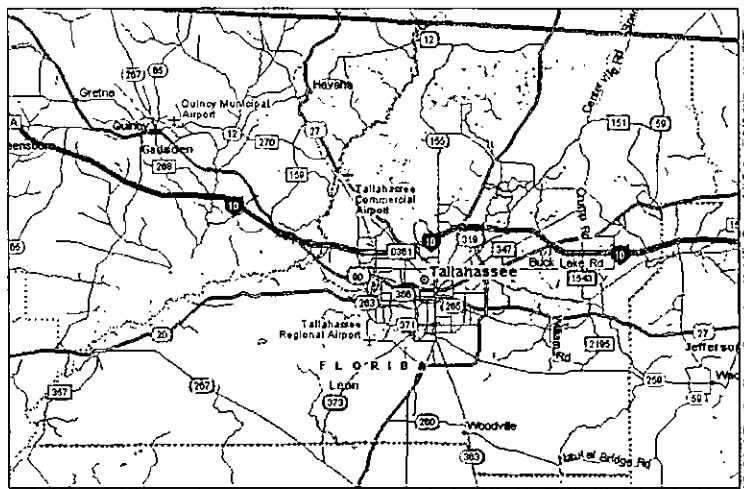
E Effect of Project Team Location

Provide the location of where the project team will predominately reside

The project team predominately resides in the Tallahassee-Leon County Region and this is where the majority of work will be performed. Work performed by staff in other locations will be coordinated through the Tallahassee office.

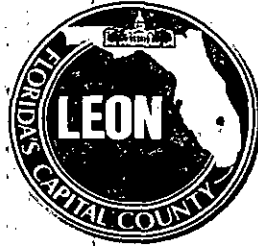
RS&H
IMPROVING YOUR WORLD

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www.rsandh.com

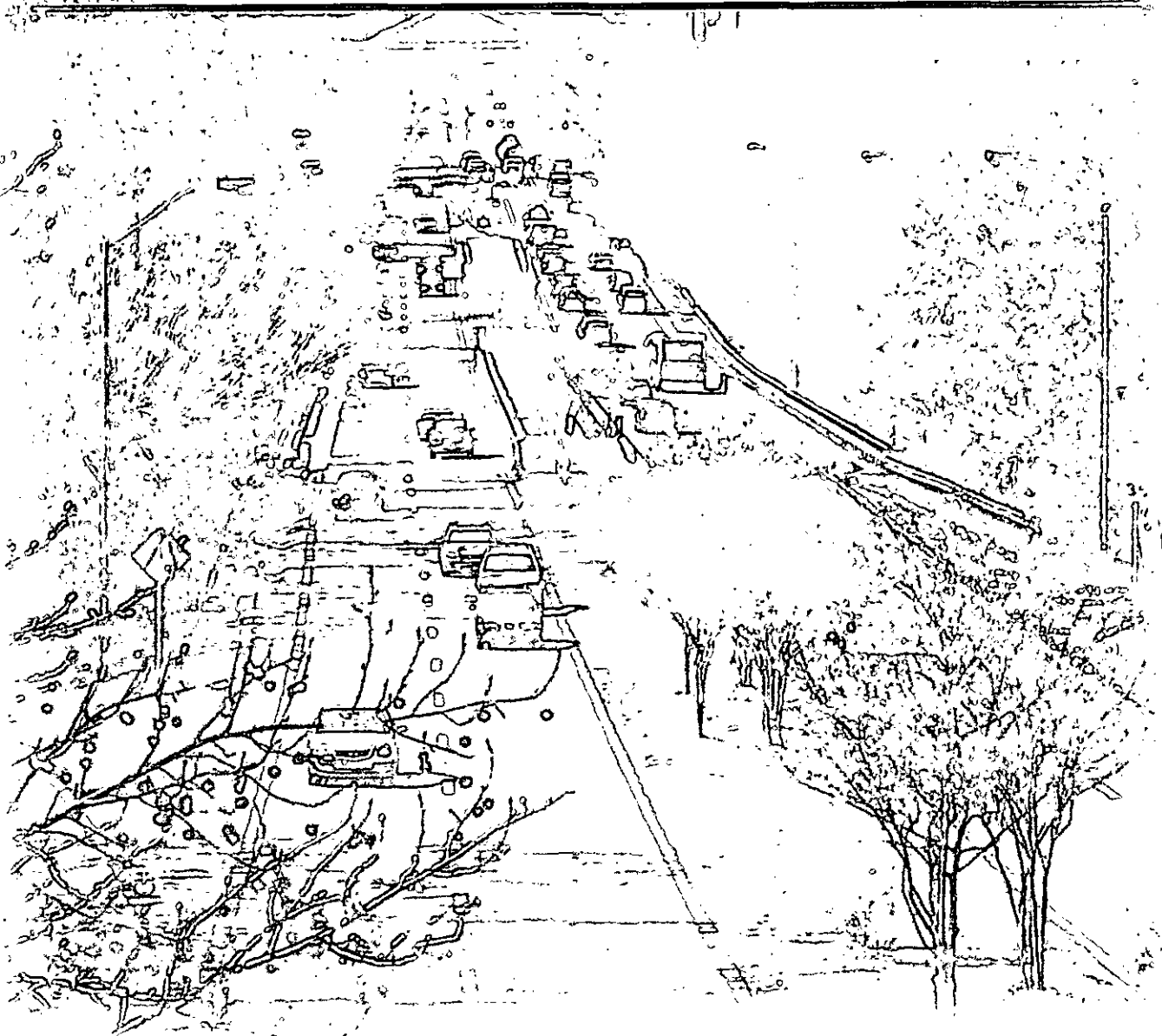


RS&H and it's staff of professionals is ready to provide the Leon County Board of Commisioners a blend of local knowledge and national experience.





F. Approach to the Project



F Approach to the Project

Introduction

The RS&H Team believes that the successful execution of general consulting services is dependent upon the efforts of a dedicated team of professionals working together in a unified effort with County staff. Leading this effort will be the Project Manager, Mathew Branch, PE. This individual will coordinate all consulting efforts, but far more importantly, the Project Manager will serve as an extension of County staff and can be as integrated as staff wishes. This service relieves staff of the burden to work on small or repetitive efforts, like coordinating construction packages and/or bids. While all General Consultants recognize the responsibility to handle the large projects, the RS&H Team views this service as being one of providing the resources and technical specialists to supplement County staff. As such, RS&H efforts are intended to support the overall effort of the County staff.

The Project Manager is the single point of contact for all project related issues.

The RS&H Team's goal is to provide insight and quality service. This means quality in every aspect of individual projects and in overall coordination. Technical quality, of course, means preparing documents that are practical for use in the real world and that meet the actual goals for the effort. More than this, quality means proactively watching out for the County's best interests, continuously managing financial implications, understanding and identifying implications to the County for all actions, recognizing and offering alternatives and ensuring the County operates smoothly in every aspect.

Financial sensitivity is one of the hallmark skills for a successful General Consultant. Helping County staff in the development and implementation of a progressive and viable Capital Improvement Program (CIP) is a service often initially not requested, but usually proves to be viewed as extremely valuable. Integral to this effort is accurate cost estimation during all phases of a project, establishment of realistic budgets and working with state and federal agencies to get them to advance program funds so a reliable and consistent CIP can be maintained. To take it a step further, the RS&H Team will look beyond the standard grant funding sources. RS&H has been successful at obtaining funds from demonstration programs, transportation departments and economic development agencies.

To provide these services, the Project Manager will call upon the capabilities and resources of the entire team. This includes architects, engineers, planners and environmental specialists, all with experience and expertise. How will this be accomplished? The following are general practices to assure effective service.

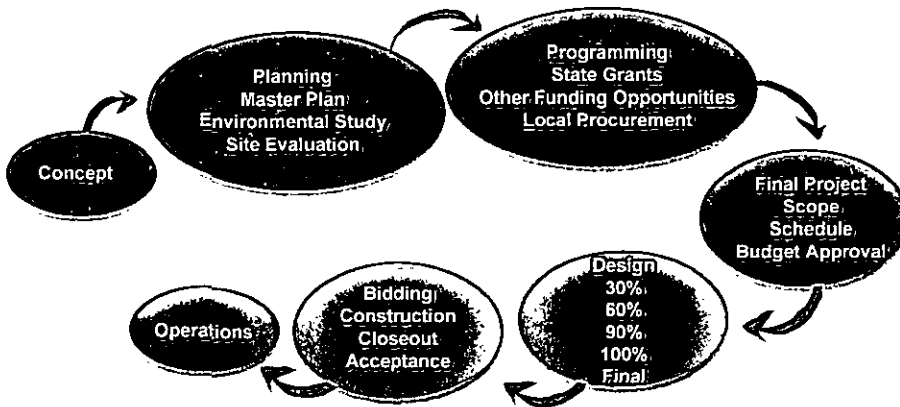
1. RS&H selects discipline leaders who are available for the duration of the assignment.
2. RS&H matches, as necessary, our corporate CADD standards, filing system and work quality standards with the County's standards.
3. RS&H establishes and maintains a central file system for all correspondence, documents, drawing, calculations, computer data and analyses.
4. RS&H continuously monitors, through our discipline leaders and the Project Manager, the progress and quality of all projects to immediately identify and address potential problems.



5. RS&H will establish an internal Quality Control Group made up of senior personnel to review all submittals before presentation to County staff.
6. RS&H uses state-of-the-art processes and computer applications, such as cost control software, CADD equipment and project management software.
7. RS&H collaborates with the appropriate government agencies to keep them abreast to all facets of the project. From beginning to end, our philosophy is to build the relationship with the agency so that the agency views themselves as part of the team.
8. RS&H works to make the County staff and the consulting staff each become an integral piece of the success of the team.

The Project Manager will call upon the capabilities and resources of RS&H. This includes architects, engineers, planners and environmental specialists, all with aviation experience and expertise.

As illustrated in the graphic below, a project evolves from an idea or concept, through studies, planning, design, construction, and ultimately operational use, the nature of the services provided evolves.



Each phase of a project requires the skills and expertise of many different professionals, with the continuity of the Project Manager and various key discipline leaders. All disciplines that are either required or beneficial are included on this team. The following pages present the team's technical approach to the major phases of development.

Planning and Programming

The planning and programming phase of a project is critical to a project's success. Working closely with the county, ideas must be developed into concepts, concepts developed into alternatives and alternatives developed into actions. The RS&H Team uses its leadership in the development of industry standards and insight to produce results that are useful in the real world.

Planning and programming efforts are unique to each project, and are too varied to provide a specific technical approach. However, in general, the RS&H Team will prepare interim reports as studies progress for County staff and other appropriate entity review. A draft of all submittals is first provided to the County Project Leader for review prior to release elsewhere.

Design Services

The RS&H Team prides itself in developing construction documents that, in addition to being "buildable," reflect real world needs of a contractor. The design goes beyond just meeting all industry practices, AASHTO standards and building codes; it is sound enough that field corrections and change orders can be limited to well below industry norms.

Such success in design services is attained by having designers with field construction experience. These designers have lived with the plans and specifications they developed, and have worked with contractors to get projects built. Only through such efforts can a designer have the capability to develop truly excellent construction documents. Excellent design minimizes change orders, prevents financial overruns and lessens liability for the County.

All design efforts are conducted using the latest computer assistance. However, many times, inspiration, not technical sufficiency, is the most important aspect of design. The RS&H Team is also skilled at the artistic side of design. From reflecting an architectural theme county wide, or development of a project and area that states the self-image of the community, or working tirelessly to get a project permitted, the RS&H Team provides well rounded and inspired services.

The RS&H Team approach to preparing contract documents normally begins with a preliminary design phase. This phase is considered to be the most critical to assure that all team members, County staff, reviewing agencies and other key parties are in unison. This design phase ensures that the desired objectives of the project are achieved and that protocol is established relating especially to schedule adherence and quality control. This phase establishes techniques used in problem solving, record keeping standards and key contact personnel. It starts with a predesign conference and ends with a detailed County staff review of 30-percent plans, preliminary engineer's report (if applicable) and a construction cost estimate. Anticipated problems and alternative solutions will be thoroughly identified and developed.

The final design phase consists of 60-percent and 90-percent submittals for County staff and review agency consideration. After all comments and concerns are addressed, 100-percent documents are produced. For each stage of development, a Quality Control Group reviews all documents and their comments are incorporated prior to submission to the County. Overall quality control review is accomplished by:

1. Systematic checking within a discipline
2. Interdisciplinary document review for design coordination
3. Independent project peer review of various types.
4. Constructability review
5. Value Engineering

Each submission is reviewed with County staff and with other appropriate agencies. The final product consists of detailed construction drawings, specifications, instructions to bidders, bidder's proposal form, general provisions, special provisions, cost estimate and engineer's report (if appropriate).

Design services conclude with bidding services including attendance at prebid meeting, production of addenda if required, preparing of bid tabulations and recommendation for award.

Preliminary Design Phase

*Predesign Meeting
Scope, Schedule, Budget
Site Inspection, Data Review
Geotechnical Evaluation
Site Survey
Permitting Needs
30-Percent Submittals
Review Meetings, Approvals*



*Final Design Phase
60-, 90- and 100-Percent Submittals
Review Meetings
Approvals*



Bidding

Available Design Services

- *Civil Engineering*
- *Structural Engineering*
- *Transportation Engineering*
- *Architecture*
- *Landscape Design*
- *Environmental Services*
- *Value Engineering*



Construction Services

The construction phase marks the beginning of the most significant expenditure of the project's funds. It is the time when an excellent General Consultant shows its value. The design effort has set the stage for successful construction, now construction services must execute the assignment.

Knowing how to work with contractors is critical. A General Consultant must know how to understand a contractor's perspective and use it to the advantage of the County. A General Consultant must always watch out for the County's best interest.

The RS&H Team approach is to have the design engineers for a specific project continue as the same basic team through the construction phase, thus, fully utilizing their knowledge and understanding of the project.

Several important considerations occur during the construction phase of a project. Operations of the County must not be negatively impacted, safety must not be compromised and the construction effort must be kept moving. Delays and changes must be avoided. The project should be kept moving and closed out in a timely fashion.

Construction of a project is generally overseen by construction engineering and inspection (CEI) services entity. If the County wishes for the RS&H Team to provide CEI, and then close monitoring of the contractor and construction effort would result. Services would consist of arranging progress meetings and job conferences, reviewing contractor progress schedules, serving as liaison with the contractor, administratively handling and reviewing paper work between the County, contractor and design team, such as change orders and contractor pay requests, performing daily inspections, keeping a daily work log, verifying certificates and manuals furnished by the contractor for applicability, conducting final inspection, preparing and completing a punch list, and preparing As-Built Drawings. The RS&H Team has experienced transportation CEI staff to be assigned, if these services are requested.

Resident inspection services result in closer monitoring of the contractor and construction effort.

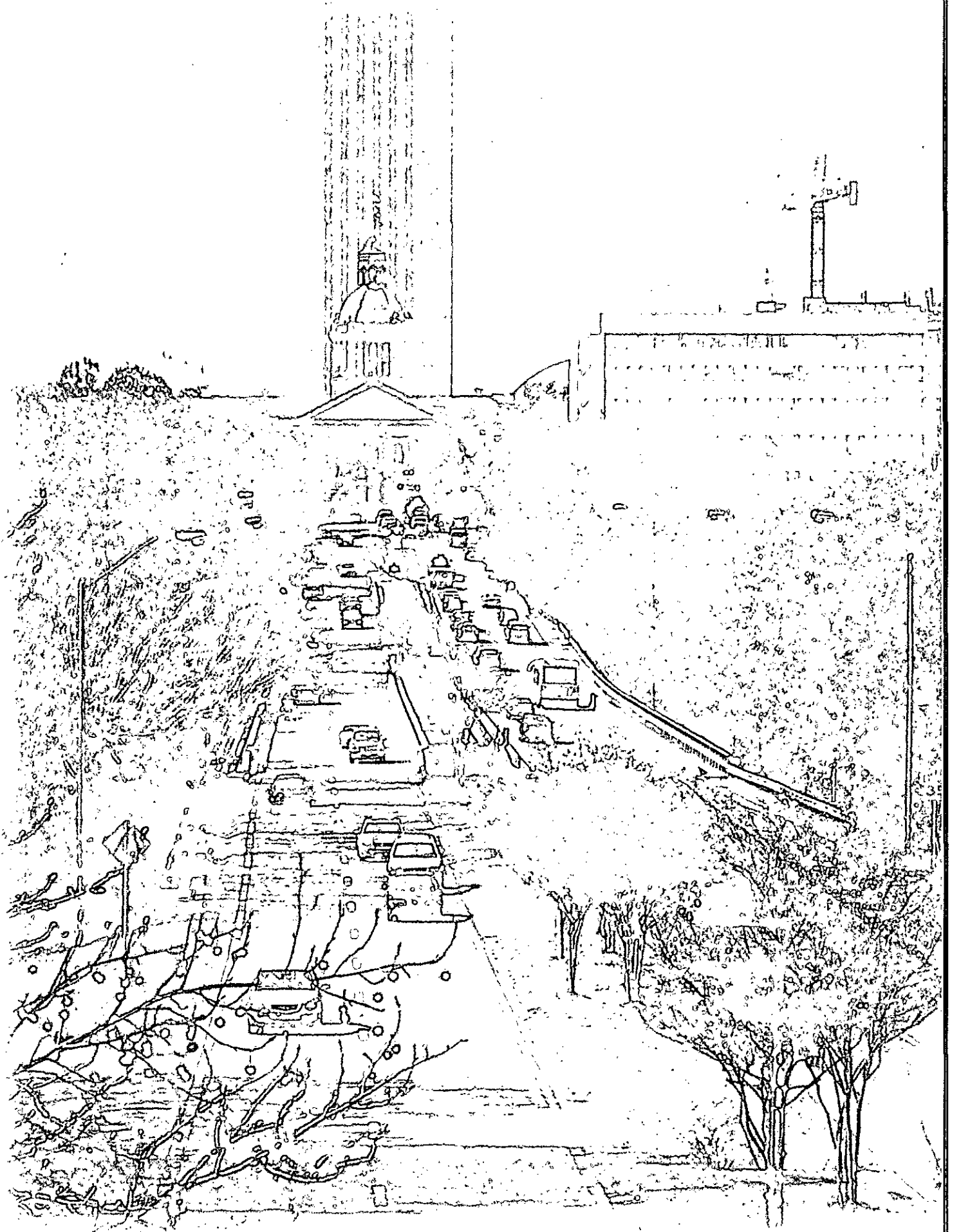
Summary

RS&H's General Consultant Project Approach hinges on the efforts of a dedicated team of professionals working together to meet the goals of the County. RS&H accomplishes this by:

- Identifying clear lines of communication between the team and County staff
- Recognizing the financial sensitivity of every project
- Placing safety as our greatest objective
- Reviewing the project regularly by senior RS&H staff to identify and rectify potential problems before they occur
- Developing construction documents that are "buildable"
- Knowing the contractor's culture to ensure a seamless transition from design to construction

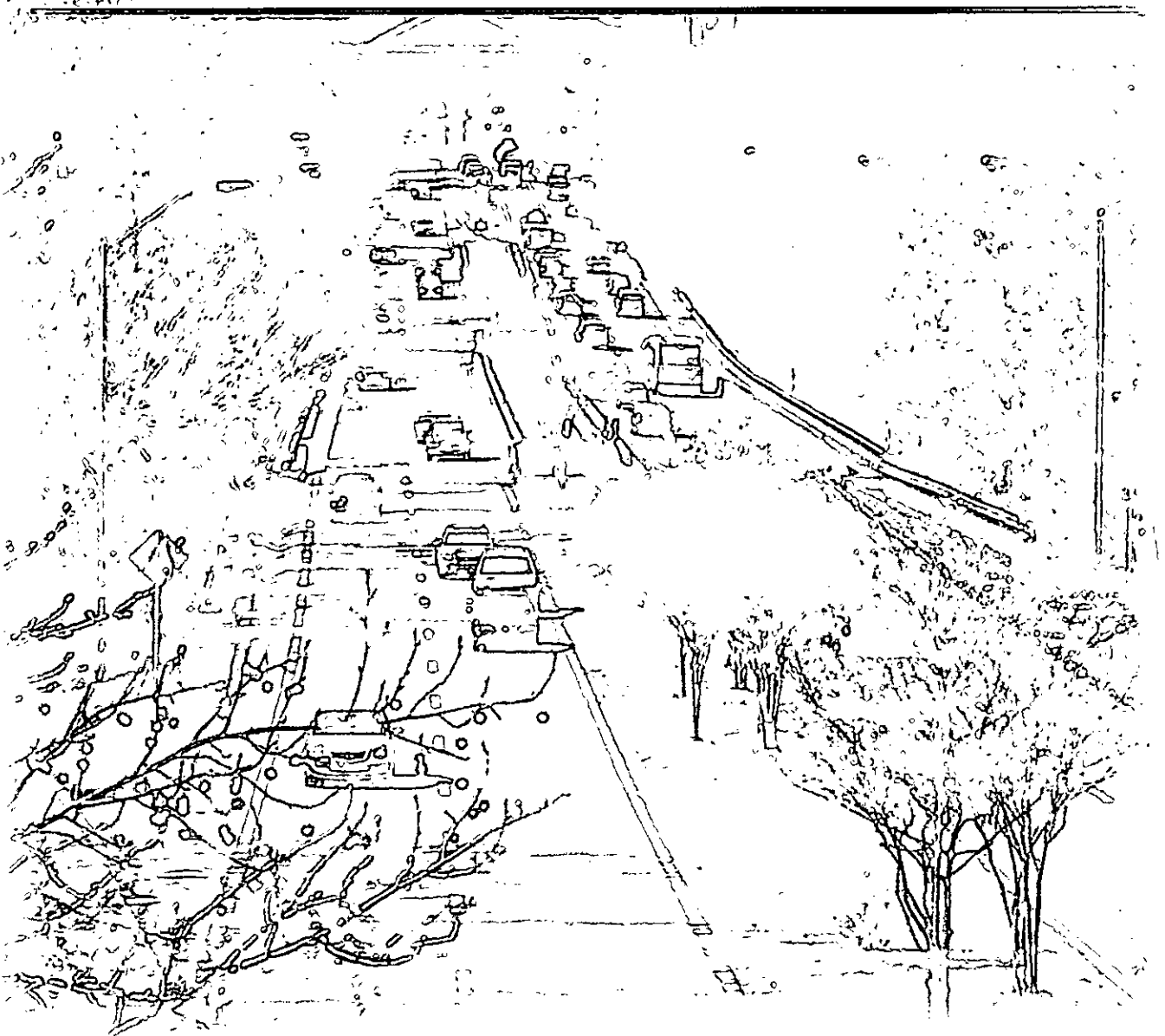
Our project approach as proven successful in every facet of county consulting. We encourage Leon County to ask our references about how well we incorporated this approach into their project.





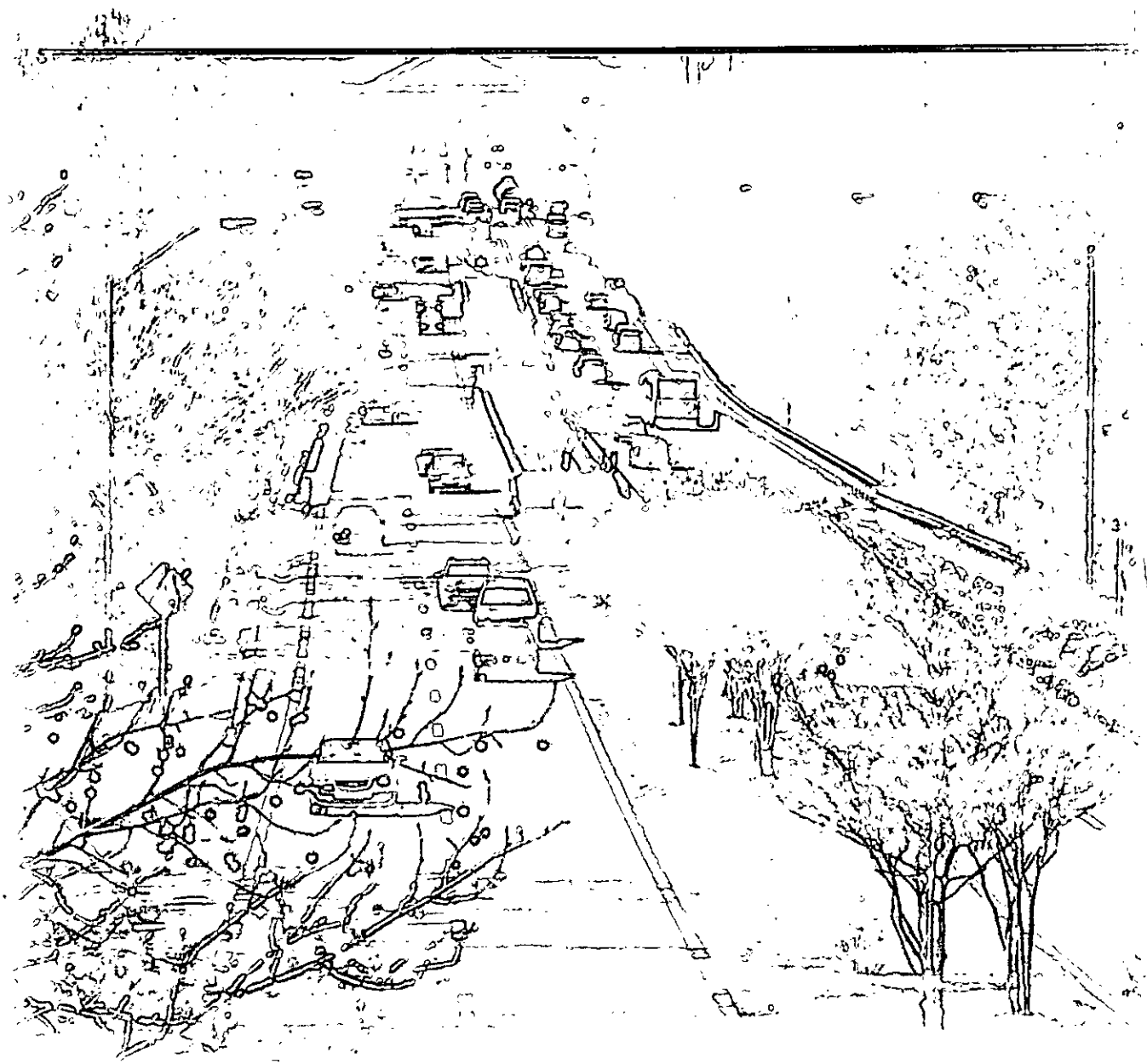


Specific Proposal Information to be Provided for Each Work Category





A. Ability of Professional Personnel

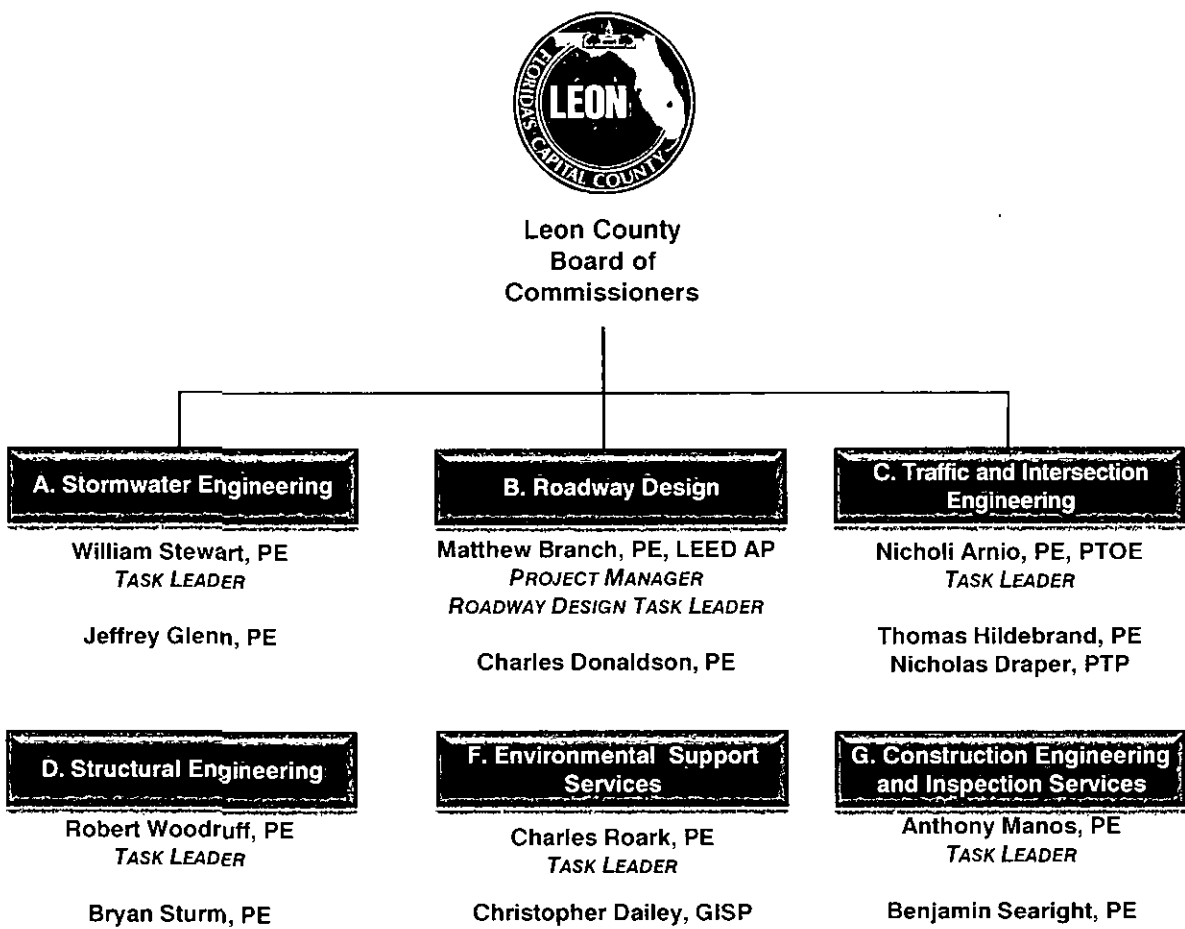


A Ability of Professional Personnel

1. Employee Summary

The total number of professionals within our organization that may be assigned to this category of project is 89. Approximately 10 percent (eight to nine personnel) of the total staff is available to provide services on relatively short notice for small to medium size projects.

RS&H believes the successful development of a Construction Engineering and Inspection agreement is dependent upon the efforts of a dedicated team of professionals working together in a unified effort with the county's staff. RS&H has assembled a highly-qualified and experienced team available to start work immediately. Team staff members were carefully selected to take best advantage of the special qualifications and experience of each person. A unique aspect of the RS&H Team is that key participants have recently completed the CEI for the Lafayette Street Pedestrian Tunnel. RS&H staff availability exceeds the staff identified on the organization chart. The depth of personnel within RS&H and the core team members will ensure each project is completed on-time and within budget. Following the chart are brief resumes of key personnel.



Years with RS&H 11
Years with other Firms 15

Task Leader Construction Engineering and Inspection Services

Responsibilities

Mr. Manos is a Senior Project Engineer and is responsible for directing highly complex and specialized construction engineering administration and inspection projects; planning and organizing the work of subordinate and staff members; developing and/or reviewing policies, methods, practices, and procedures; and reviewing programs for conformance with Department standards.

Experience

Mr. Manos' experience includes construction administration, engineering and inspection. His areas of expertise include project cost estimation, Primavera Scheduling, Quality Control, maintenance of traffic, post-tension and segmental bridge construction, prestressed-slab/concrete beam and structural steel beam bridge construction, bridge and deck replacement, dock renovation, box culverts, building construction, joint/slab repair, crack and reseal surfacing, roadway widening, ditch pavement, survey layout, signing, striping, asphaltic and Portland concrete pavements, MSE wall, traffic signalization and safety improvements.

- 09/10 – Present: Senior Project Engineer of Lafayette Street Pedestrian Safety Project, Florida Department of Transportation, District 3, Tallahassee, Florida. Project consists of constructing a 55-foot long pedestrian tunnel and 12.0 Ft diameter under an existing CSXT Railroad line. Additional work includes overhead lighting, 8-foot sidewalk, steel sheet pile, retaining walls, Type B chain link fence and emergency phones. Total construction cost is \$1.2 million. FDOT Project Managers, Mr. William Stoutamire (850) 922-1968; Dewayne Ray, PE (850) 922-1904. \$1 million
- SR 30 (US 98) Wakulla River Bridge (Number 590022) Replacement Project, Florida Department of Transportation, District 3, Wakulla County, Florida--Senior Project Engineer. Project consists of replacing the existing US 98 bridge over the Wakulla River with a 400-foot-long bridge, as well as milling and resurfacing 1.5 miles of US 98, removing the existing structure, drainage, safety improvements, signing and pavement markings on US 98. Total construction cost is \$4.4 million.
- Group 06-C Project, Florida Department of Transportation, District 3, Leon County, Florida--Senior Project Engineer. There are four projects along ten miles of I-10 Corridor in Tallahassee, Florida. Projects involve widening I-10 from four lanes to six lanes, construction of four new bridges and widening of ten existing bridges. Roadway work consists of embankment, excavation, drainage, type B stabilization, lime rock and super paving, as well as drilled shaft for high-mask lighting and signalization. In addition, several miles of MSE walls and sound walls will be constructed. The total construction cost is in excess of \$151 million.
- Group 03-C Projects, Florida Department of Transportation, District 3, Bay County, Florida--Senior Project Engineer. The Projects consist of the first three phases of four-lane construction on SR 77 north of Panama City. Total construction cost is in excess of \$30.5 million.
- SR 30 (US 98) Hathaway Bridge Replacement Design-Build Project, Florida Department of Transportation, District 3, Bay County, Florida--Project Engineer. Project involves the new construction of twin segmental bridges and the roadway approaches with utility relocation of a 24-inch water main. The primary responsibility is for the casting of the precast segments. The cost of construction is \$81.5 million.
- Group F Projects, Florida Department of Transportation, District 3, Jackson and Washington Counties, Florida--Project Engineer. Project involves roadway and drainage improvements on the entire 14 miles of SR 71 from US 90 to north of Malone. The total project cost is in excess of \$5.2 million. In addition, the group includes the bridge replacement on SR 166 over the Chipola River in Marianna.



- SR 61 Widening and Reconstruction of Phase IV Thomasville Road. Florida Department of Transportation, District 3, Tallahassee, Florida--Project Engineer. Project involved widening from two lanes to four lanes from the Mt. Zion Church to the Florida/Georgia line, approximately four miles. The total project cost was in excess of \$8.5 million.
- SR 61 (Thomasville Road Fly-Over), Florida Department of Transportation, District 3, Tallahassee, Florida--Temporary Senior Roadway Inspector. Responsible for complete inspection and testing of roadway reconstruction from excavation, embankment, subgrade, asphalt base and structural paving through friction course and permanent markings. Also inspected MSE wall and drainage construction. Total project cost was in excess of \$19 million.
- I-10 Pavement Rehabilitation Project, Florida Department of Transportation, District 3, Leon County, Florida--Project Engineer. Duties included supervision of the contractor and ensuring the work performed is in accordance with the contract plans and specifications. The seven-mile project consisted of pavement rehabilitation using the method of cracking and reseating the existing concrete pavement, installation of rubber asphalt interlayer and overlaying with asphalt concrete. The bridge work consisted of replacing the existing bridge railing with concrete barrier wall. Total project cost was in excess of \$5 million.

Previous project experience includes:

- Quality Control Engineer. Involved a \$10 million power plant project for Santee Cooper, Cross, South Carolina.
- Engineer/Estimator. Responsible for estimating various types of highway and heavy construction in the private and public sectors of the state of Florida.
- Field Engineer/Superintendent. Supervised concrete placement of 21 post-tensioned box girder bridges on the I-75/I-85/I-20 downtown connector for the Georgia Department of Transportation. \$100 million

Professional Credentials

Bachelor of Science in Civil Engineering, Michigan Technological University, 1985

Registered Professional Engineer: Florida (No. 45308), 1992

CTQP Qualified, Final Estimates - Levels 1 and 2

CTQP Qualified, Drilled Shaft Inspection

CTQP Qualified, Pile Driving Inspection

CTQP Qualified, QC Manager

CTQP Qualified, Asphalt Paving - Levels 1 and 2

Certified, Nuclear Safety Certification

Certified, Maintenance of Traffic - Advanced

Certified, DEP Stormwater Inspection



BENJAMIN SEARIGHT, PE

RS&H
IMPROVING YOUR WORLD

Years with RS&H 11
Years with other Firms 0

Construction Engineering and Inspection

Responsibilities

Mr. Searight is responsible for quality assurance throughout the construction project duration including contract administration and overseeing the entire construction project. He directs and assigns specific tasks to inspectors and assists in all phases of construction. Mr. Searight is capable of performing highway drainage design calculations and concrete plant inspections.

Experience

Mr. Searight's areas of expertise include culvert and bridge flow-rate analysis, hydrological calculations, erosion control and stormwater management.

- Group 06-K Project, Florida Department of Transportation, District 3, Bay County, Florida--Senior Project Engineer. The project consists of milling, resurfacing and adding turn lanes on US 231 and US 98. Total construction cost is in excess of \$13 million.
- Group 06-E Project, Florida Department of Transportation, District 3, Jackson County, Florida--Senior Project Engineer. The project consists of milling, resurfacing and adding turn lanes on US 231 and SR 2. Total construction cost is in excess of \$5 million.
- Group 3C Project, Florida Department of Transportation, District 3, Bay County, Florida--Project Administrator. The project consists of the first three phases of four-lane construction on SR 77 North of Panama City. Total construction cost is in excess of \$30.5 million.
- Erection/Casting Engineer on the SR 30 (US 98) Hathaway Bridge Replacement Design-Build, Florida Department of Transportation, District 3, Bay County, Florida--Erection/Casting Engineer. The project involves the new construction of twin segmental bridges and the roadway approaches with utility relocation of a 24-inch water main. The primary responsibilities are for the erection, geometry control and post-tensioning of the precast segments. The cost of the construction is \$81.5 million.
- Ringling Causeway Bridge Project, Florida Department of Transportation, District 1, Sarasota, Florida--Assistant Project Engineer. Responsible for the supervision of the contractor to ensure the work being performed is in accordance with the contract plans, shop drawings, permits and specifications. The project consisted of construction of one post-tensioned segmental box girder bridge, 107 feet wide, 3,100 feet long, at a cost of \$56.3 million.
- Group "J" Project on SR 79, Florida Department of Transportation, District 3, Washington County, Florida--Project Engineer. Responsible for contract administration, construction, engineering and inspection on 18 miles of milling, resurfacing and shoulder widening. Total project cost is in excess of \$12 million.
- Group 99-G I-10 Project, Florida Department of Transportation, District 3, Holmes and Washington Counties, Florida--Project Engineer. Responsibilities included four interstate rehabilitation projects totaling over 16 miles. Duties included milling, ARMI and resurfacing with Superpave asphalt, as well as pavement rehabilitation, which included rubblization of the existing concrete pavement. The project cost exceeded \$8 million.
- SR 30 Hathaway Bridge Replacement Design-Build (D/B), Florida Department of Transportation, District 3, Panama City, Florida--Casting Yard Inspector. Responsible for casting yard inspection of formwork, post-tensioning, duct alignment, rebar and concrete associated with the construction of two 3,800-foot segmental bridges. The project utilized Site Manager and QC2000 with a total D/B cost of \$81.5 million.



- Group "F" Project on US 231, SR 71 and SR 77, Florida Department of Transportation, District 3, Jackson and Washington Counties, Florida--Senior Inspector/Inspector. Responsible for contract administration, construction, engineering and inspection on 20 miles of milling, resurfacing, shoulder widening, drainage improvement, box culverts, bridge barrier and elastomeric joint replacement and telemetry site construction. Total project cost in excess of \$10 million.

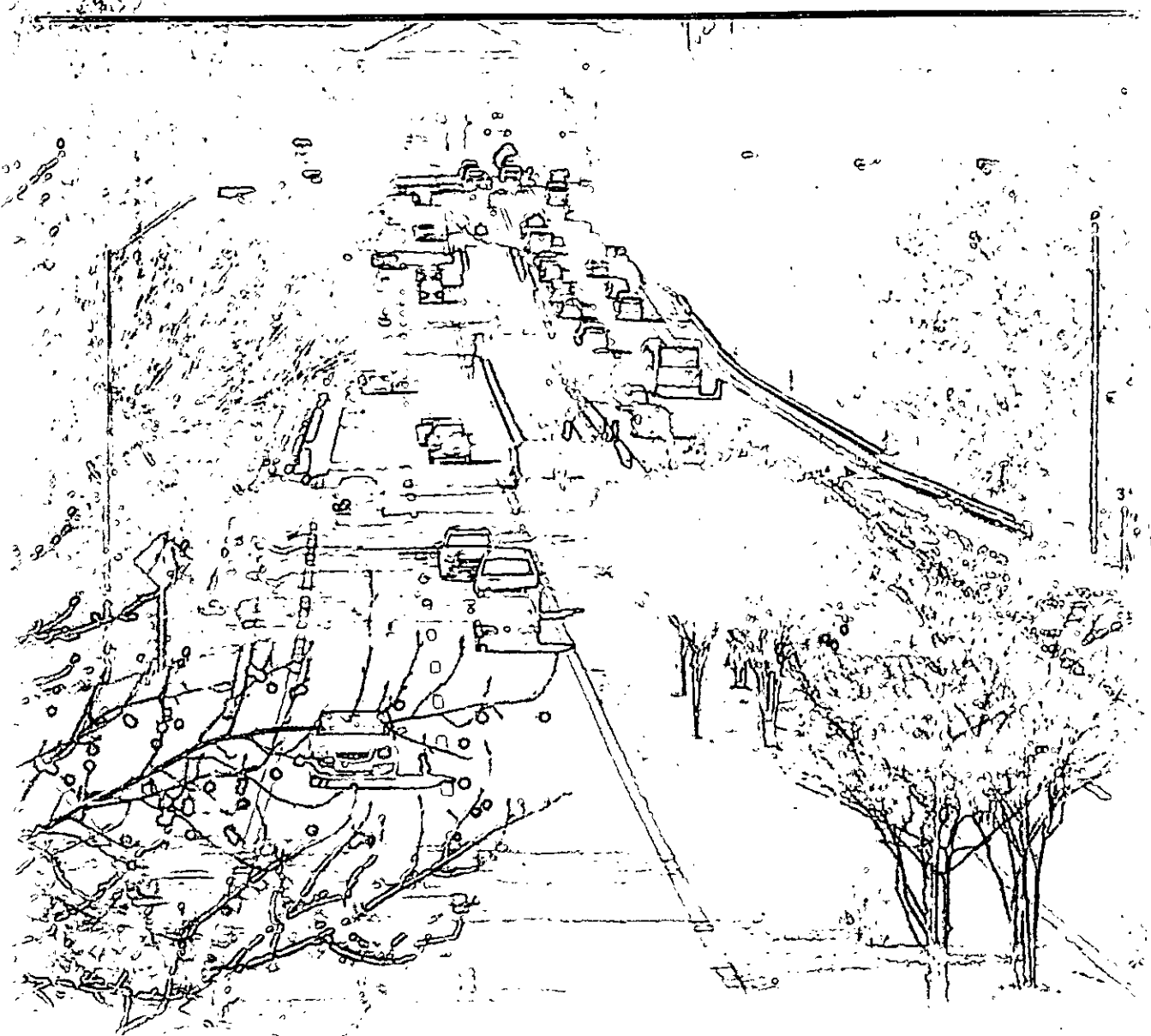
Professional Credentials

Bachelor of Science in Civil Engineering, Pennsylvania State University, 2000
Registered Professional Engineer: Florida (No. 62549), 2005; Alabama (No. 30231), 2009; Georgia (No. PE033784), 2009
CTQP Qualified, Asphalt Paving Technician - Levels 1 and 2
CTQP Qualified, Earthwork Construction Inspection - Levels 1 and 2
CTQP Qualified, Concrete Field Technician - Levels 1 and 2
CTQP Qualified, Pile Driving Inspection
CTQP Qualified, QC Manager
CTQP Qualified, Final Estimates - Level 1
CTQP Qualified, Grouting Technician - Level 1
Certified, ACI Concrete Field Testing Technician - Grade 1
Certified, ACI Concrete Transportation Construction Inspector
Nuclear Radiation Safety
Certified, ASBI Grouting Technician - Level I
Certified, FDOT Concrete Specification Section 346
Certified, FDOT Concrete Specification Section 400
Certified, FDEP Qualified Stormwater Management Inspector
Certified, PTI Bonded Post-Tensioning Training





B. Experience with Projects of a Similar Type and Size



B Experience with Projects of a Similar Type and Size

1. Project Experience

Lafayette Street Pedestrian Tunnel *Tallahassee, Florida*

CEI of the Lafayette Street Pedestrian Tunnel was recently completed. The improvements under this Contract consisted of the construction of a pedestrian tunnel, retaining walls and sidewalks adjacent to a historic railroad bridge (built 1929) over Lafayette Street (County Road 2196) in Leon County, Florida. The tunnel provides a safe passage for pedestrians under the CSX Railroad bridge across Lafayette Street. Funded by the federal American Recovery and Reinvestment Act, the long-awaited project not only completes the final missing link of the sidewalk facility along Lafayette Street, but also provides a portal to residential and retail areas to the east and to office buildings and the under-construction Cascade Park to the west.



Project Owner Representative Name: Dewayne Ray, PE
Agency Name: Florida Department of Transportation
Address: 17 Commerce Boulevard, Midway, Florida 32343
Phone: (850) 922-1904

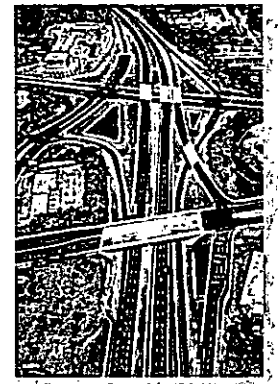
Project Completion Date: 02/2011

Project Manager and other Key Professionals:

Tony Manos, PE – Sr. Project Engineer
Luke Bourassa, PE – Assistant Project Engineer
Regan Carpenter – Inspector
Robert Shepard – Contract Support Specialist

CEI for Group 06-C Projects *Leon County, Florida*

The three projects along 10 miles of I-10 corridor in Tallahassee, Florida involved widening I-10, from four lanes to six lanes. Work included the construction of three new bridges and widening of 10 existing bridges. Roadway work consists of embankment, excavation, drainage, type B stabilization, lime rock, and Super Paving, as well as drilled shaft for high mast lighting and signalization. In addition, several miles of MSE walls and sound walls were constructed. This project won a 2009 Florida's Best in Construction Award from the Florida Transportation Builders' Association.



Project Owner Representative Name: Lori Kietzer
Agency Name: Florida Department of Transportation
Address: 17 Commerce Boulevard, Midway, Florida 32343
Phone: (850) 922-1937

Project Completion Date: 04/2010

Project Manager and other Key Professionals:

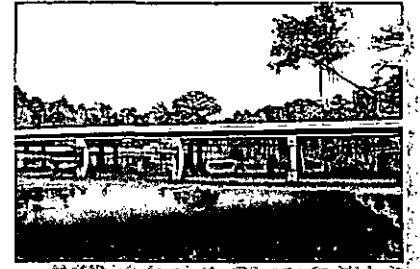
Tony Manos, PE – Sr. Project Engineer
Luke Bourassa, PE – Assistant Project Engineer



Regan Carpenter – Inspector
Robert Shepard – Contract Support Specialist
Eric Lazo, EI - Inspector

SR 30 (US 98) Wakulla River Bridge # 590022 Replacement Project
Wakulla County, Florida

Project consists of replacing the existing US 98 bridge over the Wakulla River with a 400-foot long bridge, as well as milling and resurfacing 1.5 miles of US 98, removing the existing structure, drainage, safety improvements, signing and pavement markings on US 98. Total construction cost is \$4.4 million.



Project Owner Representative Name: William Stoutamire
Agency Name: Florida Department of Transportation
Address: 17 Commerce Boulevard, Midway, Florida 32343
Phone: (850) 922-1968

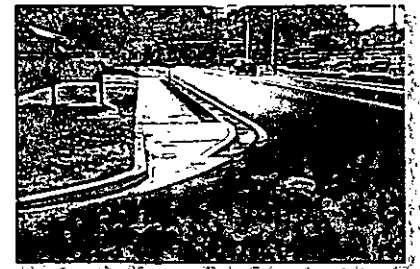
Project Completion Date: 08/2010

Project Manager and other Key Professionals:

Anthony Manos, PE – Sr. Project Engineer
Robert Shepard – Contract Support Specialist
Luke Bourassa, PE – Sr. Inspector
Regan Carpenter – Inspector
Eric Lazo, EI – Inspector

**Smith Street Resurfacing from US 90 to Kelson Avenue; CR10A Heritage Road/
Old Cottondale Road Resurfacing**
Jackson County, Florida

Funded by the federal American Recovery and Reinvestment Act, these design-build projects on Smith Street and CR 10 A in Jackson County includes resurfacing of the roadway and replacement of the disjointed sidewalk sections and placement of new ADA ramps.



Project Owner Representative Name: Donald Rogers, PE
Agency Name: Florida Department of Transportation District 3
Address: 1074 Highway 90, Chipley, Florida 32428
Phone: (850) 638-0250

Project Completion Date: 04/2011

Project Manager and other Key Professionals:

Benjamin Searight, PE – Senior Project Engineer
Jack Elliott, PE – Project Administration
Joey Yates – Contract Support Specialist



2. Relevant Projects Presently Under Contract

Client Name	Project Name/Description	Fee	Contract Date
Clay County	Clay County Contract #10/11-20	\$234,106.07	02/21/2011
FDOT - District Three	Group 11-J	\$153,633.00	12/28/2010
FDOT - District Three	CEI Svc for Lafayette St Pedestrian	\$325,799.00	08/01/2010
FDOT - District Three	CEI SVC Smith St Resurface US90/ CR1	\$114,074.00	06/01/2010
City of Daytona Beach	Silver Bch/Atlantic Ave Streetscape	\$75,605.00	03/01/2010

3. Procedures for Ensuring Current Design Standards

RS&H's high quality grades on recent projects reflect the RS&H Team's commitment to excellence.

Quality begins with having pride in our work and subsequently encompasses every facet of the job from start to finish. Our team's continual awareness of quality makes the difference. Processes and procedures can control quality, but our commitment to quality starts at the highest levels of our organization and is executed at all levels down to the individual designer.

The Design Quality Management Plan is a continuous and interactive process of coordination, communication, review, checking and back-checking all project components and documents. RS&H has established documented quality management procedures that are detailed in its corporate Standard Operating Procedures (SOPs) for all work products.

The QA/QC Process

In operation, the QA/QC process is quite simple and applies to all project work: plans, reports, design documents, surveys, estimates, data, etc. A key element of the process is to have the most qualified people in the checking process. They must know their role and schedule the time for their participation. As with all submittals, cross-discipline checks will be performed. The process differs slightly for the written material and such things as calculations, but the five-step procedure is as follows:

Step One: Origination - The Originator or Registered Professional (RP) checks for completeness and/or assembles each element of the check plans package. After the package is deemed complete and ready for checking, the RP stamps and signs the plans.

Step Two: Checking - The Checker (someone other than the Originator) shall be a person with qualifications equal to or exceeding the RP. The Checker shall highlight in yellow on the check-print each part that is correct and mark in red on the check-print the required corrections, additions or deletions.

Step Three: Concurrence - Originator shall review the Checker's marks on the check-print (back checking) and place a check mark in red near each of the Checker's red-marked changes if they agree the document original should be changed. Then the Originator consults with the Checker and either agrees or crosses out the red mark. The result of Step Three is a set of check-prints with agreed-upon changes that have been color coded and signed by the Originator.



Step Four: Incorporation - The Originator shall update the document original to include the changes agreed upon and highlight the check-print in yellow.

Step Five: Verification - The Checker shall compare each of the changes on the check-print with the updated portions of the document original and check in green the re-worked changes or circle the lack of change in green. The final verification is made and a green check is applied to the sheet. The result is a set of plans ready to submit and a check set fully documented.

Tracking

Tracking the process is a vital part of a QA/QC Program. We do this by use of a tracking stamp, a QA/QC Coordinator, and a QA/QC Process Log. Checklists are very important to the process as well. These checklist and stamps help standardize the checking procedure and, in effect, program the process; and many different ones are used, as appropriate.

Documentation

The final key in the overall QA/QC Program is the documentation process, including:

- Utilizing the tracking stamp, executing Process Log and Maintaining a QA/QC file
- Utilizing and retaining check sets with submittal sufficiency checklists
- Completion of a final Quality Assurance Review and Certification by the Project Officer

Constructability Review

Constructability reviews will be conducted by qualified construction services personnel. RS&H designers benefit greatly from the input of construction services personnel as they recognize the challenges faced by construction contractors. The feedback given by constructability reviewers ensures that the client receives a plan set that is clear, concise, and understood by the construction contractor.

Project Quality Control Plan

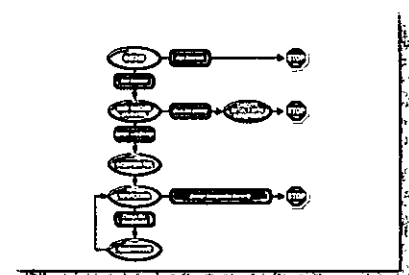
A major component of the Project Quality System is the requirement for the RS&H Project Manager to develop a Project Specific Quality Control Plan, and submit it to the client for acceptance. This process is already a part of the internal RS&H Project Management Plan, and can easily be accomplished. The Project Quality Control Plan is a part of the larger overall Project Management Plan (PMP) required by our internal processes. The project manager develops the PMP prior to work beginning. This plan is then issued to each and every employee that may be involved in the delivery of the project.

Client Satisfaction Survey

Another method used as part of our quality control process is client satisfaction surveys. A third party service is employed by RS&H to request feedback at six-month intervals from key client staff. Additionally, after project completion a debriefing session will be scheduled with the client's Project Manager and other involved parties where "lessons learned" as a part of the project will be discussed and incorporated into our procedures on future projects

4. Basic and Special Resources Available to Firm

RS&H remains on the leading edge of design and delivery technology. Each office is equipped with the latest telecommunication and computer-aided equipment and is linked to other offices through local- and wide-area networks. By continually investing in the technical and professional development of the firm's staff and equipment, RS&H assures clients that they will be working with trained and informed professionals using

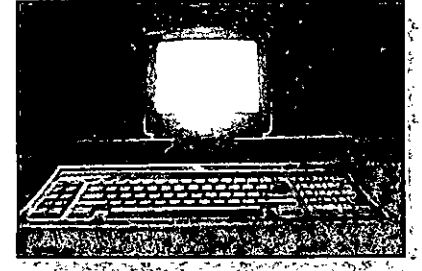


the most advanced technology available.

IT Overview

Today's frenetic project management environment is characterized by a decrease in schedule durations and fees, and by an increase in project complexity and the number of specialized project team members. Aggressive information technology implementation is critical to effectively manage the tremendous amount of voice and data information being exchanged. Also, appropriate document control procedures must be employed to ensure that project schedule, cost, quality and administrative expectations are all met.

RS&H has made a significant effort to develop and maintain an information technology infrastructure that not only seamlessly integrates its own geographically dispersed and highly specialized resources, but also incorporates clients, vendors, subcontractors and regulatory agencies to create a virtual corporation. This integration improves planning, design and construction administration processes allowing for expedited and efficient work products to arise from the timely, accurate communication of project information. Below is an overview of the system's components.



Computers at the Desktop--All RS&H associates have networked computers in their work spaces. These machines have the appropriate memory, hard drive and display capabilities to allow them to efficiently perform their individual tasks. CADD PCs are generally Dual Core 2-4 GB of RAM, and engineering and administrative PCs are generally Dual Core with 1-3 GB of RAM. Senior management and business development staff have Pentium laptops with multimedia, LAN and remote access capabilities to support their travel demands.

- Software--All RS&H associates have access either through network or locally installed applications to the tools that best support their work processes. This includes:
 - Integrated office automation applications for word processing, spreadsheet and presentation needs are provided through the Microsoft Office 2007 Suite.
 - CADD software used includes AutoCAD Architectural Desktop, AutoCAD MEP, AutoCAD Land Development Desktop, AutoCAD Civil 3D, MicroStation J, V8, XM and V8i with key add-ons including but not limited to Descartes and GeoPak.
 - BIM software used includes, but is not limited to, Autodesk' Revit Architecture, Structural, MEP and Navisworks along with the Bentley BIM family of applications.
 - Engineering and analysis functions are supported by a host of specialized applications that include, but are not limited to, STAAD, DOE-2, AutoTurn, GuidSign, Caice, SKM (Power Tools for Windows), Haestad, FB-MultiPier, MDX and SketchUp. In addition, an Enterprise Licensing Agreement with Bentley Systems provides access to a broad range of applications for all disciplines.
- BST Enterprise, running on Windows Server, supports project management, finance and accounting operations, and is accessible via RS&H's intranet.
- GIS capabilities include ArcView, ArcEditor and ArcInfo on the client-side and ArcGIS Server, ArcSDE and ArcIMS on the server-side. These applications allow our associates to view, edit and create GIS datasets from national, state, local entities and other consultants. In addition, our GIS activities are further enhanced by using



Trimble GeoXH GPS units to create new datasets using ArcPad and TerraSync software. The Intranet Mapping Application allows all associates to create, save and print customized GIS maps through their web browser without requiring any GIS software to be installed on their computers.

- Project management is supported by a combination of Primavera SureTrak, Expedition and Microsoft Project. These tools are used to manage projects for our clients and to efficiently apply the highly diverse project delivery skills of all RS&H associates. These tools also ensure that utilization stays high and that project schedules, budgets and administrative requirements are met.
- Project collaboration between offices and with subconsultants by RS&H Programs is being undertaken using the Bentley Projectwise Application, which works with the Autodesk and Bentley CADD and engineering applications.

Local Area Network (LAN) Resources--Each office utilizes a Windows 2003/2008 Server LAN with Dell PowerEdge server. All offices use RAID 5 on their server hard drives to ensure data protection and system uptime. CAT5e cabling is used exclusively, and all ports use switched Ethernet.

Wide Area Network (WAN) Resources--RS&H's 27 LANs are interconnected using a fully meshed dedicated IP network. The WAN has been pivotal in eliminating the costs and inefficiencies that were encountered due to disperse office locations. The WAN allows key staff to be connected with the client and/or job site and team members, regardless of office location.

Telephone Systems--RS&H utilizes the Cisco AVVID voice over IP phone system, which enables all associates to have desk-to-desk, four-digit dialing and phone mail. The telephone system also integrates with other desktop computer application software used.

Paging Systems--Goodlink devices that synchronize mail accounts are worn by not only key technical personnel, but also key administrative staff to ensure 24/7 responses to project or business changes.

Internet--With implementation of the WAN, each Associate has Internet access, including e-mail. Not only does this support the considerable research efforts of our staff, but also provides an industry-accepted standard for communication and, with appropriate procedures and precautions, document exchange.

Web Site--RS&H utilizes its web site (<http://www.rsandh.com>) to market its services in six primary market sectors, and to allow prospective job applicants to gain information about the company and submit their resumes. We have also established hot links to other industry-related web sites.

Intranet--RS&H has a well-established Intranet, providing real-time project control and accounting information to every desktop. The Intranet is also used to collect additional project management information, to provide a common point of collaboration and design document sharing and to deliver standard operating procedures, quality assurance procedures, marketing resources, Human Resources and Information Technology support documents, as well as general news and announcements to every desktop.

Network Communications--RS&H provides remote access capabilities to associates with virtual access from anywhere in the world. This includes a Virtual Private Network



(VPN), which is used with high-speed connections and allows easy, quick and secure access to corporate resources. Also part of RS&H's network communications is Citrix, which is used with low-speed connections and compression, and allows for very effective remote access over low-speed connections.

E-mail to Fax--With use of appropriate software on the communications server, associates can fax computer generated documents by attaching the desired document to an e-mail message. Hard copy can be scanned to the LAN and then faxed from the individual's desktop. Administrative personnel also have the capability of receiving faxes at their desktops and forwarding them via e-mail to other associates.

Read/Write CD/DVD--These devices facilitate the reference and reuse of successful design solutions developed throughout RS&H's many years of design automation experience. Projects archived on CDs can be checked out of a library and can be copied for alteration to suit new project requirements by associates. The media is easy to use, very sturdy and inexpensive. Each RS&H location has at least one common machine with this capability for all associates to use, and all new machines purchased have this capability.

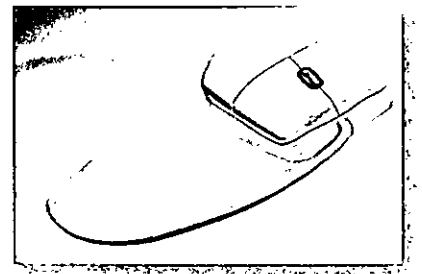
E-Mail--Inter- and intra-office communication can be handled by Microsoft Exchange, Microsoft Outlook or Cisco phone mail, depending on which medium best suits the nature of the transmittal.

Virus, Spyware and Spam Software--Sophos Corporate Edition is used throughout the company. The primary server checks with Sophos on a daily basis for new definitions, which are downloaded and pushed automatically to all workstations.

FTP--We maintain an FTP server on-site to facilitate the transfer of large files to and from the company. In addition, we maintain a Biscorn server integrated with Microsoft Outlook to facilitate the transfer of large files to and from the company.

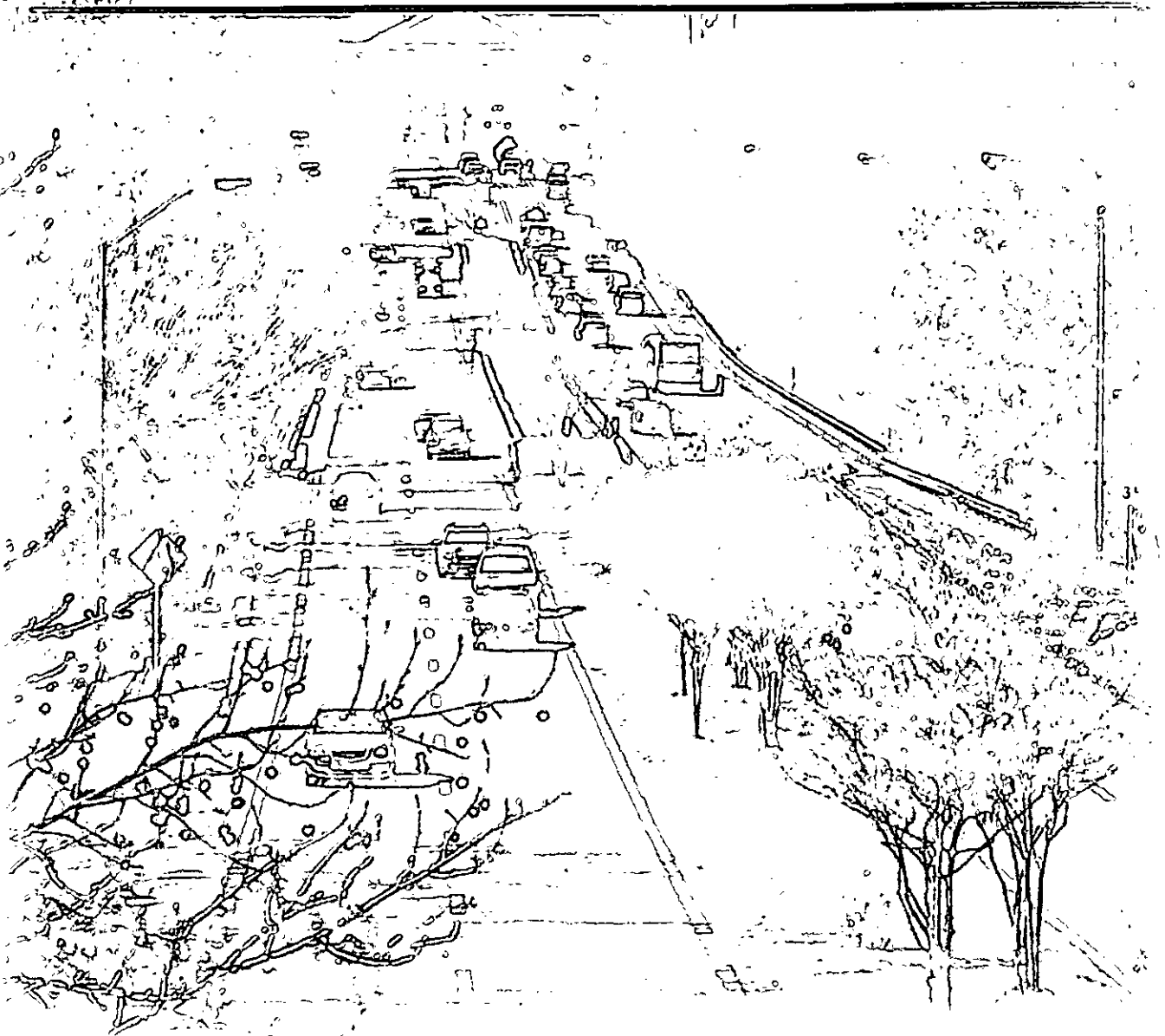
Biscorn--We use Biscorn to transfer securely files to external and internal users.

CRM--Many of our projects are so large in scope that business development efforts are handled by a group of individuals, often not from the same office. Using Microsoft Exchange/Outlook platform, RS&H has developed a custom CRM application that allows the entire senior management and business development team to easily share information on prospects and keep a single, centrally managed corporate contact management database accessible to associates over the WAN and Internet. This also ensures that the client is always presented with consistent, current and coordinated project status information, regardless of which RS&H Associate is contacted.





C. Willingness to Meet Schedule and Budget Requirements



C Willingness to Meet Schedule and Budget Requirements

The design and construction schedules for the general consultant assignment will vary based upon project complexity, times of anticipated construction, multiple construction projects occurring at the same time and federal funding limitations.

Project Start-Up

Review of existing data relative to each project site, limits of construction, pavement removal and pavement designs, drainage, traffic signal operation plan, maintenance of traffic, contractor movement and storage locations, etc. will be the subjects of at least one coordination meeting with the Leon County Staff and RS&H. The RS&H Project Manager and discipline leads will be familiar with roadway design, stormwater engineering, traffic and intersection engineering, environmental services, structural engineering, construction engineering and inspection, the terms of the general contract as well as the terms of each approved project scope prior to the initial coordination meeting. The RS&H Team understands the importance of early coordination and how the design and construction scheduling can make or break a project. With this level of experience and focus on detail, the RS&H Team will minimize project startup time and learning curves will also be minimized or eliminated altogether.

Design Schedules

As part of the development of the overall project management plan, a project schedule will be developed for each task assigned to RS&H. The project manager will regularly update the schedule as information is gathered and tasks are completed. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project. Microsoft Project is the tool RS&H project managers use to produce and maintain schedules. This is a powerful tool in the right hands due to the many included functions it offers.

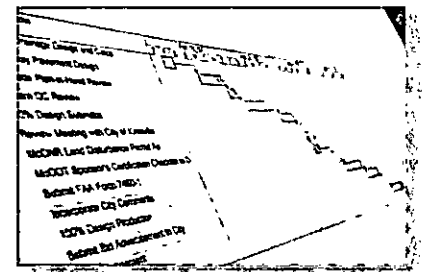
As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available.

At each deliverable milestone, the design and construction schedules will be submitted for review and comment. Once the review is complete, the schedules will be revised to reflect the most current information and direction from Leon County Staff. Another element of the design and construction scheduling is the phasing of the project. When a project is to be constructed in a high traffic area, scheduling of the various phases of construction becomes critical to a project's success.

Workshops, technical reviews and constructability discussions are critical milestones in the design schedule. Therefore the design schedule is staggered by work elements such that Leon County Staff are not over-committed for review times on any project. The site specific knowledge and history available to the RS&H Team from Leon County will be a key part of the successful development of each project.

As a project progresses through design, the project schedule is regularly updated to reflect new information as it becomes available. The time available between knowing all key information to complete the design and the need to have a contractor onsite may be very short. Monitoring and control of the project schedule will be vital to the successful completion of any project.

The Project Manager will assign staff as needed throughout this project to maintain design schedule.



An Integrated Budget and Schedule Model (IBSM) will be used to determine progress and schedule status. This tool will be essential in monitoring and controlling the project schedule, adjusting to changed conditions, and allocating resources as needed throughout the project. Through close monitoring and control of the project schedule, the Project Manager will assign staff as needed throughout this project to maintain the design schedule for the timely receipt of bids.

*RS&H understands
Coordination and
Communication is critical to
project success.*

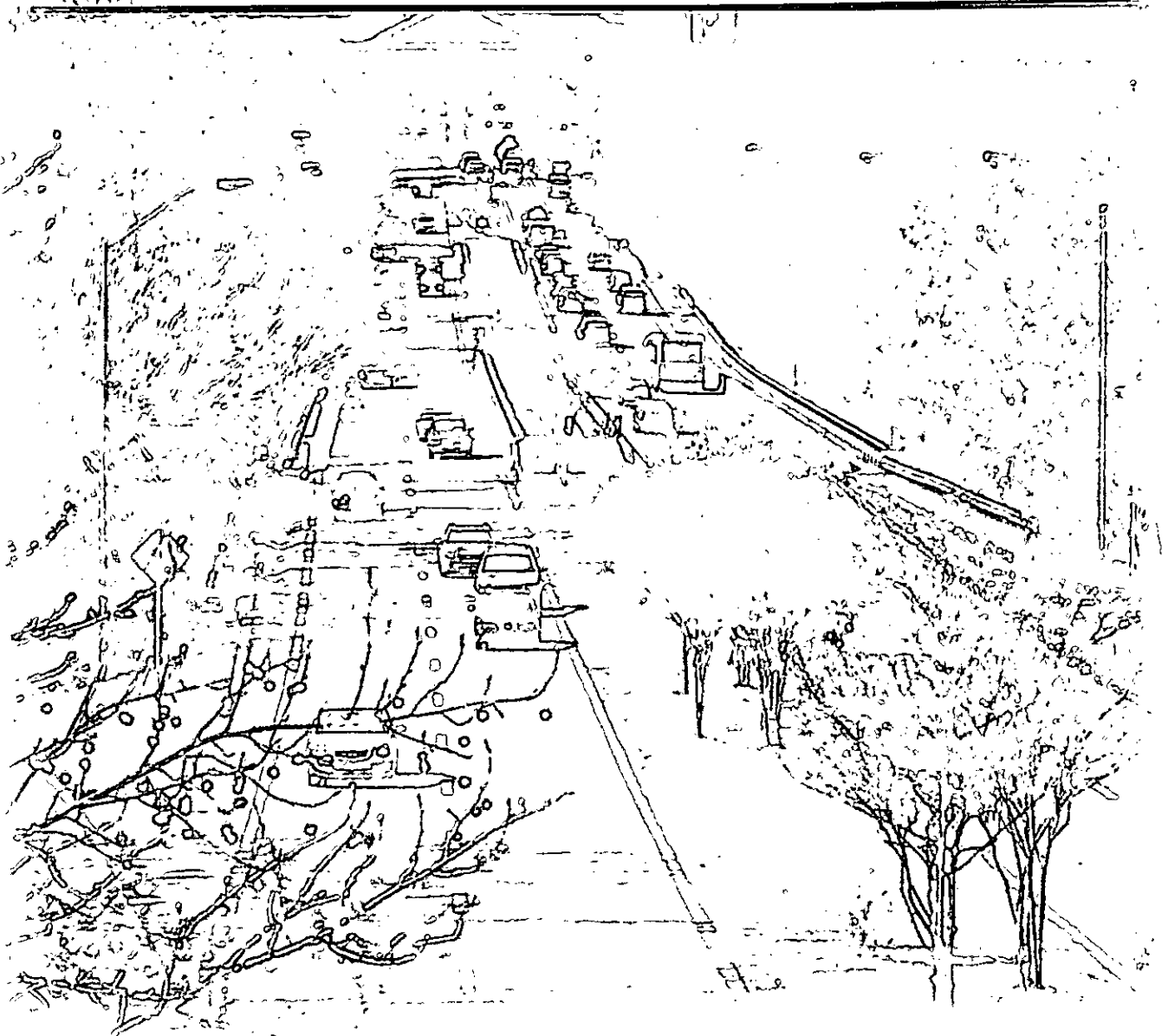
Coordination and Communication

Coordination and communication of the RS&H Team with Leon County Staff must, and will be, extensive for each project to ensure every issue is properly responded to and that the goals of Leon County are accomplished. Within the framework of the *coordination and communication is the element of response*. The RS&H Team will respond immediately to each and every issue posed by Leon County Staff for each project so that no element of the project "slips through the cracks" or catches the involved parties by surprise. The RS&H Team understands that Leon County must maintain a working relationship with many entities including the City of Tallahassee leadership, other state and federal regulatory agencies and the general public. Close coordination with the other agencies, the general public, and Leon County Staff will result in a project that does not cause unnecessary delay to other projects in the area. Ensuring that safe conditions are maintained is paramount. To that end, RS&H commits to responsiveness, coordination and communication that is industry leading.





D. Effect of Firm's Recent, Current, and Projected Workload



D Effect of Firm's Recent, Current, and Projected Workload

1. Projects Presently under Contract

Projects presently under contract in the Tallahassee office.

Client Name	Project Name/Description	Fee	Estimated Completion Date
FDOT - Central Office	Public Private Partnership & Engineering	\$155,422.65	11/11/2013
FDOT - District Three	Pensacola Bay Bridge PD&E	\$2,791,362.00	06/30/2013
FDOT - Central Office	Motor Carrier Compliance General Consultant	\$537,793.00	05/27/2013
FDOT - District Three	SR 8 (I-10) frm Apalachicola River	\$1,597,383.00	02/01/2013
FDOT - Central Office	Transp Statistics Data Support	\$2665,453.91	06/11/2012
FDOT - District Three	SR 61 Monroe St frm Perkins Street-Thomasville Road	\$713,641.00	03/30/2012
Registe, Sliger Engineering, Inc.	Bush Road Over Wright's Creek	\$86,033.89	03/22/2012
Leon County	Bannerman Road Corridor Study	\$999,037.00	12/01/2011
Preble-Rish, Inc.	Topsail Entrance	\$27,000.00	08/31/2011
Dyer Riddle Mills & Precourt, Inc.	Nine-Mile Road	\$33,408.26	04/07/2011
Capital Region Transp Planning Agency	CRTPA Regional Mobility Plan	\$811,527.00	03/31/2011

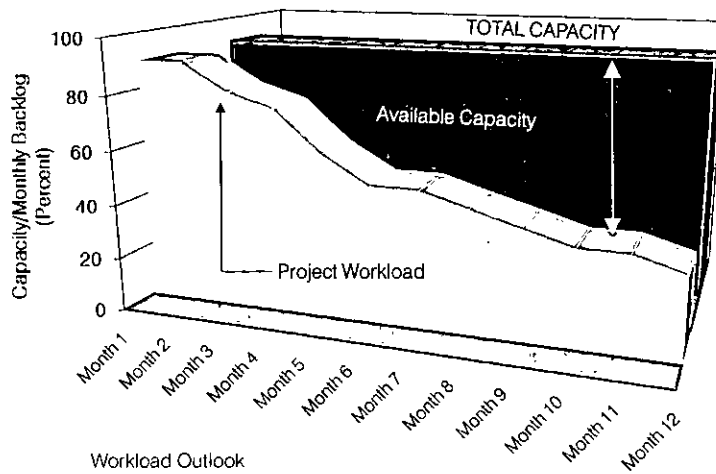
2. Describe the Firm's Ability to absorb any projects resulting from this contract

The availability of staff is crucial to the ultimate success of the Civil Engineering Services contract. The strength of RS&H's reputation rests on the ability to bring the necessary resources together to successfully complete any assignment. RS&H understands the commitment necessary to complete the proposed services and Matthew Branch, PE, LEED AP is prepared to lead the Team's efforts in this regard. As the Project Manager, Mr. Branch has direct contact with the Project Officer, Mr. Rick Chesser, PE. He has the full support of Mr. Chesser to meet the requirements of all assignments and will be responsible for assigning and committing staff to satisfy the County's need throughout the life of this contract.

Each key staff individual and the associated support staff have the required availability to complete this project within the design schedule determined for each task.

RS&H commits to providing the resources required to meet the assignments and schedule demands of the Leon County Board of Commissioners.





The RS&H Team is ready and available to begin work immediately.

Staff Availability

The RS&H Team consistently works to meet critical deadlines established by its clients, in addition to federal and state agencies, and strives to produce final project documents that result in construction projects that are under budget and of the highest quality.

RS&H's current workload is such that it can provide immediate and uninterrupted service to the Leon County Board of Commissioners. RS&H also has a dedicated staff of Team Members whose workloads allow for their fields of expertise to be utilized without delay to any task assigned. RS&H Team leadership, key participants and its considerable resources are available to support this project, without conflicting with other job assignments, and provide fully qualified technical experts as needed.

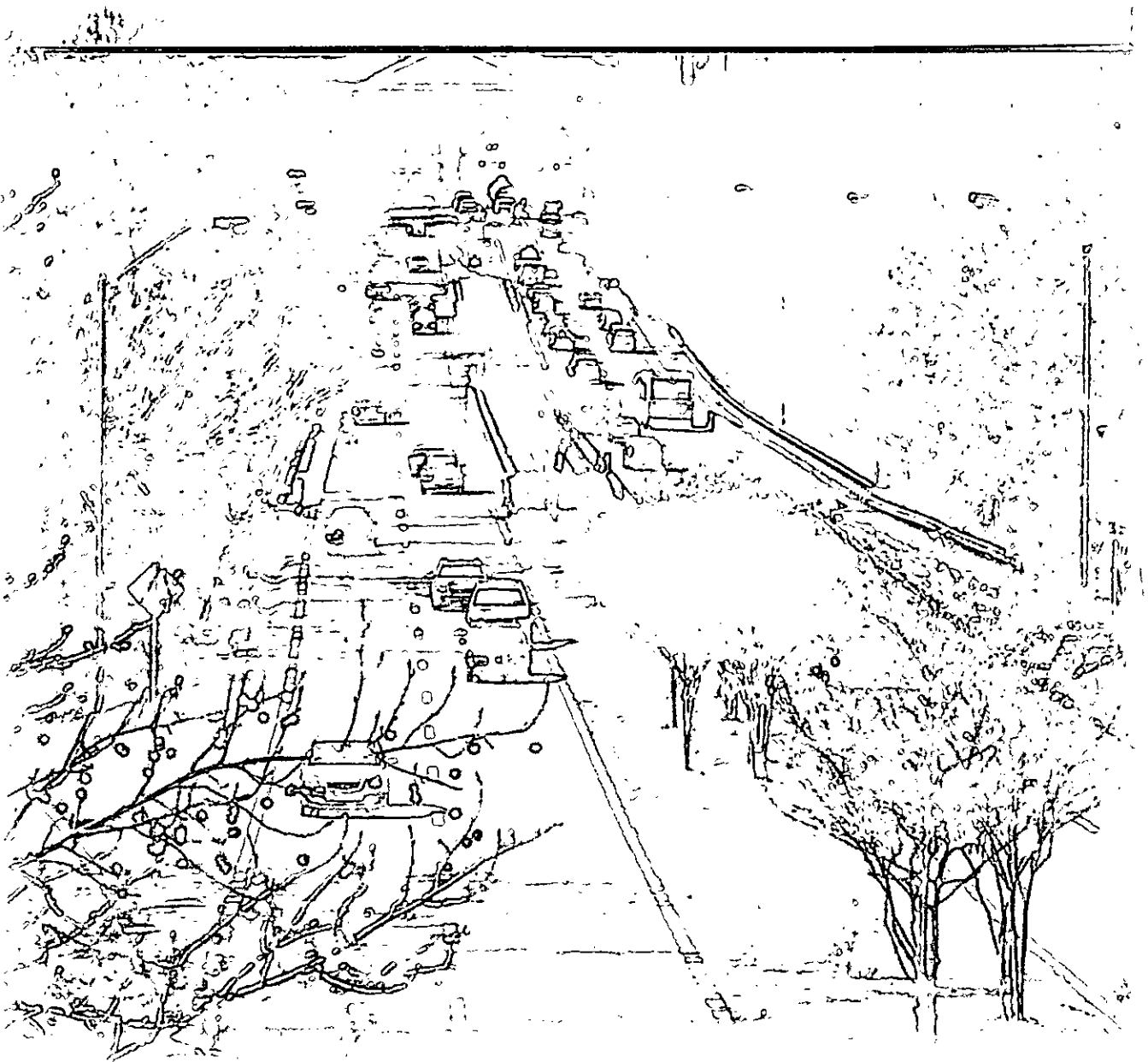
The following chart represents RS&H staff ability to successfully complete the County's assignments. This chart is representative of RS&H's typical workload at any given time and projections for future capacity. Overall staff availability will fluctuate, but typically not significantly.

Name	Role	% Time Available for Short-Term Assignment	% Time Available for Long-Term Assignment
Mathew Branch, PE, LEED AP	Project Manager Task Leader Roadway Design	40%	70%
Charles Roark, PE	Quality Assurance Task Leader Environmental Support Services	50%	50%
William Stewart, PE	Task Leader Stormwater Engineering	60%	40%
Nicholi Arnio, PE, PTOE	Task Leader Traffic and Intersection Engineering	50%	50%
Robert Woodruff, PE	Task Leader Structural Engineering	50%	50%
Anthony Manos, PE	Task Leader Construction Engineering and Inspection Services	40%	75%





E. Effect of Project Team Location



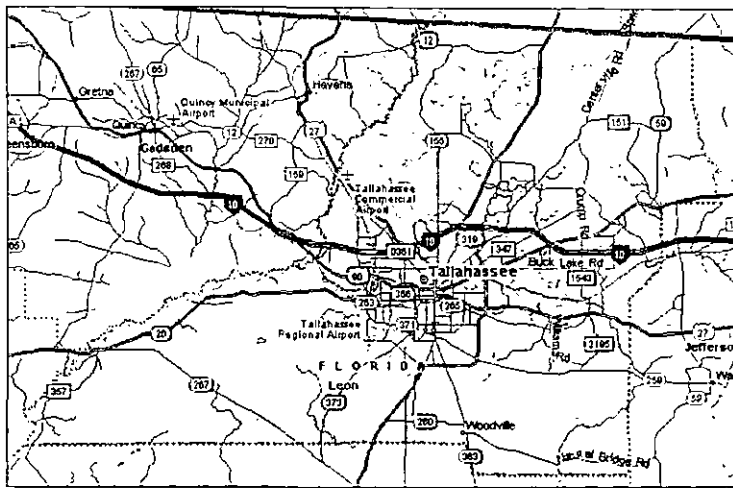
E Effect of Project Team Location

Provide the location of where the project team will predominately reside

The project team predominately resides in the Tallahassee-Leon County Region and this is where the majority of work will be performed. Work performed by staff in other locations will be coordinated through the Tallahassee office.

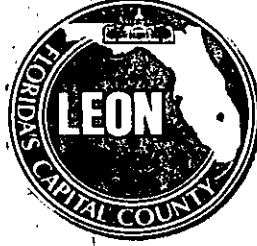
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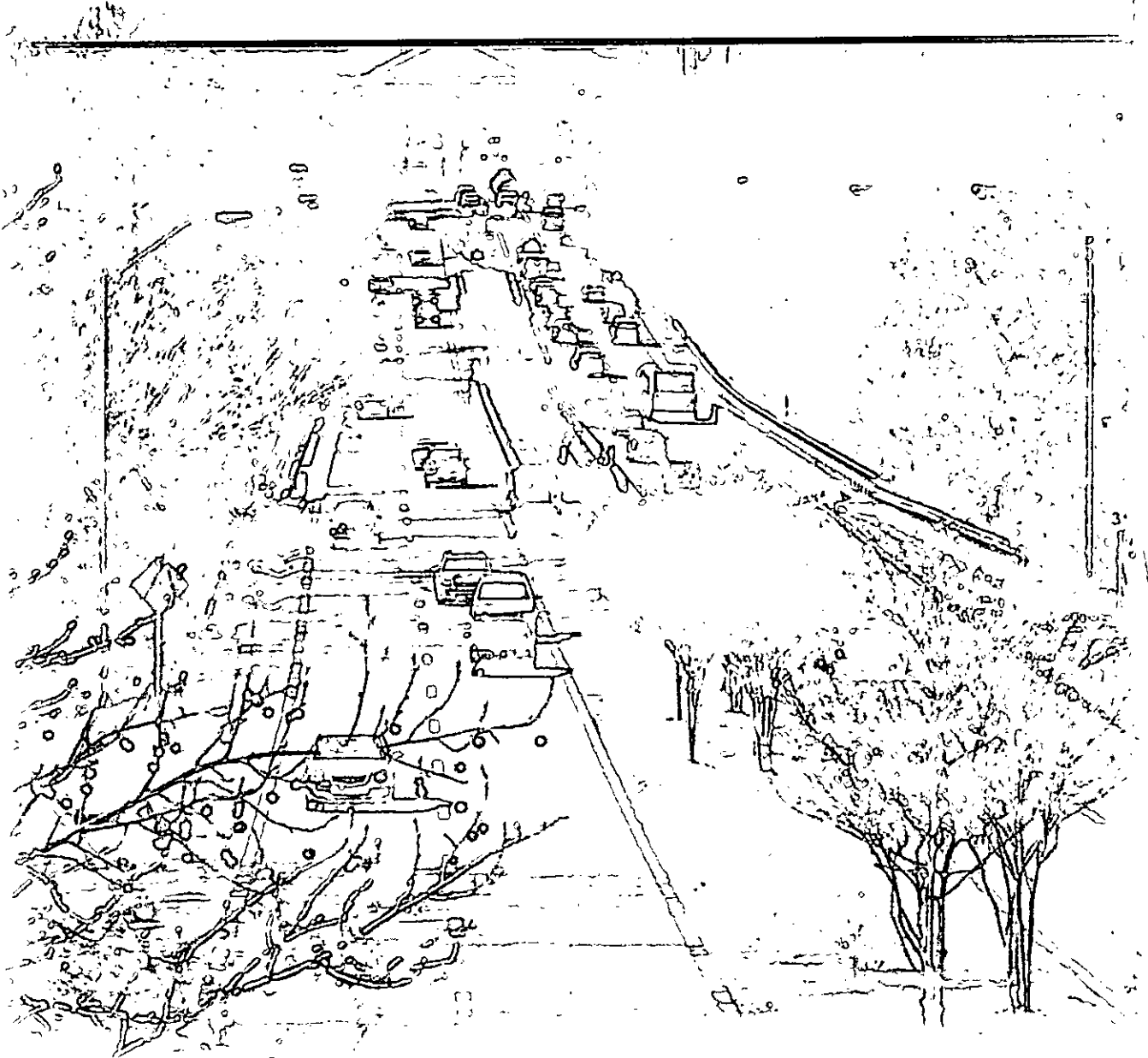


RS&H and it's staff of professionals is ready to provide the Leon County Board of Commisioners a blend of local knowledge and national experience.





F. Approach to the Project



F Approach to the Project

Introduction

RS&H uses a General Project Plan to approach all of our projects. We then modify the plan to emphasize certain areas as required by each specific project. RS&H will serve as an extension of the County to ensure that the project is constructed to reasonable conformity per all contract documents. Our General Project Approach can be outlined in three phases; Preconstruction, Construction, and Post Construction.

Preconstruction

- Complete and review all applicable construction documents, utility relocation agreements, and environmental permit requirements to identify any and all constructability or quantity errors in order to reduce the potential for future construction claims.
- Complete and file video surveillance, digital photos and survey work of preconstruction activities to illustrate fully as-is conditions.
- Plan and conduct a detailed Preconstruction Meeting with the Prime Contractor, the County, all utility system representatives and all other project stakeholders to ensure a common understanding of project objectives, schedules and contract administration issues.
- Separate utility meetings are held as necessary to discuss concerns and integration of utilities with project construction.

The Project Manager is the single point of contact for all project related issues.

Construction

- Advise the County's Project Manager or their designee with a schedule analysis before the project schedule is approved and maintain updated files of scheduled vs. actual progress of the Contractor.
- Perform detailed daily inspections of Contractor operations to ensure work is being performed in accordance with all contract documents. These daily inspection reports will be summarized in a weekly report including verification that all earthwork, drainage system construction, concrete placement and asphalt operations are in accordance with contract specifications.
- Construction inspections will be documented in accordance with County procedures and formats with content filed and organized for future reference.
- Analyze the contract Maintenance of Traffic (MOT) Plan to verify the Contractor's placement and maintenance of MOT devices is in accordance with applicable documents and established safety requirements by video and digital camera documentation during both day and night hours.
- Advise the Contractor of all required corrective actions, document actions taken and monitor compliance until deficiencies are eliminated.
- Perform control surveys to determine project horizontal and vertical control is being maintained properly.
- Advise the contractor of future construction concerns to allow work to proceed without unnecessary downtime.
- Hold periodic construction progress meetings to discuss all aspects of on-going construction including forecasts of construction activity for the following two weeks.
- Coordinate with the County, the FDOT and local law enforcement as required to advise the traveling public of construction activities impacting normal traffic flow.
- Continually manage Requests for Information (RFIs) and contract documents to keep project files updated.



- Manage the approval process and tracking of shop drawings.
- Obtain timely responses from the Engineer of Record regarding design issues so that construction is not delayed.
- Provide Public Information Services including informational meetings, preparation and distribution of project progress notices and MOT advance warning messages.
- Analyze the merit of all Contractor claims and advise the County's Project Manager or their designee accordingly.
- Prepare a detailed claim analysis as needed to assist the County with claim negotiations.
- Compile and submit monthly estimates that are coordinated with the Contractor.
- Provide the County with timely recommendations regarding construction and design issues.
- Provide the County with recommendations regarding submitted Value Engineering Proposals.

The Project Manager will call upon the capabilities and resources of RS&H. This includes architects, engineers, planners and environmental specialists, all with aviation experience and expertise.

Post Construction

- Review and verify all submitted record drawings from the Contractor.
- Submit the Final Estimate package within the established timeframe.
- Archive all project records and documents for easy transfer to the County.

Resident inspection services result in closer monitoring of the contractor and construction effort.

Available Design Services

- Civil Engineering
- Structural Engineering
- Transportation Engineering
- Architecture
- Landscape Design
- Environmental Services
- Value Engineering

