

CONTRACT APPROVAL FORM

(Contract Management Use only)

**CONTRACT
TRACKING NO.****CM3012****CONTRACTOR INFORMATION**Name: Pond & Company CorporationAddress: 1200 Riverplace Blvd. Ste. 600 Jacksonville FL 32207
City State ZipContractor's Administrator Name: Tabatha CarltonTitle: Project ManagerTel#: (813) 327-5002

Fax: _____

Email: CarltonT@pondco.com**CONTRACT INFORMATION**Contract Name: CR-108 Safety Improvements Bay Rd. to Middle Rd. Contract Value: \$764,026.22Brief Description: Design services for CR-108 from Bay to Middle Rd. safety improvements, reimbursed by FDOT through LAP Agreement G1663.Contract Dates : From: 8/24/2021 to: 3/1/2022 Status: X New Renew Amend# WA/Task OrderHow Procured: Sole Source Single Source ITB RFP X RFQ Coop. Other **If Processing an Amendment:**

Contract #: _____ Increase Amount of Existing Contract: _____

New Contract Dates: _____ to _____ TOTAL OR AMENDMENT AMOUNT: _____

APPROVALS PURSUANT TO NASSAU COUNTY PURCHASING POLICY, SECTION 61. Robert Companion 8/2/2021
Department Head Signature DateEngineering Services

Submitting Department

2. [Signature] 8/2/2021
Procurement Date63470541-563365 LAPSI

Funding Source/Acct #

3. Megan Diehl 8/12/2021
Office of Management & Budget Date4. Michael S. Mullin 8/12/2021
County Attorney/Contract Management Date

Comments: _____

COUNTY MANAGER – FINAL SIGNATURE APPROVALTaco E. Pope AICP8/12/2021

Taco Pope

Date

RETURN ORIGINAL(S) TO CONTRACT MANAGEMENT FOR DISTRIBUTION AS FOLLOWS:Original: Clerk's Services; Contractor (original or certified copy)
Copy: Department
Procurement
Office of Management & Budget
County Attorney/Contract Management
Clerk Finance

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Bid No.: NC20-024

**AGREEMENT FOR ENGINEERING DESIGN SERVICES FOR CR108 SAFETY
IMPROVEMENTS FROM BAY ROAD TO MIDDLE ROAD
FOR NASSAU COUNTY, FLORIDA**

THIS AGREEMENT made and entered into this ____ day of _____ 2021, by and between the **NASSAU COUNTY BOARD OF COUNTY COMMISSIONERS**, a political subdivision of the State of Florida, hereinafter referred to as "County", and **POND & COMPANY CORPORATION**, whose principle office address is located at 1200 Riverplace Blvd., Suite 600, Jacksonville, Florida 32207, hereinafter referred to as "Consultant":

WHEREAS, County desires to obtain professional engineering design services for safety improvements to CR108 from Bay Road to Middle Road; and

WHEREAS, said services are more fully described in Attachment "A", *Scope of Services for Design Services Safety Improvements for County Road 108 from Bay Road to Middle Road Board of County Commissioners, Nassau County, FL*, a copy of which is attached hereto and made a part hereof; and

WHEREAS, Consultant desires to render certain professional engineering services as described in the *Scope of Services for Design Services Safety Improvements for County Road 108 from Bay Road to Middle Road Board of County Commissioners, Nassau County, FL*, and has the qualifications, experience, staff and resources to perform those services; and

WHEREAS, County, through a competitive selection process conducted in accordance with the requirements of law and County policy has determined that it would be in the best interest of County to award a contract to Consultant for the rendering of those services described in the *Scope of Services for Design*

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Services Safety Improvements for County Road 108 from Bay Road to Middle Road Board of County Commissioners, Nassau County, FL.

NOW THEREFORE, in consideration of the mutual covenants and agreements hereinafter contained, the parties hereto agree as follows:

ARTICLE 1 - EMPLOYMENT OF CONSULTANT

1.1 County hereby agrees to engage Consultant, and Consultant hereby agrees to perform the services set forth in the *Scope of Services for Design Services Safety Improvements for County Road 108 from Bay Road to Middle Road Board of County Commissioners, Nassau County, FL.*

ARTICLE 2 - SCOPE OF SERVICES

2.1 Consultant shall provide professional engineering services in accordance with the *Scope of Services for Design Services Safety Improvements for County Road 108 from Bay Road to Middle Road Board of County Commissioners, Nassau County, FL*, and any additional services as may be specifically designated and additionally authorized by the parties. Such additional authorizations will be in the form of a written amendment agreed upon by the parties.

ARTICLE 3 - COUNTY'S RESPONSIBILITY

3.1 Except as provided in the *Scope of Services for Design Services Safety Improvements for County Road 108 from Bay Road to Middle Road Board of County Commissioners, Nassau County, FL*, County's responsibilities are to furnish required information, services, render approvals and decisions as necessary for the orderly progress of Consultant's services. County hereby

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designates the County Engineer, to act on the County's behalf with respect to the *Scope of Services for Design Services Safety Improvements for County Road 108 from Bay Road to Middle Road Board of County Commissioners, Nassau County, FL*. The County Engineer, under the supervision of the County Manager, shall have complete authority to transmit instructions, receive information, interpret and define County's policies and decisions with respect to materials, elements and systems pertinent to Consultant's services.

3.2 Performance Evaluation: County shall complete a performance evaluation following the completion and/or expiration of this Agreement. The County reserves the right to complete a performance evaluation following each activation or Notice to Proceed (NTP) issued to evaluate the performance of Consultant. Performance evaluations shall be provided to Consultant for feedback. Performance evaluations shall be public record and used during reviews for future related awards.

ARTICLE 4 - TERM OF AGREEMENT

4.1 The term of this Agreement shall begin on its complete execution and end one (1) year from the execution date. The performance period of this Agreement may be extended upon mutual agreement between both parties. Any extension of performance period under this provision shall be in County's best interest and sole discretion. Any agreement or amendment to the Agreement shall be subject to fund availability and mutual written agreement between County and Consultant.

ARTICLE 5 - COMPENSATION

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5.1 This project is being funded by FDOT under a Federal Highway Administration (FHWA) Local Agency Program (LAP) agreement;

5.2 County shall pay Consultant in accordance with the fee schedule attached hereto as Attachment "B", and incorporated herein as if set forth in full.

5.3 Consultant shall prepare and submit to the County Engineer, with a copy provided to invoices@nassaucountyfl.com, for approval, a monthly invoice for the services rendered under this Agreement. Invoices for services shall be paid in accordance with the Florida Prompt Payment Act. All invoices shall be accompanied by a report identifying the nature and progress of the work performed. The statement shall show a summary of fees with an accrual of the total fees billed and credits for portions paid previously. County reserves the right to withhold payment to Consultant for failure to perform the work in accordance with the provisions of this Agreement, and County shall promptly notify Consultant if any invoice or report is found to be unacceptable and will specify the reasons therefor.

5.4 All representation, indemnifications, warranties and guaranties made in, required by or given in accordance with this Agreement, as well as all continuing obligations indicated in this Agreement, will survive final payment and termination or completion of this Agreement.

5.5 Final Invoice: In order for both parties herein to close their books and records, Consultant will clearly state "Final Invoice" on Consultant's final/last billing to County. This indicates that all services have been performed and all

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charges and costs have been invoiced to County and that there is no further work to be performed on the specific project.

ARTICLE 6 – ALLOWABLE COSTS

6.1 Determination of allowable costs in accordance with the Federal Cost Principles, will be performed for services rendered under this Agreement.

ARTICLE 7 – RECORD RETENTION

7.1 Consultant shall be required to maintain such financial records and other records as they relate to the purchase of goods and services by County from Consultant. Consultant shall retain these records for a minimum period of five (5) years after final payment, or until they are audited by County, whichever event occurs first. These records shall be made available during the term of the Agreement and the subsequent five (5) year period for examination, transcription, and audit by County, its designees, or other authorized bodies.

ARTICLE 8 - STANDARD OF CARE

8.1 Consultant shall exercise the same degree of care, skill, and diligence in the performance of the services as is ordinarily provided by a professional under similar circumstances and Consultant shall, at no additional cost to County, re-perform services which fail to satisfy the foregoing standard of care.

ARTICLE 9 - DOCUMENTS

9.1 The documents which comprise this Agreement between County and Consultant are attached hereto and made a part hereof and consist of the following:

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- a. This Agreement; and
- b. *The Scope of Services for Design Services Safety Improvements for County Road 108 from Bay Road to Middle Road Board of County Commissioners, Nassau County, FL* attached hereto as Attachment "A"; and
- c. Fee schedule attached hereto as Attachment "B"; and
- d. Proposal submitted by Consultant in response to the Request for Qualifications for Engineering Services, Bid No.: NC20-024, attached hereto as Attachment "C"; and
- e. *Certificate of Insurance* attached hereto as Attachment "D"; and
- f. Any work authorizations, written amendments, modifications or addenda to this Agreement.

ARTICLE 10 - EQUAL OPPORTUNITY EMPLOYMENT

10.1 In connection with the work to be performed under this Agreement, Consultant agrees to comply with the applicable provisions of State and Federal Equal Employment Opportunity statutes and regulations.

ARTICLE 11 - TRUTH-IN-NEGOTIATION

11.1 Consultant hereby certifies, covenants and warrants that wage rates and other factual unit costs supporting the compensation for this project's Agreement are accurate, complete, and current at the time of contracting. Consultant further agrees that the original Agreement price and any additions thereto shall be adjusted to exclude any significant sums by which County

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determines the Agreement price was increased due to inaccurate, incomplete, or non-current wage rates and other factual unit costs. All such Agreement adjustments shall be made within one (1) year following the end of the Agreement.

ARTICLE 12 – CONFLICT OF INTEREST

12.1 Neither County or any of its contractors or their subcontractors shall enter into any contract, subcontract or arrangement in connection with the project or any property included or planned to be included in the project in which any member, officer, or employee of County or the locality during tenure or for two (2) years thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of tenure any such interest, and if such interest is immediately disclosed to County, County, with prior approval of Department, may waive the prohibition contained in this paragraph provided that any such present member, officer or employee, shall not participate in any action by County or the locality relating to such contract, subcontract or arrangement.

12.2 Consultant shall ensure that any subcontract in which he or she may enter into includes the following provision:

No member, officer, or employee of County or of the locality during his tenure or for two (2) years thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof.

ARTICLE 13 – DISCLOSURE OF LOBBYING ACTIVITIES ON FEDERAL-AID CONTRACTS

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13.1 Consultant certifies, that to the best of his or her knowledge and belief:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

b. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing, or attempting to influence, an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities", in accordance with its instructions. (Standard Form-LLL can be obtained from the Florida Department of Transportation's Professional Services Administrator or Procurement Office).

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required

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certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Consultant shall also require the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

ARTICLE 14 - INDEMNIFICATION

14.1 To the fullest extent permitted by law, Consultant shall indemnify and hold harmless County, the State of Florida, Department of Transportation and their officers and employees from liabilities, damages, losses, and costs, including but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, and intentional wrongful misconduct of Consultant and persons employed or utilized by Consultant, in the performance of the Agreement.

14.2 Consultant agrees to include the following indemnification in all contracts with contractors, subcontractors, consultants, or subconsultants (each referred to as "Entity" for the purpose of the below indemnification) who perform work in connection with this Agreement.

To the extend provided by law, the Contractor shall indemnify, defend, and hold harmless the County and the State of Florida, Department of Transportation, including the Department's officers, agents, and employees, against any actions, claims, or damages arising out of, relating to, or resulting from negligent or wrongful act(s) of the Professional, or any of its officers, agents, or employees, acting within the scope of their office or employment, in connection with the rights granted to or exercised by the

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Professional hereunder, to the extent and within the limitations of Section 768.28, Florida Statutes.

The foregoing indemnification shall not constitute a waiver of sovereign immunity beyond the limits set forth in Florida Statutes, Section 768.28. Nor shall the same be construed or constitute agreement by the Professional to indemnify the County for negligent acts or omissions of the County, its officers, agents, or employees, or third parties. Nor shall the same be construed to constitute agreement by the Professional to indemnify the Department for the negligent acts or omissions of the Department, its officers, agents or employees, or third parties. This indemnification shall survive the termination of this Agreement.

ARTICLE 15 - INDEPENDENT CONTRACTOR

15.1 Consultant undertakes performance of the services as an independent contractor under this Agreement and shall be wholly responsible for the methods of performance. County shall have no right to supervise the methods used, but County shall have the right to observe such performance. Consultant shall work closely with County in performing services under this Agreement.

ARTICLE 16 – EXTENT OF AGREEMENT

16.1 This Agreement represents the entire and integrated agreement between County and Consultant and supersedes all prior negotiations, representations, or agreement, either written or oral.

16.2 This Agreement may only be amended, supplemented, modified, changed or canceled by a duly executed written instrument.

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ARTICLE 17 - COMPLIANCE WITH LAWS

17.1 In performance of the services, Consultant will comply with applicable regulatory requirements including federal, state, and local laws, rules regulations, orders, codes, criteria and standards.

ARTICLE 18 - INSURANCE

18.1 Consultant shall maintain such commercial (occurrence form) or comprehensive general liability, workers compensation, professional liability (Errors and Omissions), and other insurance as is appropriate for the services being performed hereunder by Consultant, its employees or agents as set forth in *Certificate of Insurance* attached hereto and incorporated herein as Attachment "D".

ARTICLE 19 – ACCESS TO PREMISES

19.1 County shall be responsible for providing access to all project sites, and for providing project-specific information.

ARTICLE 20 - TERMINATION OF AGREEMENT

20.1 **Termination for Convenience:** This Agreement may be terminated by County for convenience, upon thirty (30) days of written notice to Consultant. In such event, Consultant shall be paid its compensation for services performed prior to the termination date. In the event that Consultant abandons this Agreement or causes it to be terminated, Consultant is liable to County for any and all loss pertaining to this termination.

20.2 **Termination for Cause:** If Consultant fails to comply with any of the terms and conditions of this Agreement, County may give notice, in writing, to

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Consultant of any or all deficiencies claimed. The notice shall be sufficient for all purposes if it describes the default in general terms. If all defaults are not cured and corrected within a reasonable period as specified in the notice, County may, with no further notice, declare the Agreement to be terminated. Consultant shall thereafter be entitled to receive payment for those services reasonably performed to the date of termination, less the amount of reasonable damages suffered by County by reason of Consultant's failure to comply with the Agreement.

Notwithstanding the above, Consultant is not relieved of liability to County for damages sustained by County by virtue of any breach of this Agreement by Consultant and County may withhold any payments to Consultant for the purpose of setoff until such time as the amount of damages due to County from Consultant is determined.

ARTICLE 21 - NONDISCLOSURE OF PROPRIETARY INFORMATION

21.1 Consultant shall consider all information provided by County and all reports, studies, calculations, and other documentation resulting from Consultant's performance of the services to be proprietary unless such information is available from public sources. Consultant shall not publish or disclose proprietary information for any purpose other than the performance of the services without the prior written authorization of County or in response to legal process.

ARTICLE 22 - UNCONTROLLABLE FORCES

22.1 Neither County nor Consultant shall be considered to be in default of this Agreement if delays in or failure of performance shall be due to Uncontrollable Forces, the effect of which, by the exercise of reasonable diligence, the non-

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performing party could not avoid. The term "Uncontrollable Forces" shall mean any event which results in the prevention or delay of performance by a party of its obligations under this Agreement and which is beyond the reasonable control of the nonperforming party. It includes, but is not limited to fire, flood, earthquakes, storms, lightning, epidemic, war, riot, civil disturbance, sabotage, and governmental actions.

22.2 Neither party shall, however, be excused from performance if nonperformance is due to forces, which are preventable, removable, or remediable, and which the nonperforming party could have, with the exercise of reasonable diligence, prevented, removed, or remedied with reasonable dispatch. The nonperforming party shall, within a reasonable time of being prevented or delayed from performance by an uncontrollable force, give written notice to the other party describing the circumstances and uncontrollable forces preventing continued performance of the obligations of this Agreement.

ARTICLE 23 – PUBLIC ENTITIES CRIMES

23.1 A person or affiliate who has been placed on the convicted Vendors list following a conviction for public entity crime may not submit a proposal on a contract or provide any goods or services to a public entity, may not submit a proposal on a contract with a public entity for the construction or repair of a public building or public work, may not submit proposals on leases of real property to public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount

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provided in Florida Statutes, Section 287.017, for Category Two for a period of thirty-six (36) months from the date of being placed on the convicted Vendor list. Consultant represents that it has furnished a completed *Sworn Statement under Section 287.133(3)(a), Florida Statutes, on Public Entity Crimes*, a copy of which is attached hereto and incorporated herein in Attachment "C" and certifies that it is qualified to do business with County in accordance with Florida Statute.

23.2 Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant to solicit or secure this Agreement and that it has not aid or agreed to pay any person, company, corporation, individual, or firm other than a bona fide employee working solely for Consultant any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this Agreement. For the breach or violation of this provision, County shall have the right to terminate the Agreement without liability and at its discretion, to deduct from the contract price, or otherwise recover, the full amount of such fee, commission, percentage, gift, or consideration.

ARTICLE 24 - GOVERNING LAW AND VENUE

24.1 This Agreement shall be governed by the laws of the State of Florida. Any and all legal action necessary to enforce the Agreement will be held in Nassau County, Florida.

ARTICLE 25 - MISCELLANEOUS

25.1 Non-waiver: A waiver by either County or Consultant of any breach of this Agreement shall not be binding upon the waiving party unless such waiver

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is in writing. In the event of a written waiver, such a waiver shall not affect the waiving party's rights with respect to any other or further breach. The making or acceptance of a payment by either party with knowledge of the existence of a default or breach shall not operate or be construed to operate as a waiver of any subsequent default or breach.

25.2 Severability: Any provision in this Agreement that is prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction, be ineffective to the extent of such prohibition or unenforceability without invalidating the remaining provisions hereof or affecting the validity or enforceability of such provisions in any other jurisdiction. The non-enforcement of any provision by either party shall not constitute a waiver of that provision nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

25.3 Debarment, Suspension, Ineligibility and Voluntary Exclusion: Consultant certifies that it nor its principals are presently suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

25.4 The provisions of this section shall not prevent the entire Agreement from being void should a provision, which is of the essence of the Agreement, be determined to be void.

ARTICLE 26 - PUBLIC RECORDS

26.1 Consultant shall be required to comply with the requirements of Florida's Public Records Act, Chapter 119, and Florida Statutes.

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County is a public agency subject to Chapter 119, Florida Statutes. IF CONSULTANT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO CONSULTANT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (904) 530-6010, records@nassaucountyfl.com, 96135 NASSAU PLACE, YULEE, FLORIDA 32097. Under this Agreement, to the extent that Consultant is providing services to County, and pursuant to section 119.0701, Florida Statutes, Consultant shall:

a. Keep and maintain public records required by the public agency to perform the service.

b. Upon request from the public agency's custodian of public records, provide the public agency with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.

c. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Agreement term and following completion of the Agreement if Consultant does not transfer the records to the public agency.

d. Upon completion of the Agreement, transfer, at no cost, to the public agency all public records in possession of Consultant or keep and maintain public records required by the public agency to perform the service. If Consultant transfers all public records to the public agency upon completion of the Agreement, Consultant shall destroy any duplicate public records that are exempt

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or confidential and exempt from public records disclosure requirements. If Consultant keeps and maintains public records upon completion of the Agreement, Consultant shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the public agency, upon request from the public agency's custodian of public records, in a format that is compatible with the information technology systems of the public agency.

ARTICLE 27 - SUCCESSORS AND ASSIGNS

27.1 County and Consultant each binds itself and its director, officers, partners, successors, executors, administrators, assigns and legal representatives to the other party to this Agreement and to the partners, successors, executors, administrators, assigns, and legal representatives.

ARTICLE 28 - CONTINGENT FEES

28.1 Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual or firm, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, gift or any other consideration contingent upon or resulting from the award or making of this Agreement.

ARTICLE 29 - OWNERSHIP OF DOCUMENTS

29.1 Consultant shall be required to work in harmony with other consultants relative to providing information requested in a timely manner and in the specified form. Any and all documents, records, disks, original drawings, or

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other information shall become the property of County upon completion for its use and distribution as may be deemed appropriate by County.

ARTICLE 30 - FUNDING

30.1 This Agreement shall remain in full force and effect only as long as the expenditures provided for in the Agreement have been appropriated by the Nassau County Board of County Commissioners in the annual budget for each fiscal year of this Agreement and is subject to termination based on lack of funding.

ARTICLE 31 - NOTICE

31.1 Whenever either party desires or is required under this Agreement to give notice to any other party, it must be given by written notice either delivered in person, sent by U.S. Certified Mail, U.S. Express Mail, air or ground courier services, or by messenger service, as follows:

COUNTY:

Nassau County Engineering Services
96161 Nassau Place
Yulee, Florida 32097
904-530-6225
rcompanion@nassaucountyfl.com

With a copy to the County Attorney at:

96135 Nassau Place, Suite 6
Yulee, Florida 32097

CONSULTANT:

Nina C. Sickler, PE, Vice President
Pond & Company Corporation
1200 Riverplace Blvd., Suite 600
Jacksonville, FL 32207
904-396-3556

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SicklerN@pondco.com

31.2 Notices shall be effective when received at the address specified above. Changes in the respective addresses to which such notice may be directed may be made from time to time by any party by written notice to the other party. Email and facsimile are acceptable notice effective when received, however, notices received (i.e.; printed) after 5:00 p.m. or on weekends or holidays, will be deemed received on the next business day. The original of the notice must additionally be mailed as required herein.

31.3 Nothing contained in this Article shall be construed to restrict the transmission of routine communications between representatives of Consultant and County.

ARTICLE 32 - DISPUTE RESOLUTION

32.1 County may utilize this section, at their discretion, as to disputes regarding agreement interpretation. County may send a written communication to Consultant by email, overnight mail, UPS, FedEx, or certified mail. The written notification shall set forth County's interpretation of the Agreement. A response shall be provided in the same manner prior to the initial meeting with the County Manager. This initial meeting shall take place no more than twenty (20) days from the written notification of the dispute addressed to Consultant. Consultant should have a representative, at the meeting that can render a decision on behalf of Consultant.

If there is no satisfactory resolution as to the interpretation of the Agreement, the dispute may be submitted to mediation in accordance with

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mediation rules as established by the Florida Supreme Court. Mediators shall be chosen by County and the cost of mediation shall be borne by Consultant. Consultant shall not stop work during the pendency of mediation or dispute resolution.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first written above.

**NASSAU COUNTY BOARD
OF COUNTY COMMISSIONERS**

Thomas R. Ford
Its: Chairman

Date: _____

ATTEST TO CHAIR
SIGNATURE

Approved as to form and legal
sufficiency:

JOHN A. CRAWFORD
Its: Ex-Officio Clerk

MICHAEL S. MULLIN

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ATTEST:

POND & COMPANY CORPORATION_____
(Corporate Secretary)_____
Signature of President/Owner_____
Type/Print Name of Corporate Secy._____
Type/Print Name of President/Owner

(CORPORATE SEAL)

Date: _____

CORPORATE ACKNOWLEDGEMENTSTATE OF _____
COUNTY OF _____ :SS

I HEREBY CERTIFY that on this day, before me, an Officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, _____ personally appeared or _____ electronically appeared _____, of, _____, a _____ Corporation, to me known to be the person(s) described in and who executed the foregoing instrument and acknowledged before me that he/she executed the same.

WITNESS my hand and official seal this _____ day of _____, 20__.

Signature of Notary Public
State of _____ at Large_____
Print, Type or Stamp
Name of Notary Public

- ☐ Personally known to me or
☐ Produced Identification

Type of I.D. Produced

- ☐ DID take an oath, or
☐ DID NOT take an oath.

Initials_____
Initials

Attachment "A"

***Scope of Services for Design Services Safety Improvements for County
Road 108 from Bay Road to Middle Road Board of County Commissioners,
Nassau County, FL***

ATTACHMENT "A"

Scope of Services for Design Services Safety Improvements for County Road 108 from Bay Road to Middle Road Board of County Commissioners, Nassau County, FL

The following work and services are presented as an indication of the work that may be required under the contract, but may not necessarily be all inclusive of the work under this contract. The respondent is encouraged to propose innovative ideas and/or concepts that may be considered.

1.1 PROJECT DESCRIPTION

Nassau County is seeking the services of an engineering firm to provide the necessary design services for the County Road 108 Safety Improvement Project in Nassau County, Florida. The project will construct safety improvements to County Road 108 from CR 115 (Bay Road) to CR 121A (Middle Road), and includes the following:

- Pavement marking and signage improvements
- Superelevation cross slope correction
- Milling and overlay of roadway surface
- Widening and shoulder construction as needed.
- Analysis and design of needed intersection improvements

It should be noted that the project is being funded by FDOT under a Federal Highway Administration (FHWA) Local Agency Program (LAP) agreement.

The selected consulting firm will perform services including, but not limited to the following:

2.0 SCOPE OF PROJECT:

- 2.1 Analysis, design and provide the construction documents to improve the intersection to include signalization and railroad coordination as necessary and resurfacing of the intersection.
- 2.2 Design and provide the construction documents for the resurfacing of CR 108 from Bay Road to Middle Road.
- 2.3 Superelevation correction
- 2.4 Signing, striping marking.
- 2.5 Roadway design shall meet the minimum requirements of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, commonly known as the "Florida Greenbook"
- 2.6 The work will include survey, geotechnical, environmental and any other investigations to support the design.
- 2.7 Consultant shall provide:
 - All necessary permits
 - Utility coordination
 - Railroad coordination
 - Construction documents
 - Post design services

Attachment "B"

Fee Schedule

Attachment "B"

POND

OH	182.45%
OM	27%
FCCM	0.588%
Expenses	7.52%
	217.558% OK

Title	Average of each pay grade	Loaded Rates
Project Manager 3	\$79.52	\$252.52
Chief Engineer 1	\$100.96	\$320.61
Chief Engineer 2	\$73.27	\$232.67
Senior Engineer 1	\$85.63	\$271.92
Senior Engineer 2	\$96.49	\$306.41
Engineer 1	\$41.09	\$130.49
Engineer 1 * PE registration pending		
Engineer 2	\$65.14	\$206.86
Engineering Intern	\$33.56	\$106.67
Senior Designer	\$32.87	\$104.38
Sr Environmental Specialist	\$49.04	\$155.73
Environmental Specialist	\$31.49	\$100.00
Contract Coordinator	\$28.11	\$89.25
Contract Coordinator		
Senior Electrical Engineer	\$86.20	\$273.74

Attachment "C"

Proposal

POND

DESIGN SERVICES

SAFETY IMPROVEMENTS TO CR 108



Nassau County, Florida

Bid No. NC20-024

11.24.20



POND



1200 Riverplace Blvd., Suite 600
Jacksonville, FL 32207

T: 904.543.0400
www.pondco.com

November 24, 2020

Nassau County Board of County Commissioners, c/o John A. Crawford Ex-Officio Clerk
76347 Veterans Way, Suite 456
Yulee, Florida 32097

RE: Design Services Safety Improvements to CR 108 from Bay Road to Middle Road
BID NO. NC20-024

Dear Evaluation Committee:

Pond is excited to submit our qualifications to perform the Design Services for Safety Improvements on CR 108 from Bay Road to Middle Road in Nassau County. Pond is the best technical team with the greatest familiarity with this project, and it is our sincere desire to be a valuable partner to Nassau County for this work. Pond's extensive roadway design experience, depth of resources, and unique use of innovative cost saving concepts will deliver a successful project to Nassau County.

We understand this project will develop plans for improvements to CR 108 from CR 115 (Bay Road) to CR 121A (Middle Road), and includes milling & resurfacing; superelevation/cross slope correction; pavement marking and signage improvements; potential widening and shoulder construction; drainage repairs; and the analysis and design of intersection improvements. The Pond Team will provide all associated services including roadway and drainage design, signal design, geotechnical investigations, survey, utility coordination, railroad coordination, LAP coordination, environmental analysis and permitting, and R/W coordination.

To provide excellent care and service, we have assembled an experienced team which brings together a full complement of engineering discipline specialists to effectively design and bring innovative solutions to this project. Collectively, our team has members that have performed similar services on numerous projects.

We are the right team for the project based on the following:

- **Understanding the requirements of this project:** Pond has been providing design services on similar projects in Florida for over 14 years and throughout the Southeast for over 50 years. Our team members have the necessary understanding of all aspects related to the safety improvements and resurfacing as described in this Proposal. Pond has unparalleled familiarity with this corridor and with Nassau County's needs and objectives for this project, which will allow us to hit the ground running and achieve the stringent schedule that is expected for this project.

Architects
Engineers
Planners
Constructors

- **Innovative Solutions:** Through our experience, the Pond team brings Nassau County multiple innovative solutions that can be implemented. These solutions will save money and provide for a more efficient traffic solution for the users of this vital corridor.
- **Partnership:** Pond brings together a team committed to the successful completion of this project. This team has years of experience working together and with Nassau County. We understand the needs for this project, and we look forward to a strong partnership to deliver a quality roadway project to the community.

If you have any questions or require further explanation on information contained in our proposal, please do not hesitate to contact me, Nina C. Sickler, PE.

Nina C. Sickler, PE | Vice President

1200 Riverplace Blvd, Suite 600 | Jacksonville, Florida 32207

Email: SicklerN@pondco.com | Phone: 904.396.3556 | Fax: 678.336.7744

We look forward to the opportunity to partner with the Nassau County for this contract. We are confident our qualifications will exceed your expectations for this contract.

Sincerely,



Nina Sickler, PE
Vice President



Tabatha Carlton, PE
Project Manager



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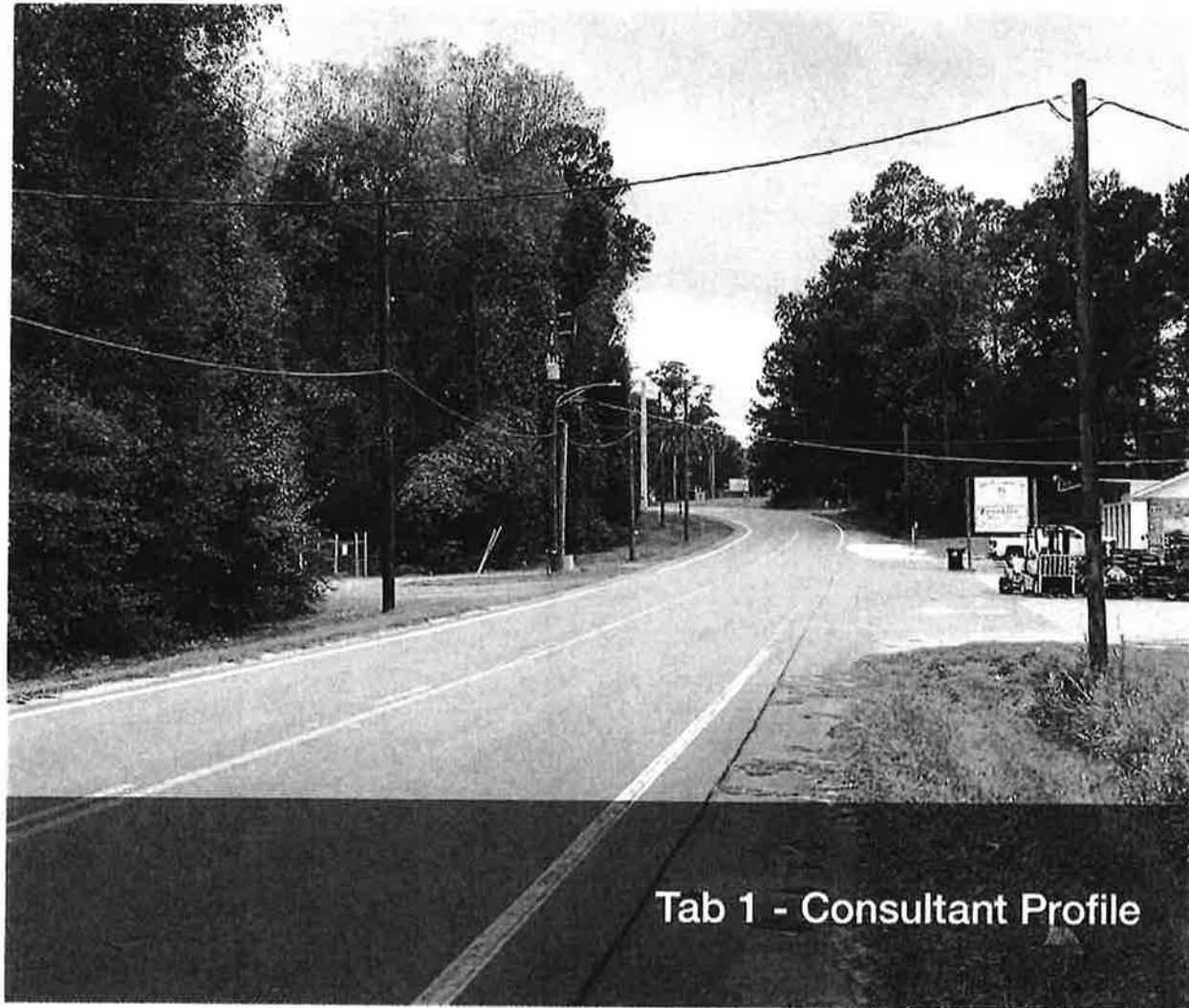
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POND

TAB 1 -
CONSULTANT PROFILE



Tab 1 - Consultant Profile



Tab 1 - Consultant Profile

Pond & Company (Pond) offers a highly talented team of individuals in-house along with specialized project partners to provide the necessary services to successfully complete the design for Safety Improvements on CR 108 from Bay Road to Middle Road. We have the depth of expertise and range of experience required to provide effective solutions to meet the needs of the County and other stakeholders. Our firm has recent experience designing new roadway and safety improvements in Nassau County and across the Southeast, most recently the Wildlight Drive extension that connects Wildlight Elementary School to SR 200 and William Burgess Boulevard. The following information details our firm organization, background, locations, and accomplishments.

Firm Overview

Pond is a full-service, engineering, planning, architecture, and construction firm providing services to local, state, and federal agencies. Pond is able to bring together the mixture of skills that are necessary and unique, to make each project successful. As a result, Pond has a history of producing award-winning, context sensitive, and innovative projects to serve our clients' needs. Our capabilities benefit our clients by delivering greater value in the following ways: teamwork, responsiveness, communication, quality control, and project coordination.

Pond's staff have designed hundreds of miles of resurfacing projects with safety and ADA upgrades. The project's multi-disciplinary elements require a competent, qualified team of design professionals. Our proposed Project Manager, Tabatha Carlton, PE has experience leading these type of multi-disciplinary projects with resurfacing, safety and ADA upgrades, drainage, and intersection improvements.

Pond's experience on similar projects includes roadway design, signing and marking, intersection improvements, signal design, drainage design, pavement design, lighting design, maintenance of traffic design, utility coordination, structural design, construction cost estimates and post design services.

Firm Background & Years of Experience

Pond was originally founded in 1965 as Armour & Associates, and with the addition of two partners, built a solid reputation as Armour, Cape & Pond. In 1998, the firm changed its name to Pond & Company as a reflection of the exponential growth of services and people since the company's inception.

Pond opened our Jacksonville office in 2006 and over the past 14 years has served cities, counties, as well as state and federal agencies on projects throughout Florida. In 2015, Pond opened our Tampa office, which further expanded our transportation and traffic engineering capabilities in the state. In early 2017, Pond acquired the Jacksonville-based firm, Landmark Engineering Inc., which provided additional local expertise and a wealth of knowledge in bridge and roadway engineering, with a strong focus on North Florida projects.

Number of Employees

Nationwide, Pond's staff of **530+** professionals among 20 offices provides a deep bench of experience and ability to offer personalized solutions to help clients manage projects from concept to completion – and everything in between. We offer over **35 professional staff in Florida** to provide responsive full-service capabilities to Nassau County.





Office Locations

Our Downtown Jacksonville office will be the primary design office for this contract. The office is located *less than 45 minutes* from CR 108 at:

1200 Riverplace Blvd, Suite 600 | Jacksonville, FL 32207

Additional services may also be provided out of offices around the Southeast including:

4902 Eisenhower Blvd, Suite 207 | Tampa, Florida 33634

3500 Parkway Lane | Peachtree Corners, GA 30092

49 Park of Commerce Way, Suite 203, Savannah, GA 31405

Awards & Accomplishments

Pond takes pride in providing a quality design while meeting budget and schedule constraints. Pond's Quality and Management scores on recent FDOT projects is 3.6, while the average score for Schedule is a 3.8. In addition to receiving high marks on FDOT projects, Pond is proud to have been involved in numerous award winning projects. We take great pride in bringing our clients the most innovative designs possible while delivering exceptional projects. Some of our awards and accomplishments include:



Berckmans Rd Relocation & Intersection
Design received the 2015 ACEC Honor Award



Jacksonville Regional Transportation Center
received the 2017 AIA Jacksonville Award of Merit



2013 ACEC State Award & People's Choice
Award for Improvements to Aviation Boulevard
at Hartsfield-Jackson Atlanta Airport



POND



Tab 2 - Qualifications and Experience

TAB 2 - QUALIFICATIONS &
EXPERIENCE



Tab 2 - Qualifications and Experience

Firm's Ability to Produce Design Services

As experienced professionals who are very familiar with roadway design and improvements on County and State roads, we understand the unique aspects and constraints associated with the the safety improvements needed on CR 108. Our team is extremely well-suited to effectively address these issues because we have the experience to develop creative, yet practical, solutions while being mindful of budget, as well as availability and feasibility of construction methods and materials. The Pond Team has the capacity to perform the services required by this RFQ as evidenced by our recent, relevant experience. Our team has experience on design services that include:

- | | |
|--|--|
| <ul style="list-style-type: none"> ■ Roadway Design ■ Pavement Design ■ New Alignment ■ Intersection Improvements ■ Signalization Improvements ■ ADA/Safety Improvements ■ Sidewalk & Multi-Use Path Design ■ Roundabout Design ■ Drainage Design | <ul style="list-style-type: none"> ■ Signal & Sign Structure Design ■ Bridge & Culvert Design ■ Survey ■ Geotechnical Engineering ■ Environmental Assessments & Permitting ■ Railroad Coordination ■ Utility Coordination ■ Post Design Services ■ Public Involvement |
|--|--|

Experience and Expertise of the Firm on Similar Projects

Pond brings together technical skills that make each project successful and the design acumen to make each project unique. Our transportation design group consists of highly-trained, experienced and responsive professionals who have built an outstanding reputation for excellence in quality and client satisfaction. Below is a listing of several projects with similar technical design elements completed by the Pond Team. Additional relevant projects performed by our team members are provided in the individual staff resumes located at the end of this section.

Project Name & Client	Roadway	Drainage	Signals/Traffic	Safety/ADA	Intersection Improvements	Utilities	County/Local Road
Wildlight Avenue Extension, <i>Nassau County Schools</i>	■	■		■	■	■	■
SR 189 RRR & Carmel Dr / Clifford St Intersection Improvements, <i>FDOT District 3</i>	■	■	■	■	■	■	■
San Pablo Widening, <i>Jacksonville Transportation Authority</i>	■	■	■	■	■	■	■
SR 292 at SR 727 & SR 295 at CR 298A Intersection Improvements, <i>FDOT District 3</i>	■	■	■	■	■	■	■
Blackrock Rd Intersection Improvements, <i>FDOT District 2</i>	■	■	■	■	■	■	■
SR 111 (Cassat Avenue) at SR 128 (San Juan Avenue) Signal Upgrade, <i>FDOT District 2</i>	■	■	■	■	■	■	
8th Street Corridor Improvements, <i>JTA</i>	■		■	■	■	■	■
SR 5 (US 1), Sidewalks & Lighting, <i>FDOT District 2</i>	■	■	■	■		■	
Avenida Menendez at Marina Mid-block Crossing, <i>City of St. Augustine</i>	■	■	■	■	■	■	■
SR 111 Resurfacing, <i>FDOT District 2</i>	■	■	■	■		■	



Firm's Ability to Communicate with Staff, Officials, Boards, Committees & the Public

The Pond Team clearly understands the importance of Communication in a multi-disciplinary project such as this. One of our top priorities is to effectively communicate with the County; internal staff and subconsultants; permitting and government agencies; and the stakeholders involved in the project. To do this, we utilize a three-tiered approach for communications: Design Team Coordination, Coordination with Nassau County staff, and Communication with Officials and the Public.

DESIGN TEAM COORDINATION

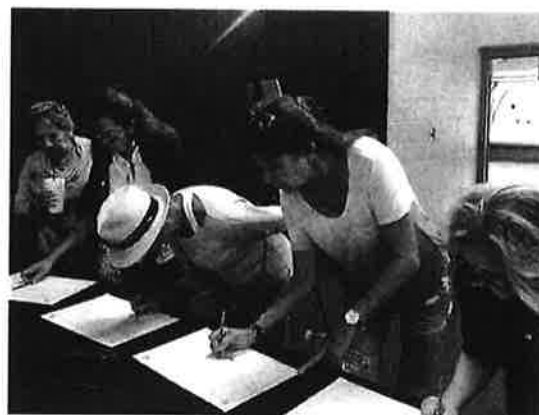
As each design discipline involved in the project provides the basis for subsequent design decisions, continuous coordination within the design team is a key factor to meeting the project schedule. In addition to ongoing QC procedures, progress meetings will be held to review comments and discuss optimal methods to address them. We will coordinate with adjacent public or private projects, including past projects that may have been shelved. Internal Communications involves weekly Pond staff meetings and bi-weekly team meetings during active design periods.

COORDINATION WITH NASSAU COUNTY

For communications with Nassau County, Ms. Carlton will be the primary contact point and will provide monthly progress reports on the design effort, along with schedule and budget updates. We will begin the project with a Kickoff Meeting to establish lines of communication between members of the County and Consultant team members, to identify key project issues and establish critical schedule dates.

COMMUNICATION WITH OFFICIALS & THE PUBLIC

We understand the importance of safety improvements on this segment of CR 108 running through the Town of Hilliard. External communications with Elected Officials, Boards, and the Public will be crucial to the success of this project. Stakeholders will be outlined at the beginning of the project and we will work closely with Nassau County Staff to ensure that these stakeholders are informed and involved as needed. This may include periodic updates to the Nassau County Commission, as needed. Further discussion of our public involvement capabilities are included in Tab 4 - Project Approach.





Tab 2 - Qualifications and Experience

Experience with Budgets and Schedules

Pond has a long history of successfully designing transportation projects through strong project management. The first step in appropriately overseeing the schedule and budget of a project, is to provide a competent and experienced project manager. Tabatha Carlton, PE has proven to be a solid project manager who has worked for similar local government agencies over the past 28 years and understands not only the project elements but also the people element. Pond prides itself in understanding the needs of the Client by first listening to their concerns and issues. Our Project Management Approach and proposed project schedule is further discussed in Tab 4 - Project Approach, but below are some details related to schedule and budget management. Additionally, we understand this is a Local Agency Program (LAP) funded project that has a defined scope, schedule, and budget and will ensure we stay within the limits of all three.

CAPABILITY TO MEET SCHEDULE

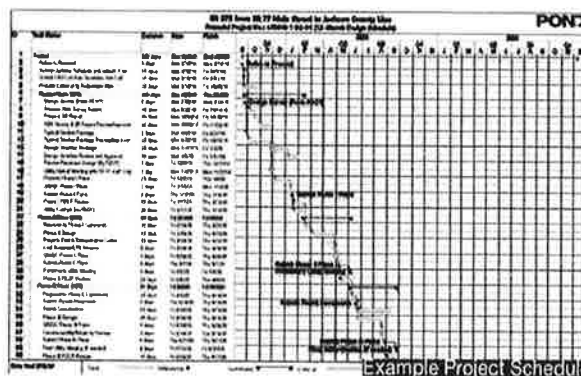
Our proposed core team for this project brings significant experience managing similar types of roadway safety projects. As such, we are able to effectively estimate the amount of time and effort that will be required to execute the proposed project with great success. Our team has ample workload availability to execute the tasks identified with this proposed project. Our Project Manager and Deputy Project Manager will be 100% available to work on this project by the anticipated Notice To Proceed in January 2021. We can also utilize additional Pond staff from multiple offices to accelerate the design efforts, if necessary.

BUDGET MANAGEMENT

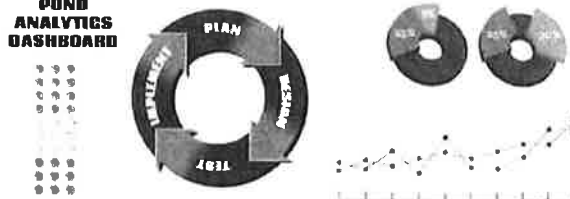
The key to successful budget management is experience and organization. Pond's depth of experience on similar projects has been outlined above and in our resumes in Tab 3. Our internal processes and procedures also play a large role in the success of our projects. We will tailor our communication and coordination plan method to all aspects of the project to stay on task and enhance quality, which minimizes risk to the projects budget and outcome.

Additionally, Pond has a PM handbook and requires all PMs to go through our in-house certification process. Budgets and schedules are required to be updated on a monthly basis, but can be updated weekly through our PM Dashboard. Progress on project deliverables is initialized and tracked utilizing OneNote Project Execution Checklists. We utilize the Newforma File Management software to track and store all submittals on the project, including emails. Additionally, Pond utilizes the Newforma Project Information Management software to manage the flow of electronic information within the design and owner team. With Newforma, we are able to file project emails and information in a single location; securely transfer project files to our clients and other project team members; track incoming and

outgoing project deliverables such as submittals and RFIs, and create and track action items and punch list items through the completion of the project.



POND ANALYTICS DASHBOARD



POND



Tab 3 - Staff Qualifications and Project Team

**TAB 3 - STAFF &
PROJECT TEAM**



Tab 3 - Staff Qualifications and Project Team

As experienced professionals who are very familiar with roadway design on County and local roads, we understand the unique aspects and constraints of this project including safety improvements, milling & resurfacing, drainage, intersection improvements, utility coordination, and funding considerations. Our extensive experience with similar projects allows us to develop creative yet practical solutions. Below you will find short biographies and a description of services to be performed by our Project Manager, Tabatha Carlton, PE, and key project team members proposed for this contract. An organizational chart and resumes can be found at the end of this section.



TABATHA CARLTON, PE - PROJECT MANAGER

Tabatha Carlton, PE will serve as Project Manager for this contract and be the primary contact with Nassau County. Ms. Carlton has 28 years of experience designing and managing projects for numerous municipalities and agencies. Ms. Carlton will oversee coordination with the subconsultants and Pond staff and be responsible for the daily operations of design. Ms. Carlton has worked on a range of projects including milling and resurfacing, safety improvements, intersection improvements, and drainage design.

NINA SICKLER, PE - PRINCIPAL-IN-CHARGE

Nina Sickler, PE will serve as Principal-in-Charge and will ensure all necessary resources are made available to successfully complete this project. Ms. Sickler's professional background includes project management, design, and inspection for a broad range of projects throughout the State including projects in Nassau County. Her management responsibilities also includes overseeing quality control and training programs for the Florida Operations of Pond.

ALBERTO IZQUIERDO - QA/QC MANAGER

Alberto Izquierdo, PE will serve as the Project QA/QC Manager and will ensure a thorough and effective QA/QC review is performed throughout the project design and production. Alberto has over 40 years of experience in the design of safety improvements, resurfacing, highways, drainage, signing and marking, and maintenance of traffic. Alberto's strong design and construction background allows him to create and utilize a customized QA/QC process on projects and to focus on constructability.

JUSTIN PHILLIPS, EI - DEPUTY PM

Justin Phillips, EI will serve as the lead roadway and Deputy Project Manager responsible for ensuring the design satisfies all applicable design criteria and that the project is constructible and biddable. Justin has 6 years of experience on numerous projects including safety improvements, sidewalk and intersection improvements, widening of urban and rural roadways, and roundabouts.

RICHARD FANGMANN, PE, PTOE - TRAFFIC ENG

Richard Fangmann, PE PTOE will lead the Safety Study/Road Safety Audit. Richard has over 28 years of traffic and transportation engineering experience. He is experienced in intersection design, traffic operations analysis, signal design, ITS and communications design, traffic simulation, traffic studies, interchange justification reports, and access management.

DAVID FINLEY, PE - SR. STRUCTURAL ENGINEER

David Finley, PE will serve as the Senior Structural Engineer and will ensure the structural design elements have been designed in accordance with all applicable design criteria. David has 36 years of structural engineering experience with extensive design of highway structures including box culverts, overhead sign structures, retaining walls, mast arms, and strain pole signal structures.

RUSSELL YAFFEE, PE, PTOE - TRAFFIC ENGINEER

Russell Yaffee, PE, PTOE is a Senior Traffic Engineer and will be responsible for the design of all traffic signal plans and ensure compatibility with Nassau County Standards. Mr. Yaffee has extensive experience in Nassau County including several projects on Miner Road.



Tab 3 - Staff Qualifications and Project Team

MIKE MOLKENBUR, PE - DRAINAGE ENGINEER

Mike Molkenbur, PE will serve as Senior Drainage Engineer for this project and brings over 25 years of roadway and drainage design experience. His experience includes drainage conveyance systems and drainage treatment systems, stormwater permitting, pond siting reports, and the integration of roadway elements with drainage elements.

SAM KADI, PE - SR. LIGHTING ENGINEER

Sam is a Senior Lighting Engineer with 19 years of design and project management experience with a broad range of transportation infrastructure projects. His expertise includes lighting design, roadway design, traffic engineering including signal design, signing and pavement marking design, traffic studies, and traffic signal warrant studies.

DEREK GIL, PE - LAP & RR COORDINATOR

Derek Gil, PE will assist with LAP Coordination efforts to ensure the project is designed and completed on the schedule under the LAP agreement. Derek has managed ELEMENT's District Two LAP Program Contract since 2015. He has managed 63 LAP projects in the last 10 years. The lessons learned from supporting the District will prove invaluable.

ANTHONY CHAUMONT, PE - SAFETY AUDITS

Anthony Chaumont, PE will complete the Road Safety Audit/Safety Study tasks. Anthony worked in the development of FDOT's Off-System Road Safety Audit (RSA) program and has compiled RSA reports for more than 50 locations. He serves to identify crash locations for RSA studies, provides crash data analysis support for the District's SHS RSA program, and identifies candidate locations for implementation of proactive safety improvements.

BILL FAUST, PSM - SURVEYOR

Bill Faust, PSM will serve as the Surveyor of Record for this project and ensure the accuracy of the topographic information and R/W mapping for this project. Mr. Faust is a professional land surveyor with more than 31 years of experience in land surveying, construction layout, engineering design and project management.

BRUCE KHOSROZADEH, PE - GEOTECHNICAL

Bruce Khosrozadeh, PE is the Sr. Geotechnical Engineer and will be responsible for geotechnical reports and recommendations. Mr. Khosrozadeh has over 32 years of experience in geotechnical engineering, construction management and inspection, and materials testing services. Mr. Khosrozadeh has been engaged in performance of geotechnical studies for roadway and bridge projects, many in Nassau County.

MICHAEL SAVAGE - ENVIRONMENTAL SCIENTIST

Michael Savage will serve as Sr. Environmental Scientist and will ensure all environmental documents are prepared in accordance with the applicable reviewing agency requirements to ensure all permits are obtained. Michael is an environmental scientist with 17 years of experience including Environmental Impact Statements and Environmental Assessments preparation following NEPA guidelines, preliminary site investigations, wetlands delineations, permitting and mitigation; water quality and benthic investigations; habitat and wildlife assessment; and endangered species assessments.

TERRY CREWS - SR. UTILITY COORDINATOR

Terry Crews will serve as Utility Coordinator and will ensure that all utility impacts are identified and resolved with the Utility Agency Owners or prepare necessary utility work schedules. Mr. Crews has 22 years of experience in the utility coordination field related to transportation design projects.





Tab 3 - Staff Qualifications and Project Team

Organizational Chart



Subconsultant Team

Peters & Yaffee (PY)
DRMP, Inc. (DRMP)
CSI Geo, Inc. (CSI)

Element Engineering Group, LLC (Element)
T2 Utility Engineers (formerly Cardno) (T2)



Tabatha Carlton, PE

Project Manager | Pond

Education

BS, Civil Engineering, Georgia Institute of Technology, 1992

Registration

Professional Engineer, Florida #57676

Professional Affiliations

Florida Engineering Society

Years Experience

28

(P) 813-327-5002, (E) CarltonT@pondco.com



Tabatha Carlton, PE has 28 years of transportation design and management experience. Ms. Carlton's professional background includes a broad range of projects including milling and resurfacing, safety & ADA improvements, intersection improvements, drainage design and permitting, signing and marking, and MOT. Ms. Carlton has recent project experience working in Nassau County including the NCSB Wildlight Avenue Extension.

Project Experience

NCSB Wildlight Avenue Extension, Nassau County
QA/QC: This project consists of a 1.5-mile new roadway alignment from SR 200 to a new school in Yulee, FL. This project includes a new profile and typical section, open and closed drainage, new utilities and multi-use path design, roadway design, multi-use path design, signing and pavement marking design and Specification Package creation.

Mid-block Crossing on Avenida Menendez at Marina Street serving the St. Augustine Municipal Marina, City of St. Augustine

Project Manager: The main purpose of the project is to enhance pedestrian access. Pond was tasked with developing a concept for this three-legged intersection and then preparing final design plans for construction. Unique elements of this design included incorporating the City of St. Augustine's Architectural guidelines for pavers and handrail coatings into the design, replacing steps with a pedestrian ramp, and providing a pedestrian detour during construction.

SR 189 RRR from Manring Drive to SR 188 / Racetrack Road, FDOT District 3

QA/QC: This project consisted of milling and resurfacing 1 mile of a 4-lane divided urban arterial and installing 4,280 LF of new sidewalk with limited R/W and utility conflicts in Fort Walton Beach, FL. This project includes, roadway design, sidewalk design, design exceptions and utility coordination.

SR 636 (Main Street) Resurfacing, FDOT District 1
Project Manager: Ms. Carlton managed the RRR design and plan production on seven miles of urban and rural roadway including addition of paved shoulders, safety improvements, guardrail, box culvert extensions, Stormwater Pollution Prevention Plan, and Signing and Marking Plans.

MobilityWorks San Pablo Widening, JTA

Project Manager: This project involves the widening of San Pablo Road from Beach Boulevard to Atlantic Boulevard in Jacksonville, Florida. Project tasks include 2.5 miles of road reconstruction and widening; adding turn lanes, bike lanes and sidewalk; R/W mapping and acquisition; drainage design and permitting; Maintenance of Traffic; and Public Involvement including a public meeting. This project also requires signal upgrades at Atlantic and Beach, new signal design at Osprey Point Drive, and the replacement of strain poles with mast arms.

8th Street Mobility Corridor, JTA

Project Manager: This project includes modifications to the 8th Street corridor adjacent to I-95 in Jacksonville, Florida associated with the JTA Complete Streets Study. These modifications include pedestrian improvements including crosswalks, ADA curb ramp improvements, pedestrian signal improvements, keyhole bike lanes, and shared lane bicycle markings. Additional tasks including milling and resurfacing and signal loop replacement.



Justin Phillips, EI

Deputy Project Manager & Roadway Design | Pond

Education

BS, Civil Engineering, University of North Florida, 2015

Professional Affiliations

American Society of Highway Engineers (ASHE)

Years Experience

6

(P) 904-396-3556, (E) PhillipsJ@pondco.com



Justin Phillips, EI has experience with a broad range of transportation design projects including sidewalk, multi-use paths, trail and trailhead, pedestrian safety improvements, and capacity projects throughout northeast Florida. Mr. Phillips has technical expertise with design and analysis software, specifically in Microstation and Geopak. Mr. Phillips was a key design team member for the Wildlight Avenue Extension for the Nassau County School Board.

Project Experience

NCSB Wildlight Avenue Extension, Nassau County
Project Engineer: This project consists of a 1.5-mile new roadway alignment from SR 200 to a new school in Yulee, FL. This project includes a new profile and typical section, open and closed drainage, new utilities, roadway design, multi-use path design, signing and pavement marking design and Specification Package creation.

8th Street Mobility Corridor, JTA

Project Engineer: This project includes modifications to the 8th Street corridor adjacent to I-95 in Jacksonville, Florida associated with the JTA Complete Streets Study. These modifications include safety and pedestrian improvements including crosswalks, ADA curb ramp improvements, pedestrian signal improvements, keyhole bike lanes, and shared lane bicycle markings. Additional tasks including milling and resurfacing and signal loop replacement.

SR 5 (US-1) Sidewalks and Lighting, FDOT District 2

Roadway Engineer: This project will add sidewalk and lighting along both sides of SR 5/US 1 from south of Bella Vista Boulevard to Big Oak Road in St. Johns County. POND is leading the design effort on this project. Challenging issues include limited R/W, drainage impacts, utility impacts, and archeological concerns.

SR 189 RRR from Manning Drive to SR 188 / Racetrack Road, FDOT District 3

Project Engineer: This project consisted of milling and resurfacing 1 mile of a 4-lane divided urban arterial and installing 4,280 LF of new sidewalk with limited Right of Way and utility conflicts in Fort Walton beach, FL. This project includes, roadway design, sidewalk design, design exceptions and utility coordination.

Signal Upgrade Projects, FDOT District 2

Project Engineer: Pond completed signal upgrades on several intersections in Jacksonville. The first, SR 11 at SR 128 consisted of upgrading the traffic signals and ADA features at the intersection of SR 111 and SR 128. This project includes R/W acquisition, miscellaneous roadway design, temporary traffic control design, signal design, SAPM design and utility coordination. The second, SR 10 at Empire Point included upgrading the traffic signals and ADA features at the intersection of SR 10 and Empire Point. This project includes R/W acquisition, miscellaneous roadway design, temporary traffic control design, signal design, SAPM design and utility coordination.



Nina Sickler, PE

Principal-in-Charge | Pond

Education

BS, Civil Engineering, Georgia Institute of Technology, 1991

Registration

Professional Engineer, Florida #52405

Professional Affiliations

American Society of Highway Engineers (Past President)

Florida Institute of Consulting Engineers, Florida Engineering Society, WTS

Years Experience

29

(P) 904-396-3556, (E) SicklerN@pondco.com

Nina Sickler, PE has more than 29 years of experience designing & managing capital programs for Government Agencies, with particular emphasis on community development and transportation projects. Her professional background includes project management, design, and inspection for a broad range of projects throughout the State of Florida. Her management experience includes overseeing quality control and training programs for the Florida Operations of Pond & Company.

Project Experience

SR 200 from Stratton Rd to Griffin Rd, *FDOT District 2*

Principal-in-Charge: Pond Staff was part of the design team for the widening of SR 200 from two-lanes to four-lanes from Stratton Road to Griffin Road in Nassau County. The project included roadway widening and reconstruction, bridge replacements, drainage and permitting, and Maintenance of Traffic. Pond Staff's responsibilities included roadway and structures peer review and development of the Bridge Hydraulic Reports for two bridge replacements.

I-75 from North of US 441 to Columbia County Line, *FDOT District 2*

Project Manager: This project included eight miles of milling and resurfacing of I-75 in Alachua County. Project tasks include roadway, drainage, structures, signing & marking, and bridge mounted signs. The project requires cross slope correction to improve drainage and reduce wet weather accidents and the addition of guardrail. The MOT plan includes details of milling and resurfacing operation and includes a detour plan for the CR 236 interchange.

NCSB Wildlight Avenue Extension, *Nassau County*

Principal-in-Charge: This project consists of a 1.5-mile new roadway alignment from SR 200 to a new school in Yulee, FL. This project includes a new profile and typical section, open and closed drainage, new utilities, roadway design, multi-use path design, signing and pavement marking design and Specification Package creation.

8th Street & 14th Street Resurfacing, *FDOT District 2*

Project Manager: This project included resurfacing of 8th and 14th Street in Nassau County. Tasks included asphalt overlay, drainage improvements, bridge railing retrofit, guardrail improvements and signing and pavement markings. The project received a final CPPR score of 102.

Blackrock Road Interchange Improvements, *FDOT District 2*

Project Engineer and QA/QC: This project consisted of an intersection improvement to add a turn lane at SR 200/Blackrock Road in Nassau County. Project tasks included roadway design, structures design, signing and marking, signalization, maintenance of traffic, drainage and utility coordination.





Alberto Izquierdo, PE
QA/QC Manager | Pond

Education

Civil Engineering, University of Puerto Rico, 1976

Registration

Professional Engineer, Florida #43616

Professional Affiliations

American Concrete Institute

Years Experience

43

(P) 904-396-3556, (E) izquierdoa@pondco.com

Alberto Izquierdo, PE has more than 43 years of civil and structural project management and engineering, construction cost estimates, specifications preparation and contract administration, with a strong focus on FDOT and infrastructure projects. With over 17 years of field inspection combined with his structural design experience, Mr. Izquierdo brings an ideal combination of skills to ensure delivery of high quality, thorough, and timely plans and reports which are compatible with FDOT requirements. In addition, Mr. Izquierdo's strong design and project management background allows him to create and utilize a customized QA/QC process on each project.

Project Experience

MobilityWorks San Pablo Widening, JTA

QA/QC: This project involves the widening of San Pablo Road from Beach Boulevard to Atlantic Boulevard in Jacksonville, Florida. Project tasks include 2.5 miles of road reconstruction and widening; adding turn lanes, bike lanes and sidewalk; R/W mapping and acquisition; drainage design and permitting; Maintenance of Traffic; and Public Involvement including a public meeting. This project also requires signal upgrades at Atlantic and Beach, new signal design at Osprey Point Drive, and the replacement of strain poles with mast arms.

JTA MobilityWorks Roundabout at University Blvd & Merrill Blvd, JTA

QA/QC Manager: Pond is currently completing the design for this TURBO Roundabout to replace the existing intersection of University Blvd and Merrill Road in Jacksonville. This project was identified as part of the JTA MobilityWorks Complete Streets Initiative. As part of the design project, Pond performed analysis of the roundabout and other intersection improvements and conducted extensive community outreach. Project tasks include roadway and drainage design, permitting, pavement design, landscape design, utility coordination, right-of-way acquisition, and public involvement.

Loest Road over Long Branch, City of Jacksonville

QA/QC Manager: This project includes the emergency replacement of the bridge carrying Loest Road over Long Branch in Duval County, Florida. The bridge was damaged during Hurricane Irma and the replacement design was completed. The replacement structure will be a triple 10x5 bridge culvert with two 10 ft. lanes with 2 ft. paved shoulders. Additional tasks include roadway design, structural design, drainage design, MOT including a temporary on-site diversion.

SR 21 Blanding Blvd from N of Wells Rd to Collins Rd, FDOT District 2

Project Engineer: The project includes the construction of approximately 7,000 linear feet of sidewalk on NB and SB sides of SR 21/Blanding Boulevard from Wells Road to Collins Road. New crosswalks were provided at ramps at the I-295 interchange as well as at two locations across SR 21. Pond Staff eliminated the need to widen the bridge over McGirts Creek by narrowing travel lanes and shoulders on the bridge. This project also includes signing & pavement marking plans, pedestrian signal plans, drainage design for several new side drains and ditch capacity verification where sidewalk fill encroaches into existing ditches.



Richard Fangmann, PE PTOE

Senior Traffic Engineer | Pond

Education

MS, Civil Engineering, Georgia Institute of Technology, 1992

BS, Civil Engineering, Georgia Institute of Technology, 1991

Registration

Registered Professional Engineer, Florida #78263, Georgia #22957

Professional Affiliations

Institute of Transportation Engineers, American Council of Engineering Companies (ACEC), GA Partnership for Transportation Quality (GPTQ)

Years Experience

28

(P) 813-327-5002, (E) FangmannR@pondco.com



Richard Fangmann, PE PTOE is a professional engineer with 28 years of experience in transportation engineering and planning. He is experienced in intersection design and operations, traffic operations analysis, traffic signal design, ITS and communications design, traffic simulation, traffic studies, interchange justification reports, and access management. He has prepared traffic and transportation studies for corridors and intersections, as well as City and County wide studies.

Project Experience

San Pablo Widening, JTA

Sr. Traffic Engineer: This project involves the widening of San Pablo Road from Beach Boulevard to Atlantic Boulevard in Jacksonville, Florida. Project tasks include 2.5 miles of road reconstruction and widening; adding turn lanes, bike lanes and sidewalk; R/W mapping and acquisition; drainage design and permitting; Maintenance of Traffic; and Public Involvement including a public meeting. This project also requires signal upgrades at Atlantic and Beach, new signal design at Osprey Point Drive, and the replacement of strain poles with mast arms.

Berckmans Road Safety Improvements, City of Augusta

Sr. Traffic Engineer: This project included operational analysis of signalized and unsignalized intersections using Synchro software. Intersections along the congested Washington Road corridor were included in the analysis. Richard led detailed traffic analysis of the intersection which confirmed the operation of a roundabout and prepared materials for and presented the roundabout solution in a public meeting. The displayed materials included videos of similar roundabouts in operation for the community to see how the roundabout may operate.

Complete Streets Corridor Projects, JTA

Sr. Transportation Engineer: Richard is serving as senior transportation engineer for this project to develop complete streets plans and conceptual designs for three corridors in Jacksonville, FL. Recommendations for the first corridor include: road diets, bus stop modifications, pedestrian crossing upgrades, midblock pedestrian crossings, roundabouts, bike lanes, and multi-use trails.

Continuing Contract, City of St. Augustine

Project Manager: Richard led several studies for the City under this continuing contract. One representative task included the North Davis Shores Neighborhood Study where Pond worked with the historic community to identify potential solutions to speeding, cut-through traffic, and overflow parking concerns. Several solutions ranging from small tactical modifications to larger infrastructure investments were proposed to provide an appropriate range of potential solutions to the neighborhood. Another representative task included a study along Leonardi Street on the west side of St. Augustine, which was suffering from high-speed cut through traffic along the narrow residential street. Pond worked with residents and businesses to identify improvements that would improve safety on the road while maintaining crucial access for businesses and emergency vehicles.



Arwin Lopez, PE

Roadway Engineer | Pond

Education

BS, Civil Engineering, Florida International University, 2005

Registration

Professional Engineer, Florida #73159

Professional Affiliations

American Society of Highway Engineers (ASHE)

Years Experience

13

(P) 678-336-7740, (E) LopezA@pondco.com



Arwin Lopez, PE has 13 years of experience serving as a Roadway Engineer. He has worked on numerous projects with varying complexities. He has worked on State, County, and local municipal projects from concept phase to final plans and has also provided construction administration support for projects he has designed. Project experience includes new alignments, sidewalk and intersection improvements, widening of urban and rural roadways, and roundabouts. Arwin has worked on several intersection improvement projects where he has evaluated various intersection configurations such as roundabout, jug-handle intersection, continuous green T intersection, and traditional signalized intersection.

Project Experience

MobilityWorks San Pablo Widening, JTA

Project Engineer: This project involves the widening of San Pablo Road from Beach Boulevard to Atlantic Boulevard. Project tasks include 2.5 miles of road reconstruction and widening; adding turn lanes, bike lanes and sidewalk; R/W mapping and acquisition; drainage design and permitting; MOT; and Public Involvement including a public meeting. This project also requires signal upgrades at Atlantic and Beach, new signal design at Osprey Point Drive, and the replacement of strain poles with mast arms.

New World Avenue Extension to Chaffee Road Design Build, City of Jacksonville

Project Engineer: Pond was the lead design firm on this Design-Build project for the 1.5-mile extension of New World Avenue to Chaffee Road. New World Avenue is a 4-lane divided facility. This project will construct just the eastbound lanes, but the ponds and cross drains will be sized for the ultimate 4-lane section. Other tasks include: improvements at Chaffee Road, SAPM, lighting, and landscaping design and construction support.

NCSB Wildlight Avenue Extension, Nassau County

Project Engineer: This project consists of a 1.5-mile new roadway alignment from SR 200 to a new school in Yulee, FL. This project includes a new profile and typical section, open and closed drainage, new utilities, roadway design, multi-use path design, signing and pavement marking design and Specification Package creation.

SR 5 (US-1), Sidewalks & Lighting, FDOT District 2

Project Engineer: This project will add sidewalk and lighting along both sides of SR 5/US 1 from south of Bella Vista Boulevard to Big Oak Road in St. Johns County. Pond is leading the design effort on this project. Challenging issues include limited R/W, drainage impacts, utility impacts, and archeological concerns.

SR 189 RRR from Manning Drive to SR 188 / Racetrack Road, FDOT District 3

Project Engineer: This project consisted of milling and resurfacing 1 mile of a 4-lane divided urban arterial and installing 4,280 LF of new sidewalk with limited R/W and utility conflicts in Fort Walton Beach, FL. This project includes, roadway design, sidewalk design, design exceptions and utility coordination.



Christian Morales, EI

Roadway Design | Pond

Education

BS, Civil Engineering, University of North Florida, 2017

Professional Affiliations

American Society of Highway Engineers (ASHE)

Years Experience

4

(P) 904-396-3556, (E) MoralesC@pondco.com

Christian Morales, EI has experience with a broad range of transportation design projects including sidewalk, multi-use paths, trail and trailhead, pedestrian safety improvements, and capacity projects throughout northeast Florida. Mr. Morales has technical expertise with design and analysis software, specifically in Microstation and Geopak. Mr. Morales assisted with the design for both the Wildlight Avenue Extension for the Nassau County School Board and the New World Avenue Extension.



Project Experience

NCSB Wildlight Avenue Extension, Nassau County
Project Engineer: This project consists of a 1.5-mile new roadway alignment from SR 200 to a new school in Yulee, FL. This project includes a new profile and typical section, open and closed drainage, new utilities, roadway design, multi-use path design, signing and pavement marking design and Specification Package creation.

MobilityWorks San Pablo Widening, JTA

Project Engineer: This project involves the widening of San Pablo Road from Beach Boulevard to Atlantic Boulevard. Project tasks include 2.5 miles of road reconstruction and widening; adding turn lanes, bike lanes and sidewalk; R/W mapping and acquisition; drainage design and permitting; MOT; and Public Involvement including a public meeting. This project also requires signal upgrades at Atlantic and Beach, new signal design at Osprey Point Drive, and the replacement of strain poles with mast arms.

8th Street Mobility Corridor, JTA

Project Engineer: This project includes modifications to the 8th Street corridor adjacent to I-95 in Jacksonville, Florida associated with the JTA Complete Streets Study. These modifications include safety and pedestrian improvements including crosswalks, ADA curb ramp improvements, pedestrian signal improvements, keyhole bike lanes, and shared lane bicycle markings. Additional tasks including milling and resurfacing and signal loop replacement.

Mid-block Crossing on Avenida Menendez, City of St. Augustine

Project Engineer: The main purpose of the project is to enhance pedestrian access. Pond was tasked with developing a concept for this three-legged intersection and then preparing final design plans for construction. Unique elements of this design included incorporating the City of St. Augustine's Architectural guidelines for pavers and handrail coatings into the design, replacing steps with a pedestrian ramp, and providing a pedestrian detour during construction.

Emerald Trail, City of Jacksonville

Project Engineer: Pond has been selected to provide design services on the 30-mile trail network project that will connect at least 14 historic neighborhoods to the downtown area and the North and Southbank riverwalks. The project includes signal design, geotechnical investigations, structural design, traffic control, lighting and landscape design, as well as public art and interactive elements.

SR 5A/Nova Rd Milling & Resurfacing, FDOT District 5

Project Engineer: The project included the resurfacing of SR 5A from Brentwood Drive to Flomich Street for 2 miles and an additional 0.74 miles on Frontage Road. Pond provided a designated bike lane on both sides of SR 5A by reducing lanes to 11' in width. The project also included signalization plans, signing & pavement marking plans, utility coordination, temporary traffic control plans, survey & SUE, and public involvement.



Terri Becraft

Senior Roadway Designer | Pond

Training

Advanced Work Zone Traffic Control
FDOT Specifications Preparation Training

Additional Skills

Microstation, GeoPak, Project Wise, Quantity Manager, AutoTurn, MS Office

Years Experience

36

(P) 904-396-3556, (E) becraftt@pondco.com



Terri Becraft has 36 years of experience in the transportation engineering industry. Her experience on transportation projects include, roadway & drainage design, Maintenance of Traffic, Signing and Pavement Marking, ITS, utilities, and plans production. Her experience in highway design include federal, state, and local roadway systems ranging from 2-lane local collector roads to major interchanges. She is certified in Work Zone Traffic Control and is experienced with Specifications Preparation and Digital Delivery for FDOT projects. Ms. Becraft has advanced technical skills specifically in Microstation and Geopak.

Project Experience

8th Street Mobility Corridor, JTA

Sr. Roadway Designer: This project includes modifications to the 8th Street corridor adjacent to I-95 in Jacksonville, Florida associated with the JTA Complete Streets Study. These modifications include pedestrian improvements including crosswalks, ADA curb ramp improvements, pedestrian signal improvements, keyhole bike lanes, and shared lane bicycle markings. Additional tasks including milling and resurfacing and signal loop replacement.

MobilityWorks San Pablo Widening, JTA

Senior Roadway Designer: This project involves the widening of San Pablo Rd from Beach to Atlantic Blvd. Project tasks include 2.5 miles of road reconstruction and widening; adding turn lanes, bike lanes and sidewalk; R/W mapping and acquisition; drainage design and permitting; MOT; and Public Involvement. This project also requires signal upgrades at Atlantic and Beach, new signal design at Osprey Point Dr, and the replacement of strain poles with mast arms.

SR 636 (Main Street) Resurfacing, FDOT District 1

Sr. Roadway Designer: Designer for the preparation of construction documents on seven miles of urban and rural roadway including addition of paved shoulders, safety improvements, guardrail, box culvert extensions, Stormwater Pollution Prevention Plan, and Signing and Marking Plans.

CR 18 Trail and Trailhead, FDOT District 2

Project Designer: This project consists of a 6-mile long asphalt trail within a current FDEP rails to trails corridor. This project encompasses Segments 3A, 3B, & 3C of the Palatka to Lake Butler Trail. Issues along Segment 3A included relocation of the trailhead, driveway encroachments, minor wetland impacts. Segment 3B included the replacement of an old railroad bridge with a box culvert to facilitate the future realignment on 49th Street. Segment 3C includes the replacement of an old railroad bridge over Double Run Creek with a weathered steel structure and designing a mid-block crossing at SR 100 to align with Segment 3D that has already been constructed. This project required extensive coordination with CSX railroad, City of Hampton, and Bradford County.

SR 35 NB/US 17 Resurfacing, FDOT District 1

Sr. Roadway Designer: Designer for the preparation of construction documents on one-mile section of a one-way urban roadway. This project included the replacement of sidewalks, curb cut ramps, and driveways to bring the corridor into compliance with current ADA standards. This project also included major drainage improvements along the corridor based on planned improvements to the entire drainage basin.



M. David Finley, PE

Structural Engineer | Pond

Education

BS, Civil Engineering, University of Florida, 1984

Registration

Professional Engineer, Florida #40119

Professional Affiliations

Florida Engineering Society, National Society of Professional Engineers

Years Experience

36

(P) 904-396-3556, (E) FinleyD@pondco.com



David Finley, PE is a registered professional engineer with 36 years of structural engineering experience. His bridge design experience includes prestressed concrete girder bridges, flat slab bridges, and steel plate girder bridges. His bridge projects include new construction, widenings, rehabilitation, and repairs. His highway structures experience includes box culverts, overhead sign structures, retaining walls, mast arms, and strain pole signal structures.

Project Experience

Districtwide Miscellaneous Design Contract, FDOT District 3

Sr. Structural Engineer: Pond Staff is currently providing structural design support for this District 3 Miscellaneous Minor Design Contract. A representative task work order includes the design of four mastarms at the intersection of US 98 and Cauley Avenue in Bay County. An additional task work order completed under this contract was the design of spread footings for light poles to resolve potential utility conflicts on SR 69 (Pear Street) from Blountstown High School to South of Pine Street.

US 17/92 Design-Build, FDOT District 5

Structural Engineer of Record: This project included the design of 28 mast arms with drilled shaft foundations along US 17/SR 92 in Volusia County. Special foundations were required at some locations to resolve utility conflicts.

Standard Mast Arm Drawings, Seminole County

Structural Engineer of Record: Project work included the development of standard drawings for decorative mast arms to be used throughout Seminole County. Drawings have been updated periodically as AASHTO/FDOT criteria was revised. The drawings allow for the selection of pre-designed drilled shaft foundations based upon structure base reactions and site soil conditions.

CR 259 Bridge over Ward Creek Replacement, FDOT District 3

QA/QC: The project involves the replacement of a structurally deficient 135 ft. long, 9-span, cast-in-place concrete bridge on timber piles with a new concrete structure along with all associated roadway, drainage, permitting, and utility work. The replacement bridge is a 160 ft. long, 3-span bridge comprised of prestressed slab beams with a concrete topping. Approximately 800 ft. of roadway was reconstructed to accommodate a higher required bridge elevation and to provide 11 ft. lanes and 6 ft. shoulders with guardrail. A temporary on-site diversion with temporary bridge was utilized to convey traffic during removal of the existing bridge and construction of new bridge on the existing alignment.

Loest Road over Long Branch, City of Jacksonville

QA/QC: This project includes the emergency replacement of the bridge carrying Loest Road over Long Branch. The bridge was damaged during Hurricane Irma and the replacement design was completed. The replacement structure will be a triple 10x5 bridge culvert with two 10 ft. lanes with 2 ft. paved shoulders. Additional tasks include roadway design, structural design, drainage design, MOT including a temporary on-site diversion, and SAPM.



Tab 3 - Staff Qualifications and Project Team

Karl Zimmerman, PE, RCDD, CEM, LEED AP

Lighting Engineer | Pond

Education

BS, Electrical Engineering, Georgia Institute of Technology, 1985

Registration

Professional Engineer, Florida #64479

Years Experience

35

(P) 678-336-7740, (E) ZimmermanK@pondco.com



Karl Zimmerman, PE, RCDD, CEM, LEED AP has more than 35 years of experience in electrical engineering. He has extensive experience in design of electrical and communications systems for a wide variety of government, institutional, military and industrial facilities. He is a member of National Fire Protection Association and has certifications as Certified Energy Manager (CEM), Registered Communications Distribution Designer (RCDD) and LEED AP. Karl performs short circuit, protective coordination, and arc flash risk assessments and is experienced in the design of copper and optical fiber cabling systems to support non-secure and secure networks.

Project Experience

MobilityWorks San Pablo Widening, JTA

Lighting EOR: This project involves the widening of San Pablo Rd from Beach Blvd to Atlantic Blvd. Project tasks include 2.5 miles of road reconstruction and widening; adding turn lanes, bike lanes and sidewalk; R/W mapping and acquisition; drainage design and permitting; MOT; and Public Involvement. This project also requires signal upgrades at Atlantic and Beach, new signal design at Osprey Point Drive, and the replacement of strain poles with mast arms.

New World Avenue Extension to Chaffee Road Design Build, City of Jacksonville

Lighting Engineer: Pond was the lead design firm on this Design-Build project for the 1.5-mile extension of New World Avenue to Chaffee Road. New World Avenue is a 4-lane divided facility. This project will construct just the eastbound lanes, but the ponds and cross drains will be sized for the ultimate 4-lane section. Other tasks include: improvements at Chaffee Road, SAPM, lighting, and landscaping design and construction support.

SR 5 (US-1), Sidewalks & Lighting, FDOT District 2

Lighting EOR: This project will add sidewalk and lighting along both sides of SR 5/US 1 from south of Bella Vista Boulevard to Big Oak Road in St. Johns County. Pond is leading the design effort on this project. Challenging issues include limited R/W, drainage impacts, utility impacts, and archeological concerns.

CR 18 Trail and Trailhead, FDOT District 2

Lighting EOR: This project consists of a 6-mile long asphalt trail within a current FDEP rails to trail corridor. Other features include a trailhead with information kiosk and lighted parking area, and multiple pedestrian bridges where the trail crosses existing wetlands.

Hastings Trailhead, FDOT District 2

Lighting EOR: This project consists of a new trail and trail head along SR 207. This project includes site design and drainage, a restroom building, new utility design, multi-use path design, a lighted paved parking area, stormwater retention, security gate with ornamental fencing, sidewalks, and approximately 1000' of raised boardwalk trail with interpretive signage. Mr. Zimmerman was responsible for the lighting photometrics and site electrical design.

SR 22, Roadway Widening and Improvements with Raised Median, FDOT District 3

Lighting EOR: This capacity improvement project primarily consists of widening SR 22 from 2 to 4 lanes from SR 30 (US 98B) to CR 2315 (Star Avenue). The proposed typical section shall consist of an urban section with one 12' outside travel lane and one 11' inside travel lane in each direction separated by a 22' raised median. 4' bicycle lanes will be constructed on each side of the roadway, along with 6' sidewalk adjacent to the curb and gutter. Pond is responsible for the lighting design on this project.



Michael Savage

Sr. Environmental Scientist | Pond

Education

BS, Marine Biology, Texas A&M University, 2002

Years Experience

17

(P) 904-396-3556, (E) savagem@pondco.com



Michael Savage is an Environmental Services Project Manager who leads the efforts of engineers, planners and scientists to effectively provide renewable energy, power, land development and agriculture sector clients with innovative solutions to challenging environmental issues. He has managed projects for thousands of Megawatts (MW) of clean, renewable solar energy, as well as transmission line corridors, commercial, industrial and residential developments, enforcement/ litigation, and wetland and surface water restoration. His extensive experience includes feasibility studies, local, state and federal environmental permitting and entitlement, biological studies and Endangered Species Act permitting, cultural resources assessments and State Historic Preservation Office concurrence, wetland delineation, functional assessment and mitigation planning, glint and glare analysis and FAA and DOD clearance, and natural gas pipeline, power plant and transmission line Siting. Michael's 17 years of public and private sector regulatory experience has resulted in strong professional relationships with agency regulators. These well established relationships allow for Michael to anticipate regulatory pitfalls, deliver clean and efficient deliverables and seamlessly navigate the complex web of environmental regulations.

Project Experience

Jackson 5 Solar Sites; Confidential Client: Marketing Executive and Project Manager. Conducted comprehensive permitting services in support of the development of five 50-MW solar facilities for JEA. Services included: site due diligence and critical issues analyses, Dossier recommendations, Phase I Environmental Site Assessments, Phase I Cultural Resources Assessments, local land use and zoning support, wetland delineations, listed species surveys, Alta and topographic surveys, geotechnical investigations, civil engineering and design, construction plan approval, photosimulations and public outreach, state environmental resource permitting, well and septic permitting, driveway and road improvement permitting.*

Jekyll Island Authority Wetland Permitting and Mitigation Banking Master Plan: Project Manager. Pond is providing environmental consulting support for completion of the Jekyll Island Golf Master Plan. Pond is responsible for determining potentially regulated resources on or near the site, identifying environmental concerns and regulated resources, screening of potential jurisdictional resources, environmental feasibility studies, GIS mapping, and permitting assistance.

City of Palm Coast, Environmental Services for New Public Works Facility: Environmental Lead. Michael is leading Pond's environmental efforts for the design of the new 177,000 SF public works project. The newly developed site will include administrative space, a vehicle maintenance shop, associated parking for employees and visitors, and three retention ponds.

Duval-Raven 230-kV Transmission Line Permitting; FPL; FDEP: Project Manager Project involved permitting of a 39-mile-long transmission line in Duval, Nassau, Baker and Columbia counties, Florida. Provided FDEP review of the wetland delineations, environmental impact statements, sovereign submerged lands easement, compensatory mitigation plan and cumulative impact assessment under the state's Transmission Line Siting Act certification. Worked with applicant and consultants to address heightened public concerns through public education and information sessions. Coordinated review with U.S. Army Corps of Engineers, state and federal fish and wildlife agencies and the state historic preservation officer.*



Kaili Stevens

Environmental Scientist | Pond

Education

MS, Natural Resources, University of Delaware, In-Progress

BS, Forest Resources and Wildlife Biology, University of Georgia, 2012

Registration

Level 1A Georgia Soil and Water Conservation

EPA Lead Inspector

EPA Asbestos Inspector

Authorized Gopher Tortoise Agent



Years Experience

8

(P) 904-396-3556, (E) stevensk@pondco.com

Kaili is an Environmental Field Lead and Regulatory Specialist with significant experience on linear energy projects. Her expertise includes waters delineation, environmental liabilities evaluation, Section 401/404 permitting, Endangered Species Act studies, state and local stream buffer identification and permitting, botanical and zoological surveys, Phase 1 assessments, NEPA analysis and documentation, and GIS/ GPS applications. Kaili has delineated and permitted more than 100 miles of natural gas pipelines in the southeast as well as many other linear and site projects for energy, industrial, development, and government projects.

Project Experience

FPU – Calpine Phase 1 Environmental Site Assessment, Auburndale, FL: Scientist II. Kaili performed a Phase 1 Environmental Site Assessment to determine potential environmental liabilities or concerns associated with the acquisition of properties involved in the Calpine and Auburndale Power Partners easements. This site visit was also used to evaluate waters of the US within the site, potential endangered species habitat, and identify the needs for any further survey or sampling analysis. She thoroughly reviewed environmental databases for historic records of hazardous materials on, and adjacent, to the subject property.

Florida Public Utilities (FPU) – Westlake to Arden Pipeline, Palm Beach County, FL: Scientist II. Kaili Stevens performed pre-site desktop investigations and conducted a field visit to delineate waters of the US and state waters located within the proposed easements, potential endangered species habitat, and any further environmental constraints to influence the proposed pipeline alignment. Kaili also coordinated with various state agencies and management districts to secure appropriate permits for project success.

AGL Resources – Paulding Tap & Main Pipeline, Douglas & Paulding Counties, GA: Scientist II. Kaili conducted the desktop survey and waters delineations and worked to create technical reports and permit applications for this approximately 6-mile pipeline. She also prepared the NPDES Notice of Intent (NOI) and Erosion, Sedimentation, and Pollution Control (ES&PC) plan for the project and compiled the environmental construction manual (ECM) for the on-site contractors.

FPU – Westlake to Arden Pipeline, Palm Beach County, FL: Pond Environmental Services team performed a field visit to delineate waters of the US and state waters located within the proposed easements, potential endangered species habitat, and any further environmental constraints to influence the proposed pipeline alignment. Pond ES secured permits for work through various state agencies.



Russell Yaffee, PE PTOE

Sr. Traffic Engineer | Peters & Yaffee

Education

BS, Civil Engineering, Tulane University, New Orleans, LA, 1991

Registration

Professional Engineer, Florida #64513

Years Experience

29

(P) 904-265-0751, (E) RYaffee@petersandyaffee.com



Russell Yaffee, PE PTOE is a project manager/senior traffic engineer with over 29 years of experience in both the public and private sectors. He is experienced in the preparation of traffic impact studies, level of service analysis, pavement marking design and parking lot layout and design. In addition, Mr. Yaffee has extensive sign design experience including construction detour signs, guide signs, motorist information signs, wayfinding signage systems and trailblazing signage systems, as well as experience in intelligent transportation systems, including ramp metering design, variable message sign design and lane use signal design. Mr. Yaffee is a member of the National Committee on Uniform Traffic Control Devices (NCUTCD), serving on the guide sign and motorist information, technical sub-committee.

Project Experience

Miner Road (RRR) Project, Nassau County

Sr. Traffic Engineer: Responsible for the design of the Signage and Pavement Marking Plans, Signalization Plans, Maintenance of Traffic Plans and Flexible Pavement Design.

US 1 at Ratliff Road Intersection Improvements Project, Nassau County

Sr. Traffic Engineer: Responsible for the design of the Signage and Pavement Marking Plans, Signalization Plans, Maintenance of Traffic Plans and Flexible Pavement Design for the milling and resurfacing and widening of approximately 0.1 miles of a rural arterial roadway. This design also included the widening for right turn lanes on US 1 at Ratliff Rd and a right turn lane on Ratliff Rd at US 1.

Citrona Drive at Sadler Road Intersection Improvements Project, Nassau County

Sr. Traffic Engineer: Responsible for the design of the Signage and Pavement Marking Plans, Signalization Plans, Maintenance of Traffic Plans and Flexible Pavement Design for the milling and resurfacing and widening of approximately 0.15 miles of an urban collector roadway. This design also included the widening of the existing travel lanes to accommodate the extension of a proposed left turn lane for the northbound traffic on Citrona Drive.

Blackrock Road (RRR) Project, Nassau County

Sr. Traffic Engineer: Responsible for all the traffic elements in conjunction with the milling and resurfacing of approximately two miles of a rural collector roadway. This design also included the widening of the existing travel lanes from currently nine foot to a twelve for travel lanes. In addition, paved shoulders and sidewalk were designed and incorporated into the project. Safety upgrades included providing guardrail and proposed bridge replacement at Gravel Creek. Also, utility coordination and relocation efforts are included for all existing and proposed utility companies within project limits. Project cost estimating, specifications are also provided for Nassau County.

Concourse Loop Road, Transportation Impact Fee Study, Nassau County

Sr. Traffic Engineer: The project consisted of a traffic study for the proposed construction of Concourse Loop Road in Yulee. Concourse Loop Road was to be completed in several phases and traverse between Gene Lasserre Boulevard and Nassau Center Court on both the north and south side of SR 200 (US A1A). In addition, connector roads would be built to tie the loop road into Nassau Place and Flora Parke Boulevard. The ultimate goal was to alleviate the westbound and eastbound traffic on SR 200, specifically the traffic accessing each of the commercial properties along the corridor.



Wayne Petrone, PE, PTOE
Sr. Traffic Engineer | Peters & Yaffee

Education

BS, Civil Engineering, University of New Haven, 1981

Registration

Professional Engineer, Florida #42860

Years Experience

39

(P) 904-265-0751, (E) WPetrone@petersandyaffee.com



Wayne Petrone, PE is a traffic engineer with over 39 years of experience and is a licensed professional engineer in Florida as well as Georgia. He has extensive experience in traffic signal inspection, traffic signal design, traffic studies, transportation planning, transportation operations and signing & pavement marking design. Mr. Petrone is an expert in using several software programs such as SYNCHRO, SimTraffic, Traffix, Passer II, Passer III, and Guide Sign. Mr. Petrone is a member of the Institute of Traffic Engineers, the International Municipal Signal Association (IMSA) and American Society of Highway Engineers. Over the course of his career, Mr. Petrone has worked on thousands of projects involving intersection analysis, signal warrant studies and traffic signal design.

Project Experience

SR 200 Traffic Signal Design, FDOT District Two

Sr. Traffic Engineer: Responsible for the signal design of eight intersections along SR 200 from Miner Road to Old Nassauville Road. The design included standard mast arms, traffic signal equipment layout, signage, video detection zones, fiber optic, communication and Bluetooth plans. The design included plans, technical special provisions, bid documents and construction cost estimates.

I-10 (SR 8) at US 301 (SR 200) Traffic Signal Design, FDOT District Two

Sr. Traffic Engineer: Responsible for the signal design of two intersections on SR 200 (US 301) located at the on and off ramps for SR 8 (I-10). The design included two dropbox span wire traffic signal layout, loop layout, signage, and communication plans.

Sadler Road/14th Street Traffic Signal Design, Nassau County

Sr. Traffic Engineer: Responsible for the design of one traffic signal. The signal design included traffic signal equipment layout, loop layout, pedestrian feature upgrades and interconnect plans.

Radio Avenue Project, Nassau County

Sr. Traffic Engineer: Responsible for the design of the signing and pavement markings for one mile of rural roadway. The signing and pavement marking design met both the vehicular and pedestrian criteria for a safe school zone.

US 301/Ford Road Intersection Improvement, Nassau County

Sr. Traffic Engineer: Conducted a traffic study to determine the need for exclusive turn lanes. A conceptual recommended improvement plan depicting the length of each turn lane was prepared. A cost estimate for the recommended improvements was estimated.

Lem Turner Road/Spring Lake Road Intersection Improvement, Nassau County

Sr. Traffic Engineer: Conducted a traffic study to determine the need for exclusive turn lanes. A conceptual recommended improvement plan depicting the length of each turn lane was prepared. A cost estimate for the recommended improvements was estimated.

14th Street/Lime Street Intersection Improvement, Nassau County

Sr. Traffic Engineer: Conducted a traffic study to determine the need for exclusive turn lanes. A conceptual recommended improvement plan depicting the length of each turn lane was prepared. A cost estimate for the recommended improvements was estimated.



Sam Kadi, PE

Sr. Lighting Engineer | Peters & Yaffee

Education

MS, Civil Engineering, University of Central Florida, 1997

BS, Civil Engineering, Florida Institute of Technology, 1986

Registration

Professional Engineer, Florida #57498

Years Experience

19

(P) 904-265-0751, (E) SKadi@petersandyaffee.com



Sam Kadi, PE is a Senior Lighting Engineer with 19 years of design and project management experience with a broad range of transportation infrastructure projects. His expertise includes lighting design, roadway design, traffic engineering including signal design, signing and pavement marking design, traffic studies, and traffic signal warrant studies. He has served as project manager and as project engineer on numerous projects for both public and private clients such as the Florida Department of Transportation (FDOT), the Florida Logos Signing Project, Walt Disney World, City of Panama City Beach, City of Jacksonville, Brevard County, Nassau County, and St. Johns County.

Project Experience

SR 228 (Normandy Blvd) Improvements, FDOT District 2

Project Manager: Sam coordinated with FDOT and the Jacksonville Electric Authority (JEA) for a Joint Project Agreement (JPA) for the proposed lighting design, lighting calculations, pole layout and electrical calculations to support the lighting design. Other improvements consisted of traffic signals upgrades for five full signal upgrades with ADA curb ramps improvements and various upgrades at another fourteen signals starting at New World Avenue near MP 10.834 and ending at Cassat Avenue near MP 21.068 in Duval County. In addition, the project provided the installation of fiber optic interconnect and several arterial dynamic message signs.

Hart Bridge Expressway & Talleyrand Connector, City of Jacksonville

Project Engineer: Sam provided roadway corridor and intersection lighting for multi-lane urban reconstruction project that spans from Lafayette Street to Talleyrand Avenue. The project included coordination with maintaining agencies that included COJ, JEA and FDOT. Lighting design conformed to the latest requirements in the FDOT Design Manual and Standard Indexes for Conventional Lighting. The proposed lighting design also included: lighting calculations, pole layout and electrical calculations to support the lighting design and construction cost estimate.

Alta Drive, City of Jacksonville DPW

Project Engineer: Sam provided a preliminary engineering study for the multi-lane urban reconstruction of 3 miles of an existing two lane rural roadway to a four lane divided urban facility that included extensive right-of-way acquisition and public involvement support. Project Engineer responsible for Lighting Plans and design calculations for the 50% Plans Submittal to the COJ.

SR 212 Improvements, FDOT District 2

Project Manager: This project consisted of milling & resurfacing, base work, drainage improvements, curb & gutter, traffic signals, lighting, highway signing, guardrail, sidewalks, and other incidental construction on SR 212/US 90 in Duval County with project length of 3 miles. Developed several design exceptions and variations.

SR 212/SR 109 Intersection Improvements, FDOT District 2

Project Manager: This project consisted of milling and resurfacing and widening in order to provide additional left turn lanes on all four approaches of the intersection in Duval County. Developed several design concepts due to considerable right of way restraints while maximizing access management and enhancing safety throughout an intersection known to have a high crash rate by both FDOT and the City of Jacksonville.



Mike Molkenbur, PE

Sr. Drainage Engineer | Peters & Yaffee

Education

BS, Civil Engineering, University of New Haven, 1981

Registration

Professional Engineer, Florida #42860

Years Experience

25

(P) 904-265-0751, (E) MMolkenbur@petersandyaffee.com



Mike Molkenbur, PE serves as a Senior Drainage Engineer for Peters and Yaffee. He has over 25 years of experience in the management and design of roadway and drainage projects for various clients, which include the Florida Department of Transportation, municipalities, counties, and private sector clients. Mr. Molkenbur's design expertise includes the design of drainage conveyance systems and drainage treatment systems, stormwater permitting, pond siting reports, and the integration of roadway elements with drainage elements. His successes in management and design include roadway reconstruction and drainage projects for the Florida Department of Transportation, the City of Jacksonville and the Jacksonville Transportation Authority, St. Johns County, Florida, as well as many resurfacing projects for the Florida Department of Transportation. Relevant project experience includes:

Project Experience

SR 100 Reconstruction, *FDOT District 5*

Project Engineer: Mike was responsible for the design of the reconstruction of 1 ½ miles of roadway as well as ½ mile of overbuild resurfacing. This project included the design of multiple wet detention stormwater ponds including the design of a storm "surge" pond to provide additional attenuation for the existing stormwater collection system to alleviate a historical flooding problem that was occurring in the downtown area of Bunnell, Florida. A Pond Siting Report was prepared for this project to assist in establishing right-of-way requirements.

SR 79 Reconstruction, *FDOT District 3*

Project Manager & Drainage Engineer: This project that included the widening of 5.5 miles of roadway from a two lane undivided typical section to a four lane divided typical section. This project included the a Pond Siting Report and the final design of fifteen stormwater ponds and numerous cross drains.

Wonderwood Connector, *JTA*

Drainage Engineer: Mike was responsible for the design of multiple drainage collection systems as well as numerous stormwater ponds that allowed the JTA to obtain the conceptual stormwater permit for the entire corridor of this new hurricane evacuation route. Also, completed the final drainage design for the segment from the ICW to Mayport Road.

Monument Road Reconstruction, *JTA*

Drainage Engineer: Mike was responsible for the design of drainage collection systems as well as stormwater ponds for this roadway reconstruction project.

SR A1A/May Street & I-10/Cassat Avenue Drainage Improvements, *FDOT District 2*

Project Manager: These two drainage improvement projects including May Street & Cassat Avenue. May Street project involved the reconstruction of the existing stormwater collection system. I-10/Cassat Avenue project involved the analysis of the existing collection system including the existing outfall ditch and the development of potential drainage solutions to the existing flooding problems.

Fox Creek Regional Pond, *St. Johns County, FL*

Project Manager: Mike was responsible for the design of a 40 acre regional pond that serves a 1000+ acre basin. Design effort included regrading an existing creek to provide for reduction in flood elevations as well as a reduction in the time of flooding of surrounding properties in addition to design of the regional pond. The pond was also modeled to accommodate hurricane storm surges through the utilization of a stormwater pumping system.



Derek Gil, PE

LAP & RR Coordination | Element Engineering

Education

MS, Civil Engineering, University of South Florida

BS, Civil Engineering, University of South Florida

Registration

Professional Engineer, Florida #54798

Years Experience

26

(P) 813-386-2101, (E) DGil@elementeg.com



Derek Gil, PE has more than 26 years of engineering experience specializing in transportation, structural, utility and construction engineering. Derek has served as the Project Manager or Design Engineer on numerous County, Municipal and Florida Department of Transportation (FDOT) projects. Derek has managed ELEMENT's District Two LAP Program Contract since 2015. In that time, he has built invaluable relationships with the District and their local agencies. In fact, he has managed 63 local agency program (LAP) projects in the last 10 years. The lessons learned from supporting the District will prove invaluable with this Contract.

Project Experience

Local Agency Program (LAP) Contract, FDOT District 2

Contract Manager: This contract involves providing engineering services to Local Agencies throughout District Two. Task assignments include providing roadway design, drainage, environmental, survey, geotechnical, landscape/streetscape, lighting and signals, miscellaneous structures, survey, safety studies, ADA compliance, public involvement, and LAP administration.

DW Safety Studies and Concepts Contract, FDOT District 2

Deputy Contract Manager: This \$1.5 million contract involves managing the off-system Highway Safety Improvement Program and Safe Routes to School Program for the District Two Safety Office. Safety studies, constructability and feasibility analysis, preparation of concepts, and evaluation of potential projects are covered under this task. Also included is significant coordination with local agencies across District Two to support potential safety project applications.

Live Oak Rail Trail from US 90 to Southern City Limit, FDOT District 2

Engineer of Record: The primary purpose of this FDOT LAP task work order for Suwannee County was to add trail lighting on the existing Heritage Trail along with the proposed additional trail.

CR 32 from CR 337 to SR24, FDOT District 2

Project Manager: The primary purpose of this FDOT LAP project for Levy County was to construct a sidewalk along the corridor. Project responsibility included sidewalk layout, drainage signing and pavement marking analysis and working with the local agency to prepare the bid package for construction.

CR 23A from CR 125 to SR 121, FDOT District 2

Project Manager: The primary purpose of this FDOT LAP project for Baker County was to reduce lane departure crashes by construct shoulder improvements along the corridor. Project responsibility included roadway resurfacing, shoulder pavement design, drainage, signing and pavement marking analysis and coordination with the local agency.

Wildwood Dr at US 1 Intersection, FDOT District 2

Project Manager: The primary purpose of this FDOT LAP project for St. Johns County was to add a right turn lane from Wildwood Drive onto US 1. Project responsibility included project management and preparation of the roadway plans to accommodate the intersection turn lane widening. The design included sidewalk, drainage and temporary traffic control plans.



Matthew Weaver, PE, RSP, CPM

Safety Studies | Element Engineering

Education

BS, Civil Engineering, University of Toledo

Registration

Professional Engineer, Florida #71752

Years Experience

14

(P) 813-386-2101, (E) MWeaver@elementeg.com



Matthew Weaver, PE, RSP, CPM has 14 years of engineering experience specializing in transportation engineering with a focus on safety, signing, pavement markings, and project management. Matthew currently leads the Districtwide Safety Studies and Concepts Contract for the District Two Safety Office and manages local road highway safety improvement program and safe routes to school application review and development. Matthew has long-standing relationships with Central Office Safety personnel, the District Two Safety Office and numerous local agencies across the District. His focus on multimodal safety in his numerous roles while at the Department of Transportation have prepared him to focus his efforts on developing safety-focused solutions for any project design issues. Matthew has completed traffic analysis, benefit-cost analysis and made recommendations for additional safety enhancements for a number of the tasks on the current LAP contract and will continue to utilize these skills moving forward.

Project Experience

Local Agency Program (LAP) Contract, *FDOT District 2*

Task Manager: This contract involves providing engineering services to Local Agencies in D2. Tasks include providing roadway design, drainage, environmental, survey, geotechnical, landscape/streetscape, lighting and signals, miscellaneous structures, survey, safety studies, ADA compliance, public involvement, and LAP administration.

CR 329 (S. Main Street) at SR 331 (SE Williston Road), *FDOT District 2*

Signing and Pavement Marking: The primary purpose of this FDOT LAP project for Alachua County was to reduce run-off-the road crashes for traffic on CR 329 approaching SR 331. Project responsibility included signing and pavement marking analysis and identifying an innovative solution involving use of internally illuminated raised pavement markers to enhance delineation of the horizontal curves.

CR 235 at NW 94th Ave, *FDOT District 2*

Signing and Pavement Marking: The primary purpose of this FDOT LAP project for Alachua County was to construct an overhead flashing beacon and improve the signing in the intersection. Project responsibility included signing and pavement marking and coordination with the local agency.

Districtwide Safety Studies and Concepts Contract, *FDOT District 2*

Contract Manager: This \$1.5 million contract involves managing the off-system Highway Safety Improvement Program and Safe Routes to School Program for the District Two Safety Office. Safety studies, constructability and feasibility analysis, preparation of concepts, and evaluation of potential projects are covered under this task. Also included is significant coordination with local agencies across District Two to support potential safety project applications. As the prime consultant, ELEMENT is responsible for contract management and successful completion of all tasks assigned under this contract to support the Department's goal of reducing severe injury and fatal crashes across the District.

CR 241 and CR 18, *FDOT District 2*

Safety Analysis, Signing and Pavement Marking: The primary purpose of this FDOT LAP project for Union County was to reduce roadway departure crashes by enhancing the edge line and centerline striping. Additionally, the project replaced substandard guardrail along the corridor and developed an innovative solution that received additional safety funds. Project responsibility included analysis of crashes, coordination with local agencies, and development of signing and pavement marking plans.



Anthony Chaumont, PE

Road Safety Audits | Element Engineering

Education

BS, Civil Engineering, University of South Florida

Registration

Professional Engineer, Florida #72473

Years Experience

13

(P) 813-386-2101, (E) AChaumont@elementeg.com



Anthony Chaumont, PE has expertise is in traffic operations and safety, having worked for the Florida Department of Transportation as a Traffic Operations Studies Specialist for over two years fielding citizen requests and conducting traffic signal related studies. Prior to joining ELEMENT, he served as a project engineer and deputy project manager for FDOT Districts Four and Seven and local county and city engineering agencies.

Anthony worked in the development of FDOT's Off-System Road Safety Audit (RSA) program and has compiled RSA reports for more than 50 locations. He serves to identify crash locations for RSA studies, provides crash data analysis support for the District's SHS RSA program, and identifies candidate locations for implementation of proactive safety improvements. He also contributed to the development of a pilot transit focused RSA program in District One, a pedestrian RSA program in District Seven, a senior RSA in District Four, and an electronic mobile RSA data collection, review, and reporting process.

Project Experience

Districtwide Safety Studies and Concepts Contract, FDOT District 2

Task Manager: This \$1.5 million contract involves managing the off-system Highway Safety Improvement Program and Safe Routes to School Program for the District Two Safety Office. Safety studies, constructability and feasibility analysis, preparation of concepts, and evaluation of potential projects are covered under this task. Also included is significant coordination with local agencies across District Two to support potential safety project applications. As the prime consultant, ELEMENT is responsible for contract management and successful completion of all tasks assigned under this contract to support the Department's goal of reducing severe injury and fatal crashes.

Mobile RSA Pilot Project, FDOT District 7

Project Engineer: Integrated RSA evaluation process of locations during construction phase for potential safety enhancements/improvements within the projects. Developed a methodology for collecting field review notes electronically with mobile devices, which allows for more accurate data collection, standardized reporting, digital collaboration, and an efficient turnaround.

Safety Studies and Minor Design, FDOT District 7

Project Engineer: Served as an extension of FDOT staff, provide daily engineering support for on-going safety projects and citizen requests and technical support for crash data management and web collaboration. Provide a broad range of traffic safety/operations studies and safety program management services. Support safety education and enforcement activities and systemic countermeasures approaches.

Safety Studies/Rd Safety Audits, FDOT District 4

Project Engineer: Conduct safety studies and road safety audits in Broward, Palm Beach, Martin, St. Lucie, and Indian River counties to recommend short-, mid-, and long-term countermeasures and follow-up studies. Preliminary focus has been on pedestrian and bicycle safety issues including several "hot-spot" locations identified by FDOT Central Office. Recommendations include signing, marking, and signalization modifications; upgrades roadside features above and beyond FDOT standards; mid-block crossings and pedestrian signals at locations; relocation of transit stops; deployment of innovative improvements from the State's Innovative Products List (IPL); ATMS upgrades; safety improvement additions to 3R and Work Program projects.



Bruce Khosrozadeh, PE
Sr. Geotechnical Engineer | CSI Geo

Education

BS, Civil Engineering, University of Florida, 1986

Registration

Professional Engineer, Florida #45273

Years Experience

32

(P) 904-641-1993, (E) BruceK@csi-geo.com



Mr. Khosrozadeh has over 32 years of experience in geotechnical engineering, construction management and inspection, and materials testing services. He has been engaged in performance of geotechnical studies for roadways, major highway and bridge projects, as well as large high-rise office buildings, seaports, and large industrial and commercial projects. His responsibilities have also included marketing, project management, and cost control. He has managed, inspected, tested, and provided technical review along with providing recommendations for foundation types. Mr. Khosrozadeh's extensive experience has included pavement condition surveys, shallow foundation design, design and installation supervision of deep foundations such as drilled shafts, auger cast piles, pre-stressed concrete piles, steel H-piles and pipe piles. Review of plans, specifications, geotechnical reports, pile/drilled shaft installation plans, review of production pile logs, observation of test piles, and pile dynamic load tests, as well as observation of drilled shaft installation are also amongst some of his strongest abilities. Mr. Khosrozadeh has also performed a wide range of forensic investigations and remediation studies, asphalt and concrete testing, prestress/precast inspections, aggregate and soils tests, and non-destructive testing evaluations.

Project Experience

JEA William Burgess Force Main and Reclaim Water Main, Nassau County, Florida

Geotechnical Project Manager for the proposed force main and reclaim water main project from Harts Road to SR 200. The new pipes are proposed to be installed parallel to the existing 10-inch force main by means of open-cut pipe installation methods. The alignment of the new pipes is also proposed to cross five existing culverts areas. In these areas, pipes will be installed deeper to provide proper vertical separation from possible future culvert extensions. Temporary sheet pile walls will be required to facilitate excavation, dewatering, and compaction processes. Horizontal directional drilling (HDD) could also be considered at the culvert extension areas based on constructability issues at each of the culvert areas.

JEA Yulee Wetlands Diffuser, Nassau County, Florida.

Geotechnical Project Manager for the geotechnical exploration of the existing subsurface conditions within the limits of the proposed gravel access roadway, pipeline and potential borrow pit area. CSI Geo provided geotechnical exploration services and evaluated the acquired data and information to help formulate site preparation and earthwork construction recommendations.

I-95 from Nassau County Line to the Georgia Border, FDOT District 2

Geotechnical Project Manager. The proposed project consists of the milling and resurfacing of I-95, from the Nassau County line north to the Florida-Georgia border. In addition, nearly 30 overhead signs are to be replaced to meet new wind speed criteria. Most of these signs will be founded on drilled shaft foundations to be able to sustain the anticipated lateral and torsional forces. CSI Geo staff will be providing geotechnical exploration services necessary to evaluate the site for the proposed construction.

Radio Avenue Improvements, Nassau County, Florida.

Geotechnical Project Manager responsible for providing geotechnical services with recommendations for the extension of Radio Avenue from the existing roadway on the southwest side of Yulee High School property to just southeast of the school property at the intersection with Miner Road in Nassau County, Florida. The overall project length was approximately 4,100 feet. Other elements of the project consisted of a new cross drain culvert, and construction of drainage swells along the southern side of the roadway alignment, and milling and resurfacing of the existing school access road on the high school property.



John Iya, PE

Sr. Geotechnical Engineer | CSI Geo

Education

ME, Geotechnical Engineering, North Carolina A&T State University, 1996

BS, Building, ABU Zaria, 1983



Registration

Professional Engineer, Florida #77294

Years Experience

25

(P) 904-641-1993, (E) JohnI@csi-geo.com

Mr. Iya has over 25 years of experience in civil, environmental, and geotechnical engineering projects. During these years, he has served as a geotechnical engineer for a variety of projects at the local, state and federal government levels, as well as commercial. Mr. Iya has been responsible for conducting geotechnical investigations and design services for roadways, major highways and bridge projects, commercial and residential buildings, as well as large high-rise office buildings, airports, seaports, and large industrial and commercial projects. His extensive experience has included shallow foundation design, deep foundation design such as drilled shafts, auger cast piles, driven piles, and sheet piles, and pavement condition surveys. He has conducted field investigations and laboratory testing for many projects throughout Florida, Georgia and North Carolina, in many cases, using non-traditional in-situ soil characterization methods such as the cone penetrometer, piezocone, seismic cone, Texam pressure meter, Probex rock dilatometer, vane shear, and Iowa borehole shear test equipment, flat dilatometer, etc. Review of plans, specifications, geotechnical reports, pile/drilled shaft installation plans, review of production pile logs, observation of test piles, and pile dynamic load tests, as well as observation of drilled shaft installation are also among his strongest abilities. Mr. Iya is highly familiar with modeling software and new technological advances, versed in standard software such as CWALSHT, FB-Deep, LPile, PCStable, CWALSSI, GRLWEAP, and finite elements programs such as FBPIer, Plaxis, SeepW, SlopeW, Seep2D, and other geotechnical and civil engineering software.

Project Experience

Radio Avenue Improvements, Nassau County, Florida.

Geotechnical Project Engineer responsible for providing geotechnical services with recommendations for the extension of Radio Avenue from the existing roadway on the southwest side of Yulee High School property to just southeast of the school property at the intersection with Miner Road in Nassau County, Florida. The overall project length was approximately 4,100 feet. Other elements of the project consisted of a new cross drain culvert, and construction of drainage swells along the southern side of the roadway alignment, and milling and resurfacing of the existing school access road on the high school property.

JEA Yulee Wetlands Diffuser, Nassau County, Florida.

Geotechnical Project Engineer for the geotechnical exploration of the existing subsurface conditions within the limits of the proposed gravel access roadway, pipeline and potential borrow pit area. CSI Geo provided geotechnical exploration services and evaluated the acquired data and information to help formulate site preparation and earthwork construction recommendations.

I-95 from Nassau County Line to the Georgia Border, FDOT District 2

Geotechnical Project Engineer. The project consisted of the milling and resurfacing of I-95, from the Nassau County line north to the Florida-Georgia border. In addition, nearly 30 overhead signs were constructed to meet new wind speed criteria. Most of these signs were designed to be founded on drilled shaft foundations to be able to sustain the anticipated lateral and torsional forces. CSI Geo staff provided geotechnical exploration services necessary to evaluate the site for the proposed construction.

FDOT District 2, US 1 Bridge (Over St. Mary's River), Nassau County, Florida

Geotechnical Project Engineer responsible for directing the geotechnical exploration to obtain subsurface data for use in the design of scour revetment countermeasures. CSI Geo developed deep foundation design and construction recommendations for the subsurface modifications. Recommendations consisted of precast square concrete piles, steel pipe piles, and drilled shafts to be selected for design of new crutch bents.



Terry Crews

Sr. Utility Coordinator / SUE Quality Control | T2

Education

AS, Computer Aided Drafting Technology, ITT Technical Institute, 1997

Professional Affiliations

Florida Utilities Coordinating Committee

Years Experience

22

(P) 386-755-2626, (E) TerryCrews@cardno.com



As a senior utility coordinator, Mr. Crews assists with identifying utility/design conflicts, developing work schedules for utility re-locations, negotiating satisfactory resolutions to utility relocation, as well as final certification of utilities. This often involves processing reimbursement agreements, confirming appropriate funding availability and overseeing the processing of contract invoice transmittal for partial and final billing after utility work had been completed. Mr. Crews prepares utility work by highway contractor agreements (UWHCA) with utility owners and FDOT which involved utility work such as fiber optic installation for signal interconnect, lump sum agreements (i.e., manhole and valve adjustments), and major installation of facilities within roadway project corridors to be completed by the contractor. These agreements required coordinating with County, design consultants, and the utility owners' representatives.

Project Experience

FDOT District Two Utility Verification During Construction, District Wide, FL

Project Manager - Under the FDOT District Two GEC contract, Cardno provided on call subsurface utility designating services for FDOT facilities during construction to help in mitigating impact and damage to FDOT facilities on active construction projects throughout the District.

Districtwide CEI Utility Inspection, Various Counties, FL

Project Manager - On a task work order basis, Cardno provides on-call utility inspection. This includes reviewing plans and ensuring utility facilities are being constructed properly to avoid schedule delays and budget overruns.

SR 111 from Blanding Boulevard to Lenox Avenue, Duval County, FL

Senior Utility Coordinator - Cardno provided a full control, alignment and design survey for this milling and resurfacing project. In addition, our services included complete designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) of the subsurface utilities to map their horizontal and vertical position within the project limits.

SR 202 / J. Turner Butler Boulevard at San Pablo – Diverging Diamond Interchange (DDI), Duval County, FL

Senior Utility Coordinator - Cardno provided a full control, alignment and design survey as well as R/W mapping for this DDI project. Our services also included complete designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) of the subsurface utilities to map their horizontal and vertical position within the project limits.

D2 Signalization - SR 10 and SR 111, Duval County, FL

Senior Utility Coordinator - Cardno provided a full control, alignment, and design survey as well as R/W control survey and R/W mapping for this signalization project. Our services also included complete designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) of subsurface utilities and full utility coordination services.

SR 9B from CR 2209 to the I-95 Interchange, St. Johns and Duval Counties, FL

Senior Utility Coordinator/Project Manager. Cardno provided complete designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) of the subsurface utilities to map their horizontal and vertical position within the project limits for this roadway construction design-build project. Cardno also provided complete utility coordination services.



C. William "Bill" Faust III, PSM

Survey Project Manager | DRMP

Education

BS, Construction Technology, University of Akron, 2000
AS, Civil Engineering, Stark State College, 1992

Registration

Professional Surveyor and Mapper, Florida No. LS6600

Years Experience

31

(P) 904-224-2905, (E) CFaust@drmp.com



C. William "Bill" Faust, III, PSM, is the Jacksonville Survey Manager for DRMP's Surveying and Mapping/Geomatics Division. He is currently responsible for the supervision and management of land development, roadway construction, boundary, topographic, design survey and subsurface utility engineering projects. His tasks include field supervision, data processing, calculations, contract and project management and proposals and estimates. Mr. Faust is proficient in the latest versions of AutoCAD Civil 3D and MicroStation.

Mr. Faust has more than 31 years of experience working as a professional land surveyor and CADD technician in civil engineering, building construction and land development. He has strong technical skills in land surveying, construction layout, engineering design and project management. Mr. Faust has more than 20 years of experience using AutoCAD and other surveying and design software to prepare survey drawings and engineering plans.

Project Experience

Continuing Surveying Services Contract, Nassau County, Florida: Project Surveyor responsible for boundary surveys, bridge data surveys, centerline control for County projects, control survey drawings, construction and as-built surveys, construction layout surveys, court exhibit preparation, drainage design surveys, eminent domain surveys, environmental surveys, FDEP and WMD acquisition surveys, GPS, GIS, and CaiCE, hydrographic surveys, legal description (preparation and/or verification), plat preparation, plat review for compliance with state statutes, property sketches, retracement surveys, R/W mapping, roadway maintenance maps (specific-purpose maps), special purpose surveys, subsurface utility engineering, topographic surveys, tree surveys and 3D scanning. A sampling of tasks assigned under this contract are provided below:

Bryceville Landfill Boundary Survey (Task)

Project Surveyor on this 24.8-acre parcel. Responsible for researching the existing public records, calculating the record boundary lines, directing the field crews daily activities, analyzing the found monumentation and preparing the map of survey in accordance with the Florida Statutes pertaining to boundary surveys.

Lofton Creek Landfill Boundary Surveys

Project Surveyor on this 62.1-acre parcel. Responsible for researching the existing public records, calculating the record boundary lines, directing the field crews daily activities, analyzing the found monumentation and preparing the map of survey in accordance with the Florida Statutes pertaining to boundary surveys.

SR 200, FDOT District Two, Nassau County, Florida:

Project Survey on 9.95-mile roadway re-paving project. Prepared the necessary calculation to establish the mainline alignment and to stake miscellaneous pavement and drainage structures. Performed layout of the mainline alignment and project stationing and layout of pavement widening areas and new guardrail.

14th Street and Simmons Road Intersection, Amelia Island, Florida:

Project Surveyor on a 0.31-mile roadway improvement project. Performed a horizontal and vertical control survey, collecting the existing monumentation and analyzing the data for placement of the proposed roadway alignment. Provided layout of the roadway alignment, new drainage structures, curb and pavement and prepared a record survey of the constructed improvements.



Staff Licenses

TABATHA CARLTON, PE



RICHARD FANGMANN, PE, PTOE



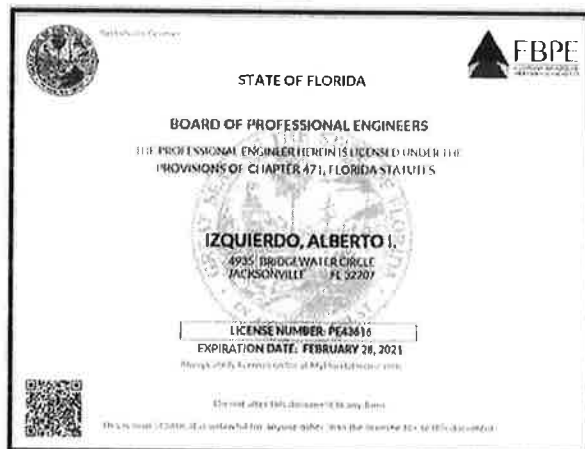
NINA SICKLER, PE



ARWIN LOPEZ, PE



ALBERTO IZQUIERDO, PE



DAVID FINLEY, PE





Tab 3 - Staff Qualifications and Project Team

KARL ZIMMERMAN, PE



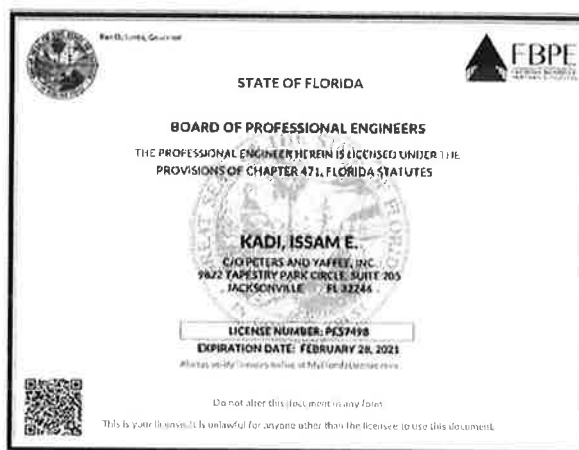
MIKE MOLKENBUR, PE



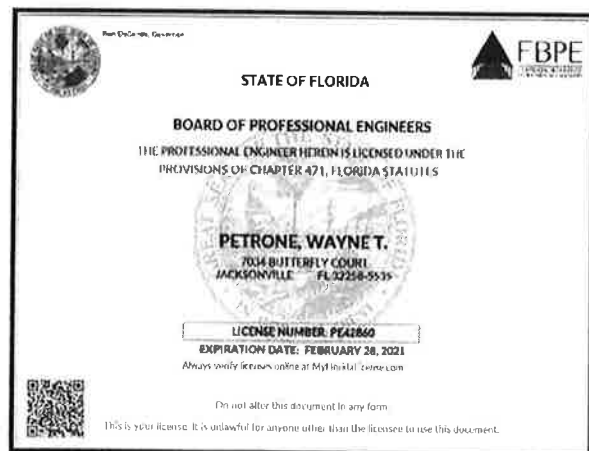
RUSSELL YAFFEE, PE, PTOE



SAM KADI, PE



WAYNE PETRONE, PE

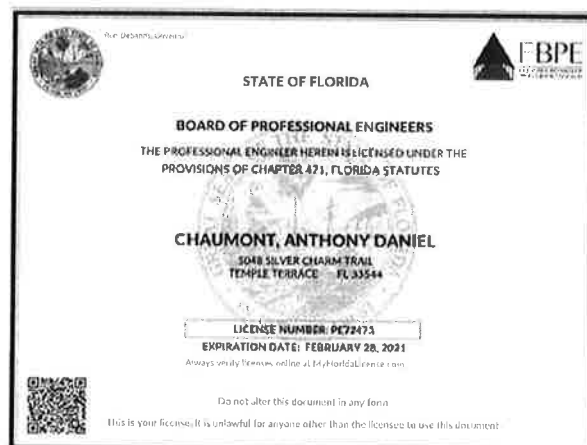
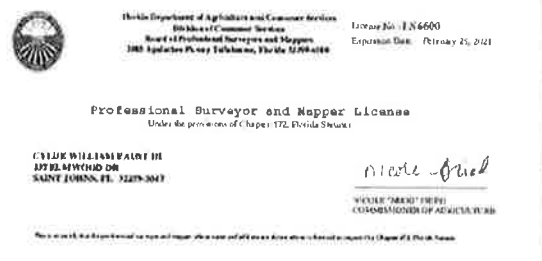


DEREK GIL, PE





Tab 3 - Staff Qualifications and Project Team

MATT WEAVER, PEBRUCE KHOSROZADEH, PEANTHONY CHAUMONT, PEJOHN IYA, PEBILL FAUST, PSM

POND



Tab 4 - Project Approach



Tab 4 - Project Approach

The following sections outline the services our team proposes to meet the scope as outlined in the RFQ, our method of approach, specific design issues, project management plan, innovative and cost savings solutions and schedule.

Proposed Design Services, Understanding of Scope & Approach

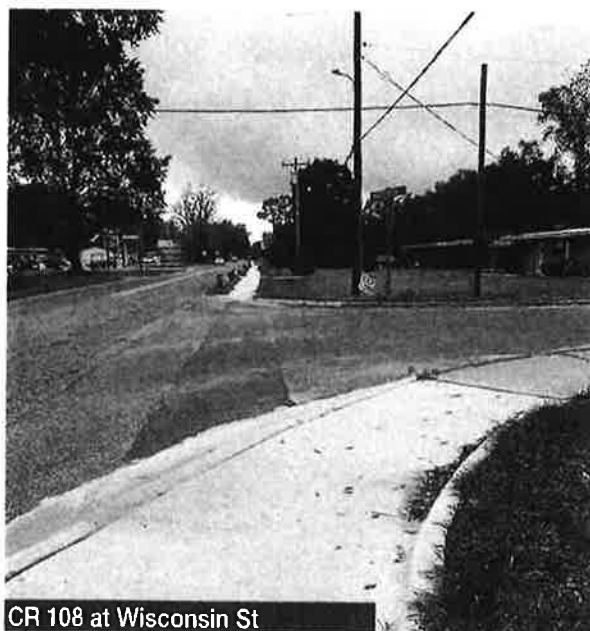
Our team understands that Nassau County wishes to solicit proposals from qualified firms to provide Professional Engineering services for the CR 108 Safety Improvement Project in Nassau County, Florida. The project will resurface and construct safety improvements along CR 108 from CR 115 (Bay Road) to CR 121A (Middle Road). Our Team has reviewed available project information, visited the site several times, and analyzed potential design options. Our team is aware of the need to avoid R/W acquisition and any adverse impacts to neighboring properties and wetlands. Pond understands that this project will be funded through a Local Agency Program (LAP) Agreement with the Florida Department of Transportation (FDOT). Our team's knowledge and experience with LAP Agreements will ensure that Nassau County can successfully execute the project in compliance with the agreement.

Design Services as listed in the scope and needed support services will include:

- | | |
|----------------------------------|--|
| ■ Roadway Design | ■ Survey |
| ■ Pavement Design | ■ Geotechnical Engineering |
| ■ Intersection Improvements | ■ Environmental Assessments & Permitting |
| ■ Signalization Improvements | ■ Railroad Coordination |
| ■ ADA/Safety Improvements | ■ Utility Coordination |
| ■ Drainage Design | ■ Post Design Services |
| ■ Signal & Sign Structure Design | ■ Public Involvement |
| ■ Bridge & Culvert Design | |

Deliverables will be as outlined in the scope and the proposed project schedule.

Before defining the project approach, you must first understand the existing conditions, known safety issues based on available crash data, and the proposed design criteria.



CR 108 at Wisconsin St



CR 108 East of Pineridge Road



EXISTING CONDITIONS

CR 108 currently travels west to east from Bay Road (beginning of project) to Middle Road (end of project). It is a two-lane road with paved and unpaved shoulders and left turn lanes at US 1/CR 115A (Kings Ferry Road), a left turn lane in front of the Jacksonville ARTCC (apparently a leftover from a previous entrance to the ARTCC) and a left turn at Middle Road. The project runs through the Town of Hilliard, passes in front of the Hilliard Middle Senior High, crosses the CSX railroad, and intersects New Kings Road (US 1). However, the majority of the project is through a rural portion of Nassau County.

The existing roadway shows evidence of extensive cracking, rutting and raveling. Two out of five cross drains show evidence of loss of backfill with depressions and potholes on the roadway above the cross drains, as well as attempts to repair these areas with asphalt patches. In addition, numerous side drains show evidence of erosion problems at the bottom of the miters and some of the miters have deteriorated considerably. These symptoms are indicative of asphalt and roadway age, as well as possible base failures, water intrusion in the base, and substandard roadway and drainage conditions.

The existing roadway east of the Town of Hilliard has a paved shoulder approximately five feet wide that is lower than the main roadway pavement, as it appears the main roadway had an asphalt overlay placed in the past. The grassed shoulder adjacent to the paved shoulder is overgrown thus creating a "gutter" along the roadway which prevents stormwater runoff from leaving the roadway efficiently as observed by the accumulation of sand along the grassed shoulder.

During heavy rains the spread of water onto the roadway can be significant enough to create hydroplaning problems and loss of driver control. During our site visits, traffic was observed travelling at speeds higher than the posted speed limits which could be a contributor for the number of traffic accidents that have occurred throughout the corridor. The existing superelevation on some of the curves may need to be corrected as in some cases they appeared excessive while in others they appeared deficient as further discussed in the Roadway Design section.

The intersection of Bay Road and CR 108 is not signalized and traffic on Bay Road is controlled by a stop sign. CR 108 is a free flow condition in the north and south directions. The only existing signalized intersection is at the intersection of New Kings Road (US 1) and CR 108. The existing signals do not have backplates on any of the four quadrants and appear to function adequately.

From the beginning of the project eastward, across New Kings Road (US 1), up to Eastwood Road the corridor is illuminated (on average) with streetlights on every other power pole which are mostly located on one side of the road. The rural portion of the corridor from Eastwood Road to Middle Road is not illuminated with streetlights.

The CSX railroad crossing, west of New Kings Road, has been reconstructed with asphalt but the adjacent segments of roadway are deteriorated. The railroad signal arms were observed to be properly operating as a train traveled on the crossing during our site visit. However, along the north side of the crossing, the existing sidewalk did not have pedestrian control arm.



Cracking on CR 108 in Hilliard



CR 108 at CSX Railroad Crossing



Tab 4 - Project Approach

DESIGN CRITERIA

Pond will design the project in accordance with Nassau County Standards, FDOT Standards and Criteria, and the Florida Greenbook, as applicable to ensure a safe, proper and economic design is provided. Posted speeds vary from 30 mph to 60 mph along the corridor. However, given that observed speeds exceeded posted speeds, we recommend utilizing a 35 mph design speed from Bay Road to Eastwood Road, 50 mph design speed from Eastwood Road to approximately 1.5 miles east, and 60 mph design speed from that point to Middle Road. The following design criteria will be used to analysis existing conditions and recommend improvements. Non-complaint elements, such as ADA compliance, cross slope, superelevation, and clear zone violations will be discussed with Project Issues. We will document all existing and proposed design elements in a Design Report and will request variations for any element that cannot be brought up to standard.

Design Element	Design Criteria	Florida Greenbook 2016
Cross Section		
Lane Widths	<50mph = 11', ≥50mph = 12'	Table 3-10
Shoulder Width (Outside)	8'	Table 3-11
Shoulder Width (Median or Left)	8'	Table 3-11
Pavement Cross Slope	.015-.04	Section C.7.b.2
Cross Slope Breakover	4%	Section C.7.b.2
Shoulder Cross Slope	2% to 6%	Table 3-12
Front Slope	1:4 for New Slopes	Section C.7.f.2
Back Slope	1:3 New Slopes	Section C.7.f.2
Border Width	14 ft	
Horizontal Alignment		
e_{MAX}	10% rural 5% urban	Figure 3-1 to 3-3
Min. Radius (per NC)	35 = 295 ft 50 = 695 ft 60 = 1095 ft	Table 3-5
Clear Zone/Recoverable Terrain	≤40 = 10 ft 50 = 18 ft 60 = 30 ft	Table 3-15
Vertical Alignment		
G_{MAX}	≤45 = 7 50 = 6 60 = 5	Table 3-7
G_{MIN} (for curbed sections)	0.3%	Section C.5.b
K_{MIN} for Crest Curve	35 = 29 50 = 84 60 = 151	Table 3-9
L_{MIN} for Crest Curve	50 = 300 60 = 400	Table 3-9
K_{MIN} for Sag Curve	35 mph = 49 50 mph = 96 60 mph = 136	Table 3-9
L_{MIN} for Sag Curve	50 mph = 200 60 mph = 300	Table 3-9
Min. Vert. Clearance	17ft	Section C.7.j.4.(a)
Min. Base Clearance Above SHW	3ft	
Max. Change in Grade w/o Curve	35 mph = .9 50 mph = .60 60 mph = .40	Table 3-8
Min. Stopping Sight Distance	35 = 250 50 = 425 60 = 570	Table 3-3
Min Passing Sight Distance	35 = 550 50 = 800 60 = 1000	Table 3-4
ADA Features		
Max SW Longitudinal Grade	5%	Ch 8.B.1
Max SW Cross Slope	2%	Ch 8.B.1
Continuous Clear Width of SW	36"	ADAAG 4.2.1
Single Point Clear Width of SW	32"	ADAAG 4.2.1



Project Approach

ROADWAY DESIGN

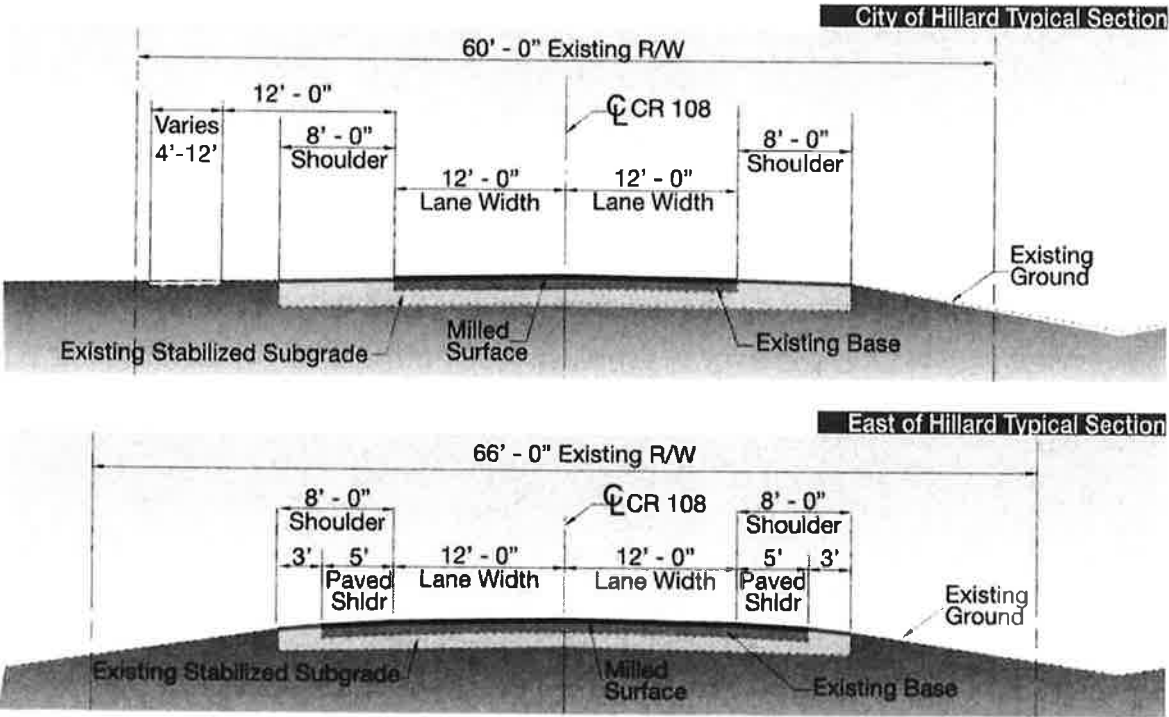
The existing typical section east of the Town of Hilliard consists of two 12' lanes with 8' shoulder (5' (typ) paved). The existing typical section through and west of the Town of Hilliard consists of two 12' lanes with 8' grassed shoulders and a sidewalk along the north side. These typical sections, shown below are anticipated to be maintained with the milling and resurfacing operation within the existing R/W with the possible exception of adding a paved shoulder where none exist if needed for bicycle connectivity. We will also examine existing cross slopes and superelevation rates to determine where there may be deficiencies that might be a contributing factor to crashes, especially crashing involving vehicles leaving the roadway. If deficiencies with associated crashes are found, we recommend using over-build to correct the cross slope of superelevation.

The adjacent table shows three curves within the rural limits (east of US 1) that we evaluated for superelevation correction. Curve 1 appears to meet superelevation criteria for an approximate 55 mph design speed, so no action is required. Curves 2 and 3 both do not meet superelevation criteria for their respective design speeds and have crashes within the influence area of the curve. Superelevation correction on these two curves is recommended, not only due to the substandard superelevation rate, but also to reduce the likelihood of standing water and hydroplaning in these areas due to flatter slopes.

Location	Superelevation	
	Existing	Proposed
Curve 1:	6% WB	7.7% 60 MPH
200' E of Pineridge	6.7% EB	5.7% 50 MPH
Curve 2:	5.5% WB	7.1% 60 MPH
2500' E of Pineridge	2.5% EB	5.7% 50 MPH
Curve 3:	4.5% WB	5.5% 60 MPH
5000' W of Middle Rd	1.7% EB	

There are nine horizontal curves along the corridor and they meet minimum design criteria, with the exception of the western most curve which is off by 10' per R/W maps. No change is recommended. No vertical profile deficiencies were noted during the field review. The vertical profile of the roadway is not anticipated to be revised except where superelevation may be revised to correct any deficiencies found.

The design process will consider other elements associated with safety issues such as clear zone criteria, front slopes of ditches, stopping sight distances, grassed shoulder rework to improve drainage, ADA requirements, speed limits, additional warning signs where they may be warranted, replacement of signs with poor reflectivity, guardrail requirements, striping and improved lighting in critical areas.





ROADWAY SAFETY AUDITS

Our team has completed over forty Road Safety Audits and countless safety studies across the state, we are well suited to bring together stakeholders together for a thorough evaluation of the project corridor, identification of any underlying challenges and subsequently development of data-driven solutions. In addition to gathering all available data, we completed a drive through (both daytime and nighttime) to see if there is anything that is confusing or could be easily corrected. Typically items we note are missing or broken signs, skid marks, evidence of crashes that may not be documented (roadway departure crashes where a fence or guardrail is hit but the vehicle can drive away and thus may not be reported), observe driver behavior at high crash locations, and items that aren't being maintained (existing lighting, guardrail, curb, sidewalks, etc.).

R/R COORDINATION

The R/R crossing is fairly new and will be excepted out of the CR 108 project. However, R/R coordination will still be required due to the proximity of the crossing to the limits of milling and resurfacing. Our TTCP will overlap the crossing with our advance warning signs and will need R/R approval. The project scope does not call for pedestrian gates on the approaches. This is a safety concern as pedestrians can walk unimpeded across the tracks. Again, this can be temporarily addressed in the TTCP but a permanent solution will need to be coordinated with the County and CSX.

Due to the shortened design period proposed on this project and typical RR coordination time, we may need to stop the milling and resurfacing limits 50' from the tracks. These would allow us to move forward with construction without the final RR agreement. Milling and Resurfacing within this 50' buffer adjacent to the tracks could be included in the plans as a add alternate pending the RR agreement.



ENVIRONMENTAL PERMITTING

The western end of the project goes through the center of Hilliard, and the rest of the project traverses a rural area composed of forested wetlands and silvicultural land uses. The road segment crosses small creeks that flow north and east into the Little St. Mary's River system. Box culverts are present at most of these crossings. Additional wetlands occur along the roadside that are not associated with creeks or box culverts. Wetland systems occur near or within the existing R/W. All wetlands and waters that occur in the area are jurisdictional to and regulated by both the St. Johns River Water Management District (SJRWMD) and U.S. Army Corps of Engineers (USACE). We will delineate the extent of jurisdictional wetlands within the proposed project corridor pursuant to the rules and regulations of both agencies. If wetland impacts are minor in nature, the project will likely qualify for a General Permit from SJRWMD, and a Nationwide Permit from USACE. If wetland impacts are more extensive, we will prepare applications for standard Environmental Resource and Individual Permits as necessary. We will prepare and submit all environmental permit documentation for the SJRWMD and USACE permit applications. If wetland mitigation is required, we will work with SJRWMD and/or USACE to identify the amount needed and will assist Nassau County to secure it.

Preliminary surveys for all potentially occurring state and/or federally listed species will be performed and permitting implications of any identified species will be identified. The road corridor is not located within the Core Foraging Area of a wood stork nesting colony. The project does not appear to contain xeric habitat. However, gopher tortoises may still be present in the roadside edges of the mesic upland habitats that occur along the project's length. Based on our experience with similar road projects, it is likely that if tortoises are present, they are present in small numbers. We will perform a preliminary survey for gopher tortoises. Due to Florida Wildlife Conservation Commission requirements, this preliminary survey cannot be used for tortoise relocation permitting. However, the information collected can be used to estimate the gopher tortoise survey and permitting efforts that must be performed within 90 days of construction. No documented active eagle nests are located within five miles of the road segment.

SURVEY

We recommend the use of Terrestrial Mobile LiDAR to collect most of the roadway features along the project



corridor. Utilizing Mobile LiDAR allows survey crews to safely and efficiently collect the data within the visible line of sight, while providing a safe environment for motorists, pedestrians and field crews. From this LiDAR data they can extract survey break lines for pavement, slopes, ditches, driveways and curbing and because of the detail of the point cloud they can extract and highlight any pavement rutting or ponding. 2D data such as above ground utilities, signs and overhead wires, essentially anything within that line of sight can be extracted from the 3D point cloud. With the point cloud being a true 3D environment, typical 2D features such as overhead power lines, can easily be measured for vertical clearance issues. Conventional survey methods will be used to collect features in the obscured areas to finalize the design survey. Both data sets will be merged together to create the typical survey deliverable.

RIGHT-OF-WAY (R/W)

Our initial assessment of this project indicates that R/W does not appear to be required in order to implement milling and resurfacing on the roadway and recommended safety improvements. Our Team will be proactive in studying potential critical areas, such as at the intersections, drainage improvements, and the superelevation correction areas. During this process our main goal is to find solutions that will not require R/W acquisitions as the project schedule does not allow for R/W acquisition. In areas with limited R/W, we can explore the use of License Agreements for harmonization of slopes. However, we understand that if the property owner is unwilling to enter into a License Agreement, we must be able to construct the project within the existing R/W. We have recent experience working with R/W specialists and License Agreements on our ongoing San Pablo Road project and SR 289 Bridge Replacement project. If the County needs assistance in this task, we can provide the required letters and sketches.

GEOTECHNICAL ENGINEERING

Our geotechnical subconsultant has reviewed existing archival data from geotechnical projects along the CR 108 corridor. Results of the review indicate that the soil conditions in the area of the project corridor are expected to consist generally of an overburden of fine sands and slightly silty fine sands, with occasional plastic clayey sands and plastic clays generally in the upper 5 to 10 feet of depth. The groundwater level is expected to range from 4 to 6 feet below existing ground surface.

For typical geotechnical investigations, we will perform the data collection and background research including a thorough review of all available internal and published information, including USDA Soil Survey/USGS maps, topographic maps, historic aerials, nearby well data, existing plans/reports and as-builts, etc. We will coordinate and perform a field review to identify conditions that may impact the project and/or investigation. After the appropriate team resources are identified for the task, we will prepare an investigation plan for the geotechnical investigation for approval by the County. A Pavement Core and Condition Survey will be prepared to establish limits and depths for the milling and resurfacing operations. For widening and/or shoulder construction, auger borings will be performed to a depth of 5.0 feet on one hundred feet spacing with 20-foot deep auger borings every 500 feet in the roadway widening areas and soil samples for laboratory soil testing will be obtained. Soil samples for pipe corrosion testing will also be obtained. Additionally, samples will be collected from the existing subgrade soils determine the design LBR value. Work will also include review of the encountered ground water levels and estimates of the seasonal high ground water levels. Soil samples will be classified, containerized, and marked in the field and returned to the laboratory for visual inspection and classification by the geotechnical engineer. The results of the study will be presented in a report.

MISCELLANEOUS STRUCTURES

There are two bridge culverts on this project.

One is Structure No. 740064 which is a double 12'x5' concrete box culvert carrying a branch of the Little St. Mary's River under CR 108 located 0.42 miles east of US 1. Built in 1950 and widened in 2000, it has a sufficiency rating of 98 and a health index of 77.17. The latest inspection report indicates some minor repairs are required to address delaminated areas in the exterior walls of both barrels, voids at the bottom of interior and exterior walls, and voids in the underside of both barrels at the south end. The existing guardrail appears to be adequate. There is some transverse pavement cracking which coincides with the outside edge of the culvert top slab which could be indicative of the approach embankment settling relative to the culvert. This apparent differential settlement will be reviewed to determine if it may be an ongoing maintenance issue and if there are any remedial actions which can be employed.

POND

Tab 4 - Project Approach



The second bridge culvert is Structure No. 740041 which is a skewed concrete box culvert consisting of four 9.5'x 7' barrels carrying a branch of the Little St. Mary's River under CR 108 located 0.6 miles east of US 1. Built in 1950 and widened in 2000, it has a sufficiency rating of 33.4 and a health index of 68.62. It is currently designated structurally deficient due to significant undermining of the barrels along the north end of the culvert. The latest inspection report indicates scour as deep as 4.5' extending as much as 11.0' under the culvert. If this undermining has not yet been fully addressed it should be considered for correction as part of this project to prevent further differential settlement issues. It appears that the existing cracks were sealed since we first looked at this in 2019. However, it appears the settlement has gotten slightly worse. Scour countermeasures should also be installed to prevent further erosion problems. There is significant transverse pavement cracking and settling of shoulder pavement which coincides with the outside edge of the culvert top slab. This suggests the approach embankment has settled relative to the culvert. This apparent differential settlement will be reviewed to determine if it may be an ongoing maintenance issue and if there are some remedial actions which can be employed. Pond has extensive in-house structures capabilities and can efficiently and effectively handle the design required if the county decides to address the deficiencies within this project.

UTILITY COORDINATION & SUE

Utility Coordination will be important to the success of this project. With multiple utilities present, utility coordination will begin early in the design process using approved practice/procedures. During the design process, this starts with the initial contact, continues with the request and interpretation of RGB's and Utility Work Schedules (UWS), and concludes with a formal Utility Certification letter to the County. Utility Coordination support will continue over into construction as needed to mitigate any unforeseen

issues/concerns. We will work with each of the UAO's and their relocation design engineers to assure all relocation design is completed in a timely manner.

In reviewing the existing site conditions, if signals and/or lighting is proposed, we noticed that there is overhead Okefenokee Rural Electric Distribution, as well as FPL Distribution facilities within the proposed project limits operating at <50kV, with various primary and secondary facilities crossing throughout project limits. The constructability of the project's design needs to meet all minimum clearances outlined in OSHA Rule 29 CFR Part 1926 – Subpart CC and/or protective measures are fully vetted and subsequently added to the respected UAO utility work schedules. It's imperative that a thorough utility coordination process is followed to negate the potential for delay claims during construction. Also, it should be noted that municipal (Town of Hilliard) water and sewer facilities exist within the footprint of this project (within Town Limits). Historically, these types of facilities have been found to be placed shallower than what is in the FDOT Utility Accommodation Manual (UAM). If determined that full depth widening is slated within the Town Limits, there's a good possibility that conflicts to water and sewer facilities will be present. These impacts are typically costly to mitigate and has the great potential of impacting the overall schedule during Design, as well as during construction. Close coordination and communication with all parties will be KEY to the success of this project. It's imperative that a thorough utility coordination process is followed to negate the potential for delay claims during construction.

LIGHTING

Pond will review all Nassau County, JEA and FDOT standards and requirements for roadway lighting. At present, lighting is not noted in the scope, but it is anticipated that lighting will be required at unsignalized mid-block crossings to enhance visibility.

PUBLIC INVOLVEMENT

Our Team has extensive experience with Public Involvement on roadway projects and we are ready to assist the County with any public involvement efforts necessary. It is imperative that stakeholders, such as the residents along the corridor, the Hilliard Middle Senior High, the First Baptist church of Hilliard, the Jacksonville ARTCC, to name a few, are well informed of the upcoming project. With our experience and knowledge of different public outreach methodologies Pond can be a strategic partner to Nassau County. Our overall company public involvement process stresses creative problem solving. Should the County



desire, we can craft a public outreach plan to include public mailings, newsletters, and agency meetings as we have done on other projects throughout the State. We understand that a formal public meeting is not required. However, we would recommend that letters describing the Temporary Traffic Control Plan and any potential impacts during construction be sent to key stakeholders such as the school, churches, Jacksonville ARTCC, as well as other businesses.

LAP FUNDING CONSIDERATIONS

The key to a successful Local Agency Program (LAP) project involves the initial scoping, budget and schedule of the project. The Scope of Work must meet the programmed funding for design. Sometimes the local's desired improvements exceed the budgeted amounts or are outside the approved LAP funded items. In these cases, coordination will be required to manage the estimated design costs and scale back the work, if necessary, or assist the County in obtaining additional funding. LAP projects seek to use lower cost countermeasures such as signing, pavement marking, and minor geometric changes to address known crash issues on local roadways.

As a local project, plans will conform to The Florida Greenbook for off-system roadways and will meet FDOT LAP Agreement requirements. We understand that FDOT is counting on the selected consultant to ensure quality of design and completeness of plans with minimal FDOT oversight. We have added ELEMENT to the team, as they hold the current Districtwide LAP design contract and have worked with Nassau County on several LAP projects.

CONSTRUCTION COORDINATION/POST DESIGN

We understand the importance of coordination with Nassau County, the Contractor, and the CEI team. We are committed to providing prompt and thorough coordination to the County and the Contractor for any issues encountered during construction. The Pond Team includes personnel with construction experience as they have been contractors, field inspectors or CEI Resident Engineers. This experience is unique to our team and allows our team to design "Buildable Designs". The Team also understands the need to respond quickly when unforeseen conditions surface during construction.

Pond strives to eliminate/reduce the need for Change Orders. This is accomplished by developing a detailed scope and schedule incorporating all project milestones. Using scheduling software to track the project ensures we have the available resources to keep the project on time and on budget. We field truth our plans to avoid conflicts and unforeseen conditions.

We attend pre-bid and pre-construction meetings with the contractor to clarify and confirm the project intent and construction schedule.

Project Issues

PAVEMENT DESIGN

The existing pavement is in poor condition, with rutting being a more critical issue than cracking. While pavement cracking is not severe, when there is cracking, it is deep. On the resurfacing project to the east they called for a friction only resurfacing that varied from 1" to 1.5" milling and resurfacing depth. However, to fully correct the existing cracking and rutting, deeper milling and resurfacing may be needed in some locations. Contributing factor to the existing pavement conditions may include: 1) Truck traffic - While less than 5%, this is a main haul route for the timber industry with Rayonier owning several large parcels along the corridor. 2) Excessive asphalt - There are at least three lifts of asphalt visible on the shoulders. 3) Groundwater intrusion in the base - We noticed standing water in shallow swales along the corridor. In the poor pavement areas, we recommend obtaining core data to determine the depth of the cracks and rutting and the underlying cause. Potential repair solutions may include one or a combination of the following: 1) Variable milling for cross slope; 2) Regrading of existing ditches and swales; 3) Deeper milling with an added Superpave layer; and/or 4) Utilization of a geofabric for additional pavement strength. The final pavement design will not be a "one size fits all" approach. We will recommend the appropriate milling and resurfacing depth and other low-cost solutions that meet the budgetary constraints of the County and provide the maximum life expectancy for the pavement.

ROADSIDE SAFETY AND GUARDRAIL

There is substandard shoulder for approximately 1,500 feet near Pineridge Road. To correct this issue it would require regrading ditches, extending culverts, impacting wetlands, and potential utility conflicts. We will analyze this section against the crash data to determine if a wider shoulder is warranted or we will apply for a design variation.



Substandard shoulder at CR 108 near Pineridge Drive



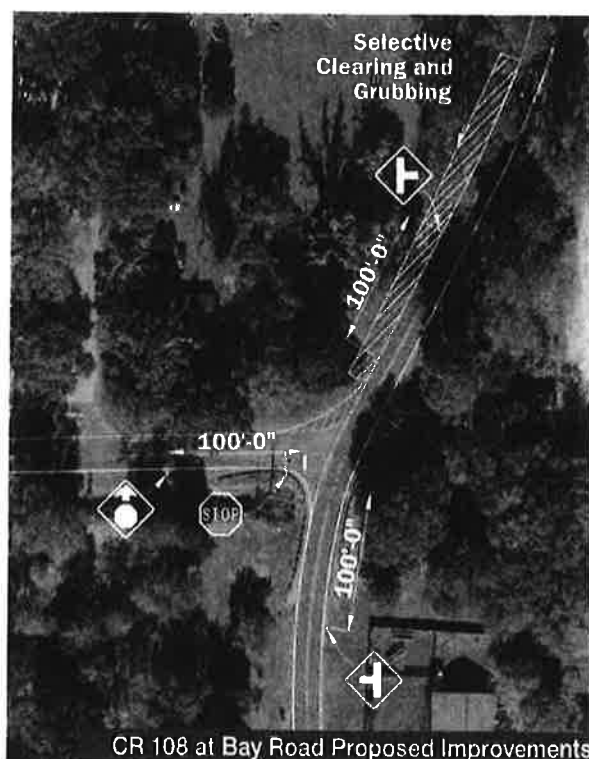
At the west end of the project, where CR 108 makes a 90 degree turn at 1st Avenue, there is existing guardrail along the north side of the roadway up to the school. The existing guardrail does not meet current criteria as to separation from the roadway and deflection clearance (4' to the hazard). It is understood the guardrail has been placed to protect the sidewalk that is used by students located behind the guardrail. The guardrail shows signs of impacts by vehicles at the end sections. Additionally, the guardrail on the southwest quadrant of the intersection with Bay Road was observed to have been impacted and repaired recently. It is unlikely that the existing guardrail will be able to be brought up to standard within the existing R/W with this project. Therefore, we will recommend any needed repairs and prepare a design variation for the existing guardrail to remain.

INTERSECTION IMPROVEMENTS

At the intersection of CR 108 and Bay Road, there have been two single vehicle crashes that have impacted the guardrail in the southwest and southeast quadrant. Based on observations during our site visit, issues with sight distance and horizontal geometry are likely the leading causes of these accidents. The eastbound traffic on Bay Road is currently controlled by a stop sign and stop bar but the stop bar is located where sight visibility is poor. The north south traffic is a through movement and is not presently controlled. The existing north-south geometry of CR 108 is an S-curve that starts just south of Bay Road and ends just south of W 1st Ave. Bay Road intersects CR 108 on the curved portion of the geometry and not on the tangent. Our proposed modifications include reducing the turning radius of the northwest quadrant by restriping the edge line, thus retaining the asphalt to prevent off-tracking by trucks, selective clearing and grubbing to improve sight distance, and intersection ahead signs.

In discussing this project with one of our Pond employee's that lives in Hillard, she recommended we look at adding a 3-way stop at CR 108/1st Ave/Indiana St. intersection. While this intersection does not have a significant crash history when compared with other intersections, our staff member stated there were lots of near misses and it is a confusing intersection, even for locals. We would recommend converting this intersection to a 3-way stop.

At the intersection of CR 108 and US 1, the eastbound left turn lane does not meet the minimum turn lane length criteria. For a 35-mph design speed, the minimum deceleration length is 145'. If we use a



CR 108 at Bay Road Proposed Improvements

ADA IMPROVEMENTS

The existing ADA ramps at the intersection of CR 108 and US 1 will be evaluated to ensure compliance with the latest ADA requirements. During our field visit it was observed that a Nassau County Sheriff's Officer had to direct traffic at the school when school ended for the day. There is an existing school crossing used by students which is also controlled by the Nassau County Sheriff's Officer. It is recommended that an economic analysis be performed to determine if pedestrian actuated signals and/or RRFBs may be a more efficient and inexpensive way to handle vehicular and pedestrian traffic both in the morning and evening during school days. Additionally, the mid-block crossing at the First Baptist Church should be upgraded to be high emphasis.



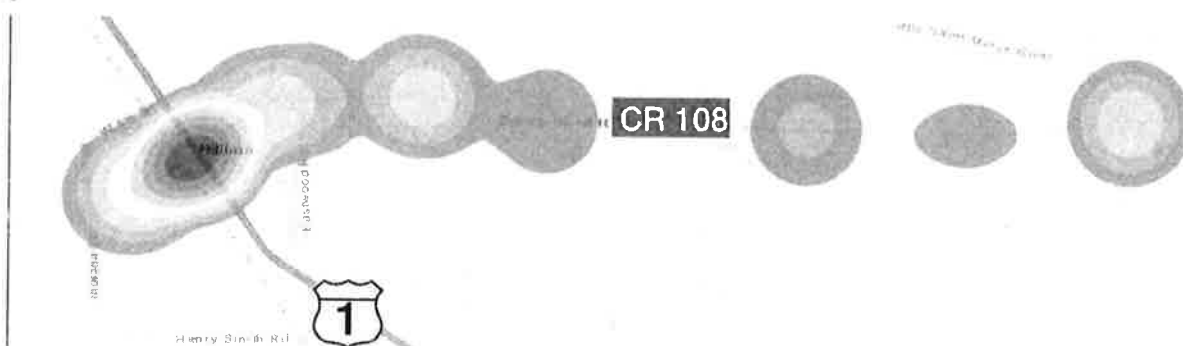
Mid-Block Crossing at First Baptist Church



SAFETY ANALYSIS AND RECOMMENDATIONS

From 2014 to 2019, there have been 89 crashes in the corridor. As can be expected, the crashes are primarily at the intersections, as shown in the crash heat map. There were also several severe crashes at Pineridge Road and the curve to the east and these are noted below. A summary of the crash data is as follows:

- | | |
|---|---|
| ■ 89 crashes | ■ 9 Animal |
| ■ 2 fatality crashes | ■ 7 Angle |
| ■ 30 injury crashes resulting in 41 injuries | ■ 4 Backing |
| ■ 57 property damage only crashes | ■ 4 Sideswipe |
| ■ 21 Rear-End (1 incapacitating injury E of Pineridge Road) | ■ 3 Head-On (1 fatality, 1 incapacitating injury E of Pineridge Road) |
| ■ 19 Off-Road (1 incapacitating injury at Pineridge Road) | ■ 1 Unknown |
| ■ 11 Left-Turn | ■ 10 Other (2 incapacitating injury at Pineridge Road) |



Over 40% of the total crashes are at the US 1 intersection with a significant number being rear ends in the eastbound direction. It was noted that the eastbound left turn lane does not meet minimum deceleration criteria. It was also difficult to see the signal heads during sunrise and sunset. Operational improvements at this intersection could mitigate a significant number of these crashes and will be discussed with signalization. Our preliminary analysis found that a high percentage of the crashes in the rural section, east of Hillard, were caused by driver inattention or distraction (i.e. texting), reckless driving, and excessive speed. The use of auditory and vibratory markings in these areas, that would alert drivers to a possible road or lane departure, would provide an easy and cost-effective solution to mitigate these types of crashes.

Of the two fatal crashes, one occurred at CR 108 and Eastwood Road and involved a left turning westbound vehicle. We will analyze the stopping sight distance for eastbound vehicles as they come around the curve just to the west of Eastwood Road. We also recommend a speed study in this area as the posted speed changes from 35 mph to 50 mph just east of this intersection.

The other fatal crash was near Pineridge Road and involved wet pavement and hydroplaning. During the field review, limited sight distance when turning from Pineridge Road onto CR 108 was noted. Similarly, sight distance and speed studies are warranted for Pineridge Road, as well as an analysis of superelevation and existing drainage conditions. The installation of advance side street signs should be considered to mitigate crashes associated with side streets with limited sight distance.

It is recommended that the crash data be scrutinized in further detail to ensure that any roadway related root causes of the accidents are addressed in an economically feasible manner.

SIGNALS

There is one existing signalized intersection within the County Road 108 project corridor and is located at the intersection of US 1. The existing signal is a mast arm mounted system made up of two double mast arms, located in the southwest and northeast quadrants. The existing signal heads appear to be dated and do not have backplates. Currently, the vehicular detection at the intersection is via Video Detection. The intersection



has full pedestrian access, with signal heads, signage and detectors that meet current Nassau County and MUTCD standards, with the exception of the spacing requirements within the curb ramps. Additionally, there is a CCTV located on the mast arm in the northeast quadrant. When reviewing the crash data from Signal 4 Analytics from 1/1/14 to 11/1/19 there was 89 crashes along the corridor of which 39 occurred within the influence area of this signalized intersection. Of those crashes 48% are Angle or Left Turn Crashes and 24% are Rear End Crashes. We recommend adding new signal heads with retroreflective backplates, as well as replacing the 5-section heads with 4-section flashing yellow arrows. These mitigation measures have been proven to reduce crashes at signalized intersections.

FDOT has a resurfacing project programmed along this section of US 1 (FPN 445351-1-52-01) to be let to construction in FY 2024. Recommended improvements to the signal at the US 1 intersection could be held for this resurfacing project and would result in a cost savings on this project. However, the addition of flexible backplates to the existing signal heads could be done without a structural analysis and no change to the existing mast arms per FDOT Roadway Bulletin 20-08 and would provide an immediate safety enhancement.

SIGNING & PAVEMENT MARKING/SIGNALS

All markings will be replaced to conform to current standards. All signs will be evaluated for damage and proper usage and upgraded as needed with special attention of school zone and school crossing signs. Additional signage may be warranted at T-intersection locations such as Eastwood Road and Pineridge Road as well as at the existing curves east of Pineridge Road. Additional signs that may be required would be advance warning of T-intersections, chevrons delineating curves and additional speed limit signs. Our plans will add new turn lanes or remove any old turning lanes such as the one in front of the Jacksonville ARTCC, as needed. We will ensure that special emphasis crosswalks are included at signalized intersections and the two mid-block crossings for the

school and the First Baptist Church. In addition, it is highly recommended that auditory and vibratory right edge lane markers be used.

It is recommended that a No Passing Zone study be performed to ensure the adequacy of the existing striped zones and to verify if additional signage may be warranted. A no passing zone study would be prepared using the guidelines contained in Chapter 11 of FDOT's Manual on Uniform Traffic Studies. The No-Passing Zone Study will determine where it is safe to allow passing on this two-lane facility. There are seven warrants for determining no-passing zones that will be evaluated. The minimum passing sight distance and minimum stopping sight distance will be used to determine the no-passing zones. These are based on the posted speed limit and design speed, respectively. Each speed zone limit will be identified to ensure the no passing zones are properly identified.

Based on the number of crashes seen in the curve section east of Pineridge Road (8 from 1/1/14 to 11/1/19), we recommend an Advisory Speed Study. This study is based on Chapter 10 of the Manual on Uniform Traffic Studies (MUTS). The purpose of the Advisory Speed Study (Form No. 750-020-12) is to determine the safe speed a vehicle can negotiate a given horizontal curve under ideal conditions. The study is also used to determine where turn and curve signs with advisory speed plaques are required for horizontal curves. There are currently three methods that have been developed to determine advisory speeds along horizontal curves: the design speed equation, the ball-bank indicator, and accelerometer method. We recommend the ball-bank indicator as it provides real field conditions by measuring the overturning force, in degrees, on a vehicle negotiating a horizontal curve.

DRAINAGE

There are existing areas adjacent to side drains exhibiting serious erosion of the front slope of the ditches. These areas, if left unrepaired, could potentially



CR 108 at US 1



CR 108 East of Pineridge Rd



undermine the roadway. The design will look at those side drains and cross drains suffering from erosion to determine root causes and solutions to prevent future erosion.

Drainage improvements will generally be confined to improvements that increase the safety for users of the project corridor. Stormwater runoff from the roadway pavement discharges directly to roadside ditches and is then conveyed to existing outfalls located throughout the project corridor. During our field review, we noted several side-drain and cross drain end treatments that are larger than 24" and located within the clear zone that should have grates added to them to make them crashworthy. Addition of these grates would reduce the flow area at the entrance mitered end section as well as increase the head loss at the exit mitered end section which may necessitate hydraulic calculations. We also noted several mitered end sections in poor condition that should be replaced. Desilting of some of the side-drain and cross drain pipes should also be considered. There is sediment accumulation within the gutter located in the southeast quadrant of the CR 108/US 1 intersection. The elevations along this curb return will be checked and corrections will be proposed to provide positive drainage around this curb return.

The existing pavement is exhibiting settlement at two cross drain locations (5000' west of Middle Road and 200' east of Pineridge Road). We noted previous pipe lining installations at both of these locations, however, it appears this lining may have failed. Replacement of these two cross drains should be considered.

The grass shoulder is built up at the edge of the paved shoulder in some locations. This causes runoff to be trapped by this edge and spread onto the pavement areas. These locations should be graded to allow runoff to discharge effectively to the roadside ditches.

If the existing left turn lane at US 1 is extended, we would need to take a close look at the existing drainage



Erosion at Side Drain

patterns. It does not appear to be good drainage system in place in this area as there are no defined ditches or inlets. The additional impervious may negatively impact existing drainage conditions in this area by creating ponding and spread issues. We will look closely at the existing drainage patterns between the RR and US 1, in conjunction with the crash data, to determine if adding inlets along this section of the roadway is warranted.

MAINTENANCE OF TRAFFIC

Our Team is fully committed to developing a temporary traffic control plan (TTCP) that safely and efficiently moves traffic through the work zone while providing a safe working environment for construction personnel. The traffic control plan will be developed in accordance with the MUTCD and the 102-600 Series of the FDOT Standard Index.

Most of the proposed work will be through undeveloped areas and construction can be completed by using daytime lane closures. The length of allowable lane closures will be determined to ensure vehicular traffic is not unduly impaired while employing a two-way, one-lane closure plan. In the urban area, the TTCP will ensure that side streets are not closed without proper advance notice and that proper detour plans are established for when side streets need to be closed.

The project corridor includes Hilliard Middle Senior High and access to the school will be maintained during construction. The TTCP engineers will evaluate the need for temporary sidewalks, longitudinal pedestrian barriers and other devices to provide safe access for school children and persons with disabilities. Although the TTCP engineers will strive to provide safe access through the construction zone, the main goal will be to prepare a construction phasing and schedule that will require the contractor to construct the project during the summer vacation period. This will reduce conflicts and accidents during construction due to decreased traffic since the school will be out of session.

The traffic control plan will be built into the design rather than added on after the fact. That means that the TTCP engineers will work closely with roadway engineers to develop a design that simplifies construction.



Project Management Approach

Our team will be led by Tabatha Carlton, PE, who has a long history designing and managing projects. She will ensure that the County is her highest priority. She has extensive experience in designing and managing projects for numerous municipalities and understands the need to meet with Nassau County staff and Commissioners, as needed, to discuss this project. She understands that as project manager she must represent the interests of Nassau County first and foremost.

Pond implements a strong management plan for every project. Our management plan focuses on 6 key elements necessary for a successful project:

- **Scope:** For scoping, we ensure that everyone on the team understands their roles and responsibilities through organizational charts and scoping meetings. We will begin with a thorough scope meeting with Nassau County to ensure that all team members are on the same page.
- **Schedule:** The schedule, including deliverables and milestone dates, is established during the project kick-off and reviewed monthly.
- **Budget:** The budget is tracked through internal project controls and summarized on the monthly progress report submitted to the County.
- **Risk Management:** The key to risk management is to identify potential risks to the project's success early and develop ways to mitigate these risks. In addition to the team's personal experience, we will also explore our corporate Knowledge Exchange database for potential risks.
- **Communication/Coordination:** Communication and coordination efforts include internal staff, County staff, and external stakeholders. A communication plan will be developed for this project that identifies the team and stakeholders and defines when and how often they will be communicated with.
- **Quality:** We will ensure a quality product through the implementation of a Project Specific Quality Control Plan. Our QA/QC process is further discussed in Tab 5.

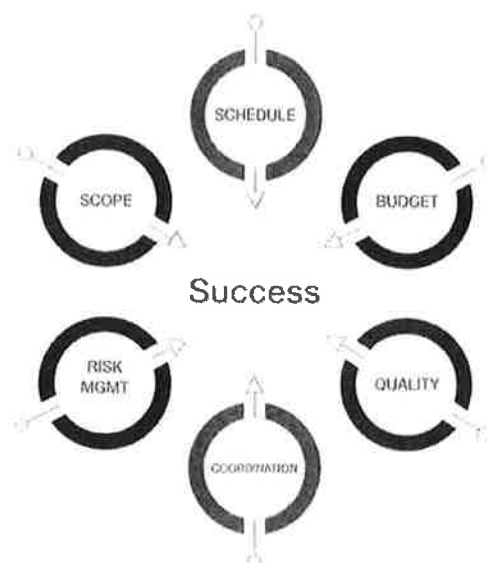
MANAGEMENT TOOLS

Pond provides several "value added" management software tools to our staff to assist with tracking and maintaining key management elements: Microsoft Project, Newforma Project Center, and the PM Performance Dashboard. Pond utilizes Microsoft Project to develop and track schedules for the variety of projects that are occurring simultaneously. This

software allows the PM to input the tasks necessary to complete each phase of the project and then dynamically track and modify those tasks as the project progresses. This ability to have real-time information allows Pond to keep Nassau County updated on the effects that modifications to the scope of the project will have on the project schedule. This tool also assists the PM in identifying critical path tasks and preemptively spot periods that require additional resources.

Newforma Project Center allows Project Managers and other team members to track multiple projects and receive real-time information. It allows storage of project files and documents with internal and external team members having controlled access to various levels of information. In addition, emails and drawings are stored in Newforma and archived. Finally, it provides an easy way to transfer information that is too large for emails or multiple recipients that require information. Nassau County is assured that project data is organized and readily accessible.

Pond's PM Performance Dashboard provides interactive real-time information regarding the budget of the project. This program allows the Pond PM to have accurate budget information to pass on to Nassau County. Through incorporation of the negotiated fee and hourly rates for personnel classifications the PM is able to spot any potential pitfalls to the project's budget. This forward-looking information allows Pond and Nassau County to proactively manage the budget.





Subconsultant Team

Pond will be the primary point of contact for Nassau County. To complement our Project Team, we have chosen highly qualified subconsultant firms based on their experience in Nassau County, previous teaming experience with Pond Staff, and experience with projects with similar considerations. Below is a brief bio of each firm, along with their role on the project.



SIGNING, MARKING, SIGNALS, LIGHTING & DRAINAGE

Peters and Yaffee is a minority owned and certified DBE in Florida professional services consulting firm providing comprehensive professional engineering design in the fields of Traffic and Transportation Engineering. Clients consist of state, city and county municipalities, developers, architects and other engineering firms. Peters and Yaffee has completed the design of over 30 projects in Nassau County since 2008.



LAP COORDINATION, SAFETY AUDIT & RAILROAD COORDINATION

Element Engineering Group, LLC has served the engineering needs of public- and private-sector clients since 2006 in the areas of transportation engineering, structures, utilities, civil, and survey. Element has been the FDOT District 2 LAP Design team since 2015 and complete the design of improvements to CR 108 adjacent to this project.



SURVEY

DRMP, Inc. is a privately-held and employee-owned firm striving to provide each of their clients with comprehensive professional and technical expertise to develop innovative solutions for a wide range of projects. Their mission is to achieve excellence in surveying, civil engineering, planning, environmental sciences and construction inspection services; to meet our clients' goals and objectives. DRMP has provided survey, SUE and utility coordination on Pond projects since 2006.



GEOTECHNICAL ENGINEERING

CSI Geo provides geotechnical engineering, CEI, and construction materials testing services throughout the Southeast. CSI Geo's 5,000 sf facility contains a fully equipped soils, concrete, and asphalt-testing laboratory certified by AASHTO, USACE and FDOT.



UTILITY COORDINATION

T2 Utility Engineers (T2) (formerly Cardno) is a multi-disciplinary company providing a full range of professional services related to Utility Infrastructure, including Subsurface Utility Engineering (SUE), Utility Mapping, CCTV, Utility Coordination, Utility Design, and Surveying for public and private clients across Canada and the United States. In October 2019, Cardno's Utility Engineering & Surveying group demerged from Cardno and became T2 Utility Engineers.



Innovative Concepts & Cost Saving Ideas

Throughout the discussion of project issues, we have presented numerous recommendations for the County's consideration; all of which we have successfully implemented on previous projects. A summary of those recommendations are as follows:

- Use of Geofabrics to strengthen base, if needed
- Intersection improvements at Bay Rd, 1st Ave, & US 1
- Utilize high emphasis striping on all cross walks, including mid-block crossings
- Use of auditory and vibratory striping
- Install advance street warning signs for all side streets
- Add new signal heads with back plates at US 1
- Add crash worthy grates to MES on pipes over 24" diameter

Additionally, we have identified three innovative approaches that will enhance safety, shorten the overall project schedule, reduce construction costs, and minimize impacts to the travelling public.

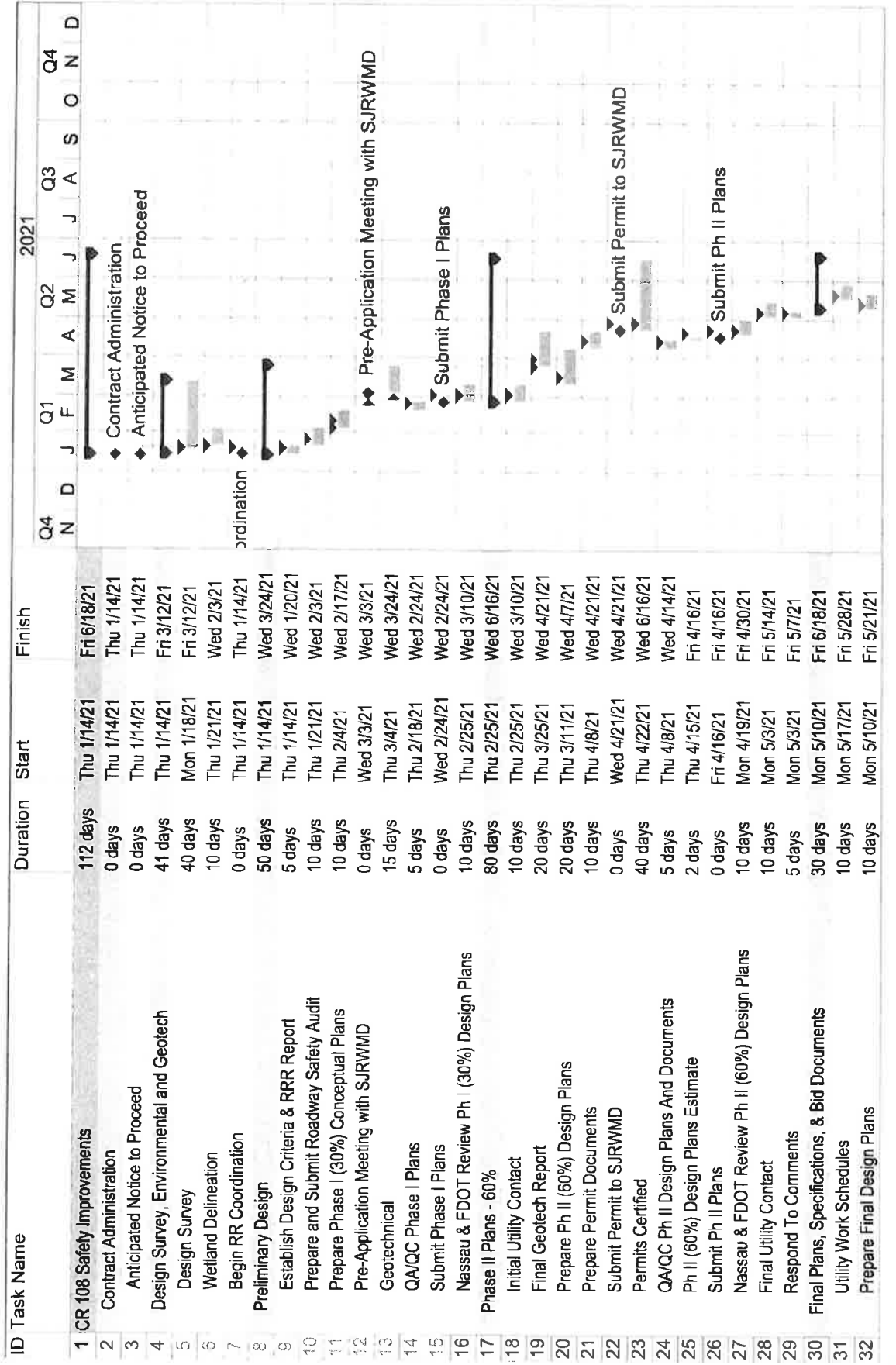
- **Limited Survey:** We believe this is an excellent candidate for developing plans from limited survey. This would not change how the data is collected through mobile LiDAR, just the amount of data that is processed. For those areas that we know are going to require detailed design for the needed improvements, a full DTM will be obtained. Those areas on this project would include all intersections, areas where cross slope or superelevation correction is anticipated, and areas requiring drainage improvements. The roadway between these DTM areas would still need cross sections every 200' to 1000', depending on if it is in a curve or tangent section. Limited survey does not mean limited design. If there are any questions regarding the design in a specific area, we can request additional data be processed from the point cloud or verify the proposed design with a field visit and field measurements.
- **Enhance Pedestrian Safety at R/R Crossing:** The pedestrian movements at the R/R crossing are not protected and the R/R crossing is being excepted out of the project. Our first choice for correcting this situation would be to add pedestrian gates. However, we understand this would require extensive coordination with the R/R and could adversely impact our schedule and budget. It should also be noted that the R/R crossing is fairly new, so there may not have been enough pedestrian traffic to warrant a separate pedestrian gate in these quadrants. A cost effective option is installing "LOOK FOR TRAIN" signs a safe distance from the tracks.
- **Drainage:** We recommend paving to the R/W line for side street connections. This prevents dirt from being dragged onto the travel lanes and ultimately building up on the shoulders. This will result in improved safety for cars and motorcyclists by minimizing buildup on the shoulders that tends to lead to standing water on the travel lanes.
- **Increased Pavement Strength:** If it is determined that the existing sub-soils, stabilization, or base is not sufficient or does not provide an adequate structural number, we recommend exploring the use of geofabrics in lieu of full depth reconstruction. In this application, the geofabric would need to be placed between 2 lifts of Superpave. Geofabrics can also be used if muck is identified. The geofabric would be placed below the stabilization in areas of fill due to widening or superelevation correction.

Proposed Design Schedule

A design schedule that includes all the deliverables and submittals outlined in the Scope of Services attached to the RFP would require a minimum of 11 months and would push construction to the beginning of 2022. Understanding that the County would like to construct this in the summer of 2021, we have developed a 6-month schedule that matches the design submittals shown in the County's schedule attached to the RFP of 30%, 60% and Final. In order to achieve this reduced schedule we used the following assumptions:

- We will use the limited survey approach previously discussed
- The 30% submittal will be conceptual on aerials to provide a graphical representation of recommendation in the RRR and Safety reports and to provide preliminary cost estimates.
- No R/W acquisition will be required
- For permitting, we will either be exempt or a General Permit from SJRWMD and a Nationwide Permit from USACE
- We will design around existing utilities in order to minimize or avoid impacts and expediate utility coordination.
- Nassau County and FDOT review periods will be a maximum of 10 working days.
- NTP will be issued in January 2021. If NTP is delayed, we will work with the County to identify additional schedule reductions.

Safety Improvements to CR 108



Date: Mon 11/23/20

Task

Milestone

Summary

Critical

Safety Improvements to CR 108

ID	Task Name	Duration	Start	Finish	2021																	
					Q4	N	D	J	J	F	Q1	M	A	M	Q2	J	J	A	Q3	S	O	N
33	Prepare Specifications	5 days	Mon 5/10/21	Fri 5/14/21																		
34	QA/QC Final Plans & Documents	2 days	Mon 5/24/21	Tue 5/25/21																		
35	Prepare Final Construction Estimate & Bid Tabs	3 days	Wed 5/26/21	Fri 5/28/21																		
36	Submit Final Plans, Specifications, & Bid Documents	0 days	Fri 5/28/21	Fri 5/28/21																		
37	Nassau & FDOT Review Final Plans & Documents	10 days	Mon 5/31/21	Fri 6/11/21																		
38	Respond to Comments	2 days	Mon 6/14/21	Tue 6/15/21																		
39	RR Certification	0 days	Thu 6/3/21	Thu 6/3/21																		
40	Utilities Certified	0 days	Fri 6/4/21	Fri 6/4/21																		
41	Prepare Signed & Sealed Plans	3 days	Wed 6/16/21	Fri 6/18/21																		
42	Submit S&S Plans and Specification	0 days	Fri 6/18/21	Fri 6/18/21																		
43	Project Ready For Bid	0 days	Fri 6/18/21	Fri 6/18/21																		

Date: Mon 11/23/20

Task

Milestone ◆

Summary ◆

Critical

POND



Tab 5 - Quality Control



Tab 5 - Quality Control

The goal of Pond's Quality Management System (QMS) is to convert Customer Needs into Customer Satisfaction by providing a Quality product which meets client objectives. Additionally, we will design a safe and effective facility, that can be constructed on schedule and within budget. Plans checking is often the most visible part of the Quality Management process, but our QMS includes much more than checking. Pond's QMS encompasses a thorough, integrated approach to Quality which engages: 1) Our Process, 2) Our Technology, 3) Our People, and 4) Our Culture.



PROCESS

PROJECT KICKOFF

Based on our Project Management Approach described in Tab 4 of this proposal, at the start of a project, a Project Management Plan (PMP) is developed to formally document the work plan for the project. The PMP is an important tool for communication among team members and the client, and it is a critical first step toward mapping out a strategy for successful delivery. Potential Project Risks are identified in the Project Management Plan along with proposed mitigation strategies to minimize the possible impacts to schedule or budget. Examples of these risks include potential utility conflicts, stakeholder issues, or R/W needs. By identifying risks and developing mitigation strategies at the beginning of the project, all team members are made aware of the issues and will be prepared to address them early in the design where the cost and schedule impacts are smaller compared to finding out about them in later phases or in construction, where addressing them can affect the project in both time and money. Another key aspect of the PMP is identification of individual and team responsibilities for QA/QC. The submittal schedule is established in the PMP, which clearly blocks out dates for internal plan reviews.

SUBMITTAL REVIEWS

The preliminary design submittal is a critical opportunity for our Team, Nassau County, and other approval agencies to confirm initial agreement on design direction, project milestones and standards. It is also an opportunity for our cost estimator to gauge if the design is in line with the construction budget.

The 60% design review provides an opportunity to review constructability and bid-ability issues with the

contract documents. Particular attention is paid to verifying that the design is following the agreed scope and is responding to the identified critical success factors. Specific attention is paid to reviewing the clarity of the verbiage in the plans and specifications. It also focuses on several other issues:

- Is construction cost in line with available budget?
- Do methods and technologies represent state-of-the-art techniques for which proven construction methods exist?
- Is sufficient information available regarding subsurface and hydrographic conditions?
- Are there other potential unknowns that need to be clarified in the documents?
- Are site conditions fully described and accurate?

Once the design has advanced to the 90% stage, a comprehensive constructability review, which concentrates on the clarity, completeness and consistency of pre-final design documents, is conducted. The pre-final review will focus on such questions as:

- Is there effective coordination of documents among all disciplines in the project (e.g. roadway, traffic operations, etc.), and are the design drawings consistent with bid specifications?
- Do bid documents include adequate information and clear instructions to allow bidders to price the work in a competitive manner, without incorporating factors for unknown risks?
- Are clear and adequate contract provisions included for conditions that could result in change orders due to lack of sufficient information?
- Are plans fully compatible with actual conditions?



DOCUMENT CHECKING

In keeping with our policy and sound engineering practice, all design analyses, drawings, specifications, cost estimates, other contract documents and reports produced by Pond are to be checked prior to submission to clients. The project manager or project engineers for specific disciplines appoint experienced engineers as checkers. Checkers are expected to perform their checking independent of the engineers who prepared the design. The checker should have experience equal to or greater than that of the designer. A set of check prints will be formalized to document the checking process. Different colors are used to identify the various stages of the checking process.

- is used by the checker to indicate agreement, and all lines, dimensions and written text are to be yellowed-in if correct.
- **Red** is used by the checker to indicate corrections and additions.
- **Green** is used by the backchecker to indicate approval of checker's changes, plus additional changes as agreed to by checker.
- **Blue** is used to indicate that changes to the document original have been made.
- **Green** is also used to verify that the change to the document original is correct.
- **Black** is used for non-record comments or instructions.

Check prints are formalized through the addition of a check print stamp. On the stamp, each participant in the checking process signs on the appropriate line, indicating that that stage of the process is completed. In order to avoid Change Orders and Claims during the construction of this project, it is extremely important to avoid any and all errors and omissions in the design plans and specifications. In order to achieve this goal on this project, our team will strictly adhere to QA/QC requirements.

The stamp is titled "POND" and "CHECK PRINT". It contains fields for "Project", "By", "Date", "Checked", "Checked", "Comments", "Date", "Verified", and "Date".

CONSTRUCTABILITY

During the pre-final constructability review, one or more senior engineers will review the project using checklists developed from lessons learned on previous projects, their own experience, and the FDOT's Construction Project Administration Manual (CPAM). By utilizing the CPAM checklist, which was developed

by FDOT CEI and Construction staff responsible for construction quality in the field, we are looking at the project through the CEI and Construction Personnel's eyes, which has proven to reduce change orders and claims. An important part of the Constructability Review is a plans-in-hand review in the field between the Reviewer and EORs. These plan-in-hand reviews have proven to be effective tool in finding changes in existing conditions and any issues that need additional detailing to avoid contractor change orders and delay.

TECHNOLOGY

Technology is an integral part of our project delivery. We perform our design utilizing CADD software, custom spreadsheets, and specialized programs for analyses such as drainage, signing, roadway geometry, and structures. Technology ensures that we use the most current methodologies in both design and production and therefore provides important contributions to quality but also incurs additional responsibility in pursuit of quality due to its technology's ability to make errors more difficult to identify while also being able to duplicate errors multiple times if left unidentified.

Pond's QMS utilizes several methods to address quality in electronic delivery. First, we utilize software validation to verify new and updated software. This involves utilizing established "test cases" that have been thoroughly checked for expected results for each software program that we use. As new versions of analysis programs are released, we run the test cases in the updated software to ensure that the results match the verified test case. This provides confidence that new software versions perform as expected. We also use technology to verify plan integrity. Utilizing Bluebeam software, in the checking process, we overlay previous versions of drawings with the newest version of the same drawing. This overlay mode highlights in color those areas which have changed between the two files, allowing the EOR and Designer to verify that only those changes intended to be incorporated have been made to the drawing.

Another technology platform that Pond uses to ensure file version integrity and establish project documentation is Newforma. The Newforma platform allows us to send and receive large file submittals and stores project emails in the project record. The software is integrated into our Microsoft Outlook program, ensures that every version of our design files sent or received is readily accessible and can be retrieved by keyword search. During construction,



Newforma can track receipt and responses to RFIs and Shop Drawing Submittals. The Newforma Submittal review platform can send reminders and reports to all parties, allowing full transparency of the status of the construction review pipeline.

PEOPLE

Our greatest assets in the path to quality are Pond's responsible professionals providing planning, coordination, supervision, technical direction, design, and plans production. Pond's QA/QC Program is the responsibility of all the team members. Experienced, qualified individuals who are not directly responsible for performing the work will verify our team's quality through checking, reviewing and oversight of all design activities.

Our Quality Control program is designed to:

- Include all levels of the project team
- Ensure that quality assurance and control are an integral part of the project from day #1 and not just an "end of job" review
- Ensure that documents are technically complete, workable, and within budgetary and scheduling guidelines (provide cost and schedule control)
- Commit the resources necessary to achieve the objectives established by Nassau County
- Ensure frequent communication on progress, problems, and accomplishments
- Provide periodic review of project performance related to the planned schedule and budget goals.

The project team members identified in Tab 3 offer an average of 25+ years of experience designing similar projects. This wealth of experience ensures that our team can anticipate key issues and potential challenges in order to address them early in the project to minimize impacts to budget and schedule. We provide continuous training opportunities through Pond's Center of Learning and Innovation to foster continued advancement and growth for our employees.

CULTURE

At POND, Quality is more than a checklist or color-coded plan review set. Quality is integrated into every aspect of our business. Pond's QMS is designed to ensure that all aspects of our operations contribute to an end product which effectively meets client objectives.

Fundamental Aspects of Quality:

1. Quality Is Defined as Conformance to Requirements. Requirements must be identified and mutually agreed to by the client, the project manager and senior project staff before work on the project begins.
2. The System for Achieving Quality Is Prevention. This occurs by working to avoid problems, identifying the causes when they occur and taking the steps necessary to eliminate the conditions that cause them.
3. The Performance Standard Is Zero Defects. This precise quality standard requires a personal commitment to take requirements seriously. Conventional standards convey the impression that some level of error and wasted effort are acceptable. This must not be the case.
4. The Measurement of Quality is the Cost of Nonconformance, or the cost of doing things wrong. Measurement of the cost of wasted effort and the "fix" to make things right is a good tool for identifying areas needing attention and setting priorities for the elimination of problems. To ensure outstanding quality at all steps within a project, POND builds quality assurance and quality control into all aspects of our operation.

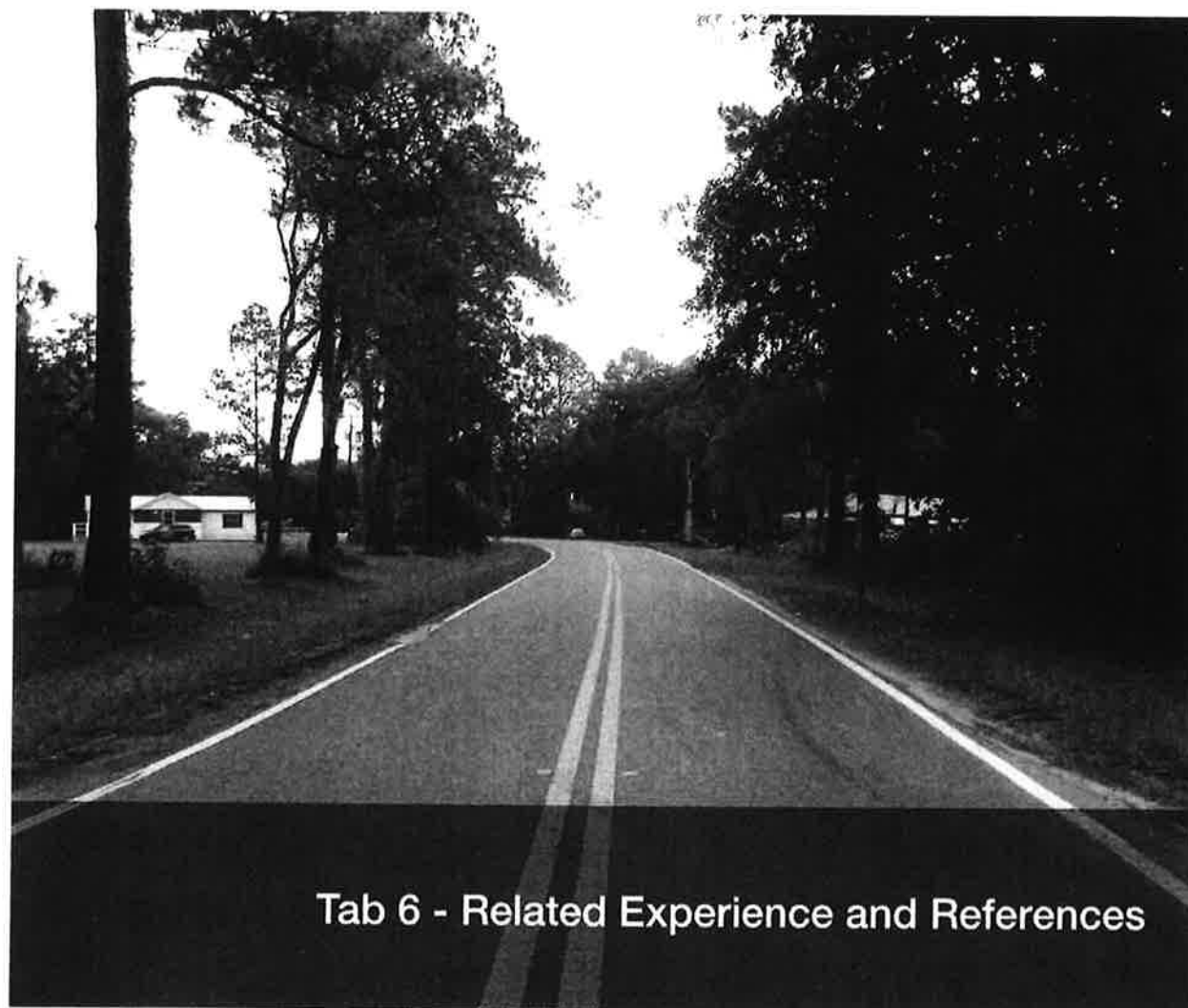
COMMITMENT TO CONTINUOUS IMPROVEMENT

Every project has the potential for unforeseen conditions, and every design has the possibility of being subject to human error. The goal of Pond's QMS is to identify, avoid, and mitigate for those potential conditions and, importantly, to learn from past issues for the benefit of every project. The experience gained in previous project reviews will accumulate over the life of the contract and will apply to future projects as well. During construction, our design teams receive feedback from the field regarding actual implementation practices. Our Team maintains a list of "lessons learned" on all projects in an online database. At project closeout, a "Lessons Learned" meeting is conducted, each issue is discussed, and the item and solution are entered into our web-based database. This then makes the issue available for all future projects. For each new project, the Project Manager searches the lessons learned database for potential issues that could be associated with the current project, provides a list to all design and review team members to use in the design and review process, and discusses each item during the design project kickoff meeting.

Pond also looks to our customers to identify areas for improvement. Pond engages a third party to perform annual client surveys every year to get honest feedback from our customers regarding our performance, quality, communication, and responsiveness.

POND

TAB 6 - RELATED
EXPERIENCE & REFERENCES



Tab 6 - Related Experience and References



Wildlight Avenue Extension, Nassau County School Board

Nassau County, Florida



Project Description:

Pond completed the roadway design of this important extension of Wildlight and Curiosity Avenues to connect not only Wildlight Elementary School to SR 200 but to William Burgess Boulevard as well.

Project work included complete engineering, drainage, and signing and pavement marking design for this 1.5-mile new roadway. The project consists of two 12-ft lanes, a 5-ft sidewalk on one-side and a 12-ft multi-use path along the entire length of the project. Drainage design included a hybrid system of open swales and a closed storm sewer system. Additional tasks included minimizing wetland impacts by reducing the footprint of the road through the use of retaining walls.

The project required extensive coordination with Nassau County Staff and the Nassau County School Board to ensure that the design met County standards while providing the desired vehicular and pedestrian connectivity to the school.

Dates: 2015-2017

Contract Value: \$185K

Construction Value: \$3.4M

Services Performed

Roadway Design, Multi-Use Path Design, Drainage, SAPM, Landscape Architecture

Owner Contact:

Jeffrey Bunch | Nassau County School Board
p: 904.225.5343 | f: 904.225.0094
jeffrey.bunch@nassau.k12.fl.us
86334 Goodbread Rd. | Yulee, FL 32097



SR 189/Beal Parkway Resurfacing & Intersection Improvements, FDOT District 3 Fort Walton Beach, Florida



Project Description:

This project consisted of resurfacing and intersection improvements on SR 189 in Fort Walton Beach, Florida. The milling and resurfacing project included 1 mile of a 4-lane divided urban arterial and pedestrian upgrades, including installation of nearly 1 mile of new sidewalk to fill in gaps and meet ADA requirements. Project constraints included limited Right-of-Way and extensive utility conflicts.

Additionally, the intersection of SR 189 and Carmel St/ Clifford St was improved as part of this project. Pond provided the design for extending the turn lanes on SR 189 and formalizing a left turn lane on Clifford St. The drainage design included replacing inlets and pipe due to turn lane widening. The original scope included R/W acquisition but Pond was able to develop an alternate design to widen to the median and eliminate the need for additional R/W and reduce the project schedule and cost. This project included roadway design, signing and pavement marking plans, signal design, temporary, traffic control plans, utility relocations, and drainage design.

Dates: 2015-2018

Contract Value: \$675K

Construction Value: \$1.5M

Services Performed

Roadway Design, Sidewalk Design, Signal Design, Lighting, Drainage, SAPM

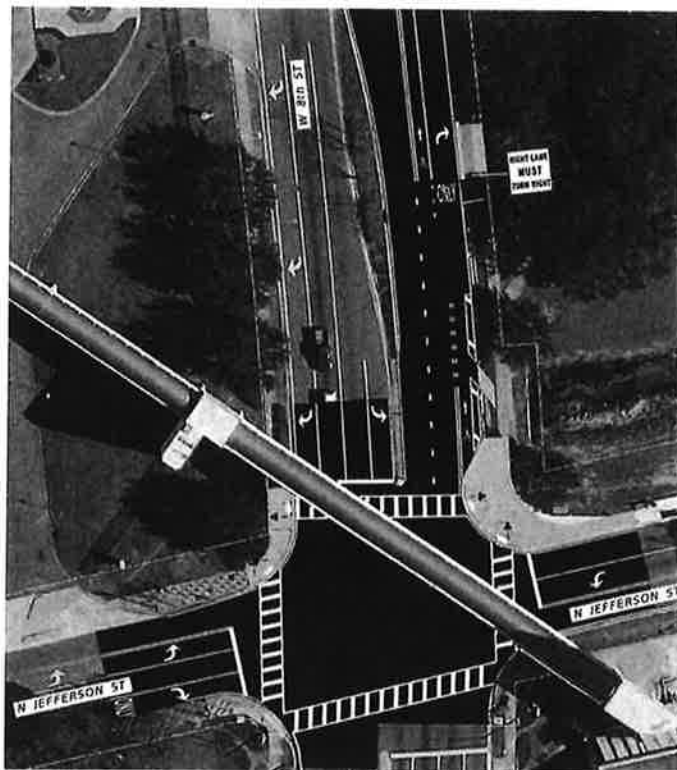
Owner Contact:

Kerrie Harrell, PE | FDOT District 3
p: 850.330.1513 | f: 850.330.1148
Kerrie.Harrell@dot.state.fl.us
Highway 90 East | Chipley, Florida 32428-0607



8th Street Improvements, JTA

Jacksonville, Florida



Project Description:

This project includes modifications to the 8th Street in Jacksonville, Florida. Pond initially identified safety and intersection modifications through a Complete Streets Study for the JTA. These modifications include pedestrian improvements, ADA curb ramp improvements, pedestrian signal improvements, keyhole bike lanes, shared lane bicycle markings, milling and resurfacing and signal loop replacement.

Intersection improvements will include milling & resurfacing; turn lane additions; crosswalks adjustments; curb ramp reconstruction; concrete separator design at one intersection; and the addition of bike lanes in some areas. Signal improvements included the addition of a Rectangular Rapid Flashing Beacon (RRFB) for the S-Line Rail Trail Crossing. All intersections are receiving updated pedestrian signals to match new curb ramp configurations. Vehicle detecting loops will be replaced as impacted by the milling and resurfacing operations. Additionally, utility improvements will include the replacement of a 12-inch water main between Francis and Boulevard Street for JEA.

Dates: 2017-Current

Contract Value: \$500K

Construction Value: \$2.5M

Services Performed

Roadway Design, Sidewalk & Pedestrian Improvements, Signal Design, Lighting, SAPM

Owner Contact:

Andy Rodgers, PE | JTA

p: 904.633.8537 | f: 904.630.3166

acrodgers@jtafla.com

121 West Forsyth St, Ste 200 | Jacksonville, FL 32202



SR 5 Sidewalks & Drainage, FDOT District 2 St. Johns County FL



Project Description:

This project will add sidewalk and lighting along both sides of SR 5/US 1 from south of Bella Vista Boulevard to Big Oak Road in St. Johns County. Pond led the design effort on this project. Challenging issues included limited R/W, drainage impacts, utility impacts, and archeological concerns. Pond utilized 3D design to accurately show our fill limits which allowed us to minimize wetland and R/W impacts. The drainage impacts consisted of piping 1000 LF of ditches, utilizing ICPR to ensure the required capacity was maintained in all ditch sections, and resetting several storm drain systems to provide the necessary HGL clearances for the system operate properly and be self-cleaning.

Dates:

2016-2019

Contract Value: \$1.2M

Construction Value: \$3M

Services Performed

Roadway Design, Sidewalk & Pedestrian Improvements, Drainage Design, SAPM

Owner Contact:

Renee Brinkley | FDOT District 2

p: 386-961-7392 | f: N/A

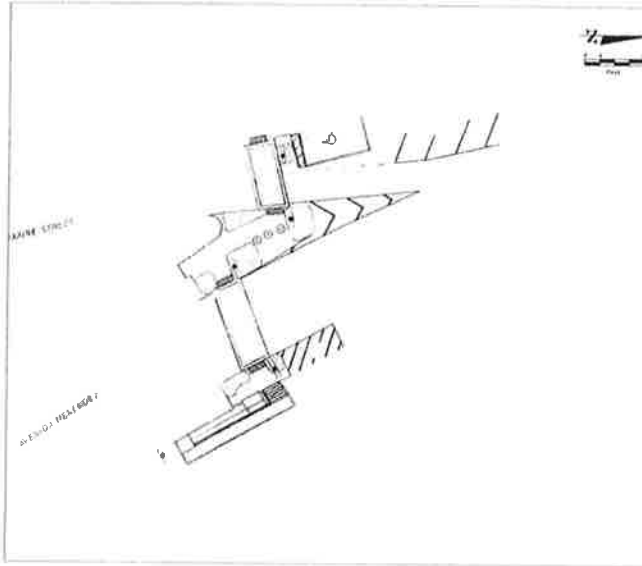
Renee.Brinkley@dot.state.fl.us

1109 South Marion Avenue | Lake City, FL 32025



City of St. Augustine Continuing Contract

St. Augustine, Florida



Project Description:

Pond has a Continuing Service contract with the City of St. Augustine for roadway, traffic, and transportation engineering. As part of this contract, we have worked on several traffic safety studies and a mid-block crossing.

Mid-block Crossing on Avenida Menendez at Marina Street serving the St. Augustine Municipal Marina. The main purpose of the project is to enhance pedestrian access. Pond was tasked with developing a concept for this three-legged intersection and then preparing final design plans for construction. Unique elements of this design included incorporating the City of St. Augustine's Architectural guidelines for pavers and handrail coatings into the design, replacing steps with a pedestrian ramp, and providing a pedestrian detour during construction.

North Davis Shores Neighborhood Study: Pond worked with the historic North Davis Shores community to identify potential solutions to speeding, cut-through traffic, and overflow parking concerns due to the impact of the nearby Bridge of Lions and commercial corridor along A1A. Several solutions ranging from small tactical modifications to larger infrastructure investments were proposed to provide an appropriate range of potential solutions to the neighborhood.

Dates: 2018-Current

Contract Value: \$80K

Construction Value: TBD

Services Performed

Traffic Design, Sidewalk & Pedestrian Improvements, Signal Design, SAPM

Owner Contact:

Reuben Franklin, PE | City of St. Augustine
p: 904.209.4279 | f: N/A
RFranklin@citystaug.com
75 King Street | St. Augustine, FL 32084



SR 111 Resurfacing, FDOT District 2

Jacksonville, Florida



Project Description:

This project involves milling and resurfacing SR 111 as well as safety and ADA upgrades, vehicular and pedestrian signals, drainage improvements, and lighting. The first phase of this project included providing sidewalk continuity between Ina Street and Edgewood Drive. This phase included the addition of 1800 LF of sidewalk along Edgewood Avenue which required modifications to the 800 ft bridge over CSX and Norfolk Southern Railroads. To reduce construction impacts over the active rail yard, Pond Staff developed an innovative approach to provide a 5 ft sidewalk within the existing bridge footprint by relocating the existing parapet toward the travel lanes, taking advantage of the available bridge shoulder width. The first phase provided a sidewalk, handrail, and guardrail along the Northbound side of the bridge.

In the second phase, improvements included milling and resurfacing, drainage improvements, traffic signals, lighting, signing & pavement marking, and guardrail on SR 111 from Old Kings Road to US 1. In addition to roadway and maintenance of traffic services; specialty items included details for new electrical service required for additional overhead roadway & pedestrian lighting, cleaning and installation of new joint sealant at bridge expansion joints, and railroad coordination for work over the active rail yard.

Dates: 2012-2017

Contract Value: \$700K

Construction Value: \$2M

Services Performed

Roadway Design, Sidewalk & Pedestrian Improvements, Signal Design, Lighting, SAPM

Owner Contact:

Will Lyons | FDOT District 2

p: 904.360.5574 | f: N/A

will.lyons@dot.state.fl.us

2198 Edison Avenue | Jacksonville, FL 32204

POND



TAB 7 -
REFERENCES

Tab 7 - References

POND

Tab 7 - References

Tab 7 - References



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

November 8, 2019

RE: Letter of Recommendation

To Whom It May Concern:

Please allow this to serve as a letter of recommendation for Pond and Company (Pond). As a Project Manager for FDOT District 2, I have recently had the opportunity to work with Pond on the Interstate 10 over Piddlin' Creek bridge replacement project in Madison County. This project has completed the Preliminary Engineering & Design (PDE) phase and has transitioned into the design phase.

Pond demonstrated a high level of competence in design and project management. It is my absolute pleasure to offer this letter of recommendation for Pond. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in cursive script that reads "Brittany P. Chastain".

Brittany P. Chastain

Project Manager
Planning & Environmental Management Office
FDOT, District Two
1109 S. Marion Avenue
Lake City, FL 32025
386-961-7520

www.fdot.gov

POND

Tab 7 - References



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

November 6, 2019

RE: Letter of Recommendation

To Whom It May Concern:

Please allow this to serve as a letter of recommendation for Pond and Company (Pond). As a Project Manager for FDOT District 2, I have had the opportunity to work with Pond on several projects including most recently the CR 18/ Hampton Trail, the Hastings Trailhead, and the design for sidewalk additions on SR 21 from Collins Road to Wells Road. These projects provide a great example of the quality of work that Pond produces.

All projects required close coordination with adjacent projects and multiple agencies. The CR 18/Hampton Trail project included 3 segments of the Palatka to Lake Butler trail and is scheduled for construction in 2021 and 2022. Construction has been completed on the Hastings Trailhead and SR 21 sidewalk projects.

Pond demonstrated a high level of competence in design and project management. It is my pleasure to offer this letter of recommendation for Pond. Please feel free to contact me with any questions.

Sincerely,

Aaron Kaster

Aaron Kaster, PE
Project Manager
(386.961.7481)

www.fdot.gov



ONE CITY ONE JACKSONVILLE

City of Jacksonville, Florida

Lenny Curry, Mayor

Department of Public Works
Engineering & Construction Management Division
214 N. Hogan Street, 10th Floor
Jacksonville, FL 32202
(904) 255-8762
www.coj.net

November 12, 2019

To Whom It May Concern:

Please allow this to serve as a project satisfactory letter for Pond and Company (Pond). I am currently serving as the City of Jacksonville Project Manager on two projects with Pond as the Prime Consultant. Pond is currently serving as the Owner's Representative for The District and has just kicked off the design for the Model Mile for the Emerald Trail.

For The District, Pond is serving as Owner's Representative and reviewing the Developer's engineering plan submittals to ensure compliance with City of Jacksonville regulations. Additionally, their team will provide Construction Engineering Inspection services. This high-profile redevelopment project has elements related to public infrastructure including roadways, parks, trails, and waterfront amenities.

While the Emerald Trail project has just begun, Pond has displayed flexibility and professionalism working with this public private partnership project which is a joint effort between the City of Jacksonville and the non-profit group Groundwork Jacksonville. This multi-use trail, once complete, will provide 33 miles of connected greenways, parks, residential neighborhoods, businesses, and commercial establishments.

To date, their performance has been satisfactory and met all city budget and project schedules and their related requirements. If I can provide any additional information regarding this writing, please feel free to contact me with any questions.

Sincerely,

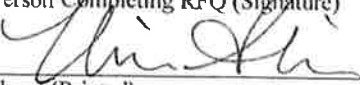
Kelsey Cox, PE
Project Manager
Public Works
City of Jacksonville
(904) 255-8931

POND



TAB 8 -
ATTACHMENTS

ATTACHMENT “B”**Addendum Acknowledgment**

Acknowledgment is hereby made of receipt of addenda issued during the solicitation period. BID NO. NC20-024	Addendum # <u>1</u> through # <u>1</u> Initial: Date: 11/24/2020
Person Completing RFQ (Signature) 	
Name (Printed): Nina C. Sickler, PE	Title: Vice President

>>>Failure to submit this form may disqualify your response<<<

ATTACHMENT "C"**NASSAU COUNTY****SWORN STATEMENT UNDER SECTION 287.133(3)(a),
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES****TO BE RETURNED WITH
BID**

THIS MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER
OFFICER AUTHORIZED TO ADMINISTER OATHS

1. This sworn statement is submitted with Bid, Proposal or Contract for
Design Services - Safety Improvements CR 108 Bay Road to Middle Road (NC20-024)
2. This sworn statement is submitted by Pond & Company
(entity submitting sworn statement), whose business address is
1200 Riverplace Blvd, Suite 600, Jacksonville, Florida 32207 and
its Federal Employee Identification Number (FEIN) is 58-1639128.
(if the entity has no FEIN, include the Social Security Number of the individual signing
this sworn statement: _____). My name is _____
(please print name of individual signing), and my relationship to the entity named above is
Nina C. Sickler, Vice President.
3. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), Florida
Statutes, means a violation of any state or federal law by a person with respect to and
directly related to the transaction of business with any public entity or with an agency or
political subdivision of any other state or with the United States, including, but not limited
to, any bid or contract for goods or services, any leases for real property, or any contract for
the construction or repair of a public building or public work, to be provided to any public
entity or an agency or political subdivision of any other state or of the United States and
involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material
misrepresentation.
4. I understand that "convicted" or "conviction" as defined in paragraph 287.133(1)(b),
Florida Statutes, means a finding of guilt or a conviction or a public entity crime, with or
without an adjudication of guilt, in any federal or state trial court of record relating to
charges brought by indictment or information after July 1, 1989, as a result of a jury
verdict, non-jury trial, or entry of a plea of guilty or nolo contendere.
5. I understand that an "affiliate" as defined in paragraph 287.133(1)(a), Florida Statutes,
means:
 - a) A predecessor or successor of a person convicted of a public entity crime;
or
 - b) An entity under the control of any natural person who is active in the
management of the entity and who has been convicted of a public entity crime.

The term “affiliate” includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not to fair market value under an arm’s length agreement, shall be prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding thirty-six (36) months shall be considered an affiliate.

6. I understand that a “person” as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into binding contract and which bids or applies to bid on contracts let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term “person” includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.
7. Based on information and belief, the statement, which I have marked below, is true in relation to the entity submitting this sworn statement. (Please indicate which statement applies.)

 X Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, nor any affiliate of the entity have been charged with and convicted of a public entity crime subsequent to July 1, 1989.

 The entity submitting this sworn statement, or one of more of the officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989, and (Please indicate which additional statement applies.)

 There has been a proceeding concerning the conviction before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the Hearing Officer did not place the person or affiliate on the convicted vendor list. (Please attach a copy of the final order.)

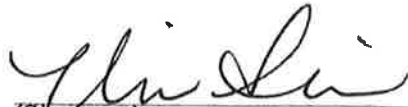
 The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer determined that it was in the public interest to remove the person or affiliate from the convicted vendor list. (Please attach a copy of the final order.)

 The person or affiliate has not been placed on the convicted vendor list.
(Please describe any action taken by or pending with the Department of General Services.)

Request for Qualifications (RFQ)

Design Services – Safety Improvements CR 108 Bay Road to Middle Road

Bid No. NC20-024


(Signature)

November 23, 2020

Date

STATE OF FLORIDA

COUNTY OF Florida

PERSONALLY APPREARED BEFORE ME, the undersigned authority, Tina Seckler
who, after first being sworn by me, affixed his/her signature in the space provided
above on this 19 day of

November, 2020.


(Notary Public)

My Commission Expires: 3/16/24

(seal)



ATTACHMENT “D”**DRUG FREE WORKPLACE CERTIFICATE**

I, the undersigned, in accordance with Florida Statute 287.087, hereby certify that _____

Pond & Company _____ (print or type name of firm)

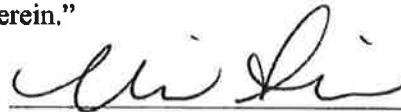
- Publishes a written statement notifying that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance in the workplace named above, and specifying actions that will be taken against violations of such prohibition.
- Informs employees about the dangers of drug abuse in the workplace, the firm's policy of maintaining a drug free working environment, and available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug use violations.
- Gives each employee engaged in providing commodities or contractual services that are under bid or proposal, a copy of the statement specified above.
- Notifies the employees that as a condition of working on the commodities or contractual services that are under bid or proposal, the employee will abide by the terms of the statement and will notify the employer of any conviction of, plea of guilty or nolo contendere to, any violation of Chapter 1893, or any controlled substance law of the State of Florida or the United States, for a violation occurring in the work place, no later than five (5) days after such conviction, and requires employees to sign copies of such written statement to acknowledge their receipt.
- Imposes a sanction on, or requires the satisfactory participation in, a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
- Makes a good faith effort to continue to maintain a drug free work place through the implementation of a drug free work place program.

Request for Qualifications (RFQ)

Design Services – Safety Improvements CR 108 Bay Road to Middle Road

Bid No. NC20-024

“As a person authorized to sign a statement, I certify that the above named business, firm, or corporation complies fully with the requirements set forth herein.”



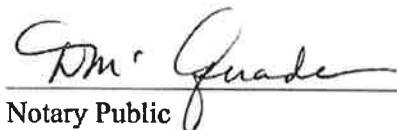
Authorized Signature

11/23/2020

Date Signed

State of: FloridaCounty of: HuachuSworn to and subscribed before me this 19 day of November, 2020Personally known ☒ or Produced Identification _____

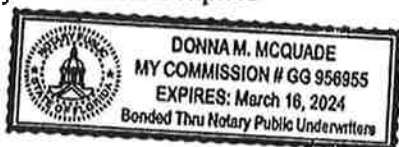
(Specify type of Identification)



Notary Public

3/16/24

My commission expires



Request for Qualifications (RFQ)

Design Services – Safety Improvements CR 108 Bay Road to Middle Road

Bid No. NC20-024

ATTACHMENT “E”

**FDOT Form 375-040-84 -LAP Terms for Federal Aid
Contracts**

LOCAL AGENCY PROGRAM FEDERAL-AID TERMS For PROFESSIONAL SERVICES CONTRACTS

375-040-84
PROGRAM MANAGEMENT
12/17
Page 1 of 3

TERMS FOR FEDERAL AID CONTRACTS (APPENDIX D):

The following terms apply to all contracts in which it is indicated that the services involve the expenditure of federal funds:

- A. It is understood and agreed that all rights of the Local Agency relating to inspection, review, approval, patents, copyrights, and audit of the work, tracing, plans, specifications, maps, data, and cost records relating to this Agreement shall also be reserved and held by authorized representatives of the United States of America.
- B. All tracings, plans, specifications, maps, computer files and/or reports prepared or obtained under this Agreement, as well as all data collected, together with summaries and charts derived therefrom, will be considered works made for hire and will become the property of the Agency upon completion or termination without restriction or limitation on their use and will be made available, upon request, to the Agency at any time during the performance of such services and/or completion or termination of this Agreement. Upon delivery to the Agency of said document(s), the Agency will become the custodian thereof in accordance with Chapter 119, Florida Statutes. The Consultant will not copyright any material and products or patent any invention developed under this agreement. The Agency will have the right to visit the site for inspection of the work and the products of the Consultant at any time.
- C. It is understood and agreed that, in order to permit federal participation, no supplemental agreement of any nature may be entered into by the parties hereto with regard to the work to be performed hereunder without the approval of the U.S. Department of Transportation, anything to the contrary in this Agreement notwithstanding.
- D. The consultant shall provide access by the Florida Department of Transportation (recipient), the Agency (subrecipient), the Federal Highway Administration, the U.S. Department of Transportation's Inspector General, the Comptroller General of the United States, or any of their duly authorized representatives to any books, documents, papers, and records of the consultant which are directly pertinent to that specific contract for the purpose of making audit, examination, excerpts, and transcriptions.
- E. **Compliance with Regulations:** The Consultant shall comply with the Regulations: relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- F. **Nondiscrimination:** The Consultant, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of material and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- G. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations made by the Consultant, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials and leases of equipment, each potential subcontractor or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- H. **Information and Reports:** The Consultant will provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Local Agency, Florida Department of Transportation, Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or Federal Motor Carrier Safety Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of the Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the Local Agency, Florida Department of Transportation, Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration as appropriate, and shall set forth what efforts it has made to obtain the information.
- I. **Sanctions for Noncompliance:** In the event of the Consultant's noncompliance with the nondiscrimination provisions of this contract, the Local Agency shall impose such contract sanctions as it or the Florida Department of Transportation, Federal Transit Administration, Federal Aviation Administration, and/or Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to,
 1. withholding of payments to the Consultant under the contract until the Consultant complies and/or
 2. cancellation, termination or suspension of the contract, in whole or in part.
- J. **Incorporation or Provisions:** The Consultant will include the provisions of Paragraph C through K in every subcontract, including procurements of materials and leases of equipment unless exempt by the Regulations, order, or instructions

LOCAL AGENCY PROGRAM FEDERAL-AID TERMS For PROFESSIONAL SERVICES CONTRACTS

375-040-84
PROGRAM MANAGEMENT
12/17
Page 2 of 3

issued pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the Local Agency, Florida Department of Transportation, Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions, including sanctions for noncompliance. In the event a Consultant becomes involved in, or is threatened with, litigation with a subconsultant or supplier as a result of such direction, the Consultant may request the Local Agency to enter into such litigation to protect the interests of the Local Agency, and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

- K. **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).
- L. **Interest of Members of Congress:** No member of or delegate to the Congress of the United States will be admitted to any share or part of this contract or to any benefit arising therefrom.
- M. **Interest of Public Officials:** No member, officer, or employee of the public body or of a local public body during his tenure or for one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof. For purposes of this provision, public body shall include municipalities and other political subdivisions of States; and public corporations, boards, and commissions established under the laws of any State.
- N. **Participation by Disadvantaged Business Enterprises:** The Consultant shall agree to abide by the following statement from 49 CFR 26.13(b). This statement shall be included in all subsequent agreements between the Consultant and any subconsultant or contractor.
 - 1. The Consultant, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the Consultant to carry out these requirements is a material breach of this contract, which may result in termination of this contract or other such remedy as the recipient deems appropriate.
- O. It is mutually understood and agreed that the willful falsification, distortion or misrepresentation with respect to any facts related to the project(s) described in this Agreement is a violation of the Federal Law. Accordingly, United States Code, Title 18, Section 1020, is hereby incorporated by reference and made a part of this Agreement.
- P. It is understood and agreed that if the Consultant at any time learns that the certification it provided the Local Agency in compliance with 49 CFR, Section 26.51, was erroneous when submitted or has become erroneous by reason of changed circumstances, the Consultant shall provide immediate written notice to the Local Agency. It is further agreed that the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction" as set forth in 49 CFR, Section 29.510, shall be included by the Consultant in all lower tier covered transactions and in all aforementioned federal regulation.
- Q. The Local Agency hereby certifies that neither the consultant nor the consultant's representative has been required by the Local Agency, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract, to

**LOCAL AGENCY PROGRAM FEDERAL-AID TERMS
For PROFESSIONAL SERVICES CONTRACTS**

375-040-84
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1. employ or retain, or agree to employ or retain, any firm or person, or
2. pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind;

The Local Agency further acknowledges that this agreement will be furnished to a federal agency, in connection with this contract involving participation of Federal-Aid funds, and is subject to applicable State and Federal Laws, both criminal and civil.

R. The Consultant hereby certifies that it has not:

1. employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for the above contractor) to solicit or secure this contract;
2. agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out this contract; or
3. paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for the above contractor) any fee contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract.

The consultant further acknowledges that this agreement will be furnished to the Local Agency, the State of Florida Department of Transportation and a federal agency in connection with this contract involving participation of Federal-Aid funds, and is subject to applicable State and Federal Laws, both criminal and civil.

- S. The Consultant shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Contractor during the term of the Contract and shall expressly require any subcontractors performing work or providing services pursuant to the Contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the Contract term.**

ATTACHMENT "F"

FDOT-LAP Required forms

LAP-Conflict of Interest 375-030-50

LAP- Vendor Certification Regarding Scrutinized Companies List- Form
375-030-60

LAP- Truth in Negotiation- Form 375-030-30

LAP- Lobbying Activities- Form 375-030-33

LAP- Disclosure of Lobbying Activities-Form 375-030-34

LAP- Debarment, Suspension Certification- Form 375-030-32

LAP- DBE or Small Business Commitment Form- 375-030-83

LAP- DBE Bid Package Information- Form 275-030-11

LAP- Bid Opportunity List- Form 375-040-62

Printed Names	Signatures	Date
Nina C. Sickler, Pond & Company		11.23.2020
Russell Yaffee, Peters & Yaffee		11.23.2020
Bill Price, CSI Geo		11.23.2020
Bill Faust, DRMP		11.23.2020
Terry Crews, T2 Engineers		11.23.2020

Florida Statutes:
287.135STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**VENDOR CERTIFICATION REGARDING
SCRUTINIZED COMPANIES LISTS**375-030-60
PROCUREMENT
OGC – 08/18

Respondent Vendor Name: Pond & Company
Vendor FEIN: 58-1639128
Vendor's Authorized Representative Name and Title: Nina C. Sickler, PE - Vice President
Address: 1200 Riverplace Blvd | Suite 600
City: Jacksonville State: FL Zip: 32207
Phone Number: 904.396.3556
Email Address: sicklern@pondco.com

Section 287.135, Florida Statutes prohibits a company from bidding on, submitting a proposal for, or entering into or renewing a contract for goods or services of any amount if, at the time of contracting or renewal, the company is on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, Florida Statutes, or is engaged in a boycott of Israel. Section 287.135, Florida Statutes, also prohibits a company from bidding on, submitting a proposal for, or entering into or renewing a contract for goods or services of \$1,000,000 or more, that are on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector Lists which were created pursuant to s. 215.473, Florida Statutes.

As the person authorized to sign on behalf of Respondent, I hereby certify that the company identified above in the section entitled "Respondent Vendor Name" is not listed on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or the Scrutinized Companies that Boycott Israel List. I further certify that the company is not engaged in a boycott of Israel. I understand that pursuant to section 287.135, Florida Statutes, the submission of a false certification may subject company to civil penalties, attorney's fees, and/or costs.

Certified By: 

who is authorized to sign on behalf of the above referenced company.

Authorized Signature Print Name and Title: Nina C. Sickler, PE - Vice President

Date: 11/23/2020

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRUTH IN NEGOTIATION CERTIFICATION375-030-30
PROCUREMENT
05/14

Pursuant to Section 287.055(5)(a), Florida Statutes, for any lump-sum or cost-plus-a-fixed fee professional services contract over the threshold amount provided in Section 287.017, Florida Statutes for CATEGORY FOUR, the Department of Transportation (Department) requires the Consultant to execute this certificate and include it with the submittal of the Technical Proposal, or as prescribed in the contract advertisement.

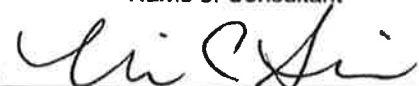
The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Department determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Department, whichever is later.

Pond & Company

Name of Consultant

By:



Nina C. Sickler, PE - Vice President

11/23/2020

Date

**CERTIFICATION FOR DISCLOSURE OF LOBBYING ACTIVITIES
ON FEDERAL-AID CONTRACTS
(Compliance with 49CFR, Section 20.100 (b))**

The prospective participant certifies, by signing this certification, that to the best of his or her knowledge and belief:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities", in accordance with its instructions. (Standard Form-LLL can be obtained from the Florida Department of Transportation's Professional Services Administrator or Procurement Office.)

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The prospective participant also agrees by submitting his or her proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

Name of Consultant:

By: Nina C. Sickler, PE Date: 11/23/2020


Authorized Signature

Title: Vice President

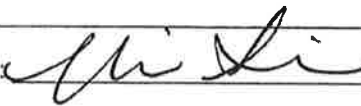
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
DISCLOSURE OF LOBBYING ACTIVITIES

375-030-34
 PROCUREMENT
 02/16

Is this form applicable to your firm?

YES ☐ NO ☒

If no, then please complete section 4
 below for "Prime"

1. Type of Federal Action: a. contract b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	2. Status of Federal Action: a. bid/offer/application b. Initial award c. post-award	3. Report Type: a. initial filing b. material change For Material Change Only: Year: _____ Quarter: _____ Date of last report: _____ (mm/dd/yyyy)
4. Name and Address of Reporting Entity: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, if known: <u>1600 Riverplace Blvd., Suite 600</u> <u>Jacksonville, FL</u> <u>32207</u> Congressional District, if known: 4c	5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: _____ _____ _____ Congressional District, if known: _____	
6. Federal Department/Agency: _____ _____	7. Federal Program Name/Description: _____ _____ CFDA Number, if applicable: _____	
8. Federal Action Number, if known: _____	9. Award Amount, if known: \$ _____	
10. a. Name and Address of Lobbying Registrant (if individual, last name, first name, MI): _____ _____ _____	b. Individuals Performing Services (including address if different from No. 10a) (last name, first name, MI): _____ _____ _____	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature:  Print Name: <u>Nina C. Sickler, PE</u> Title: <u>Vice President</u> Telephone No.: <u>904.396.3556</u> Date (mm/dd/yyyy): <u>11/23/2020</u>	
Federal Use Only:		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the fullname, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the Federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitation for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Include prefixes, e.g., "RFP-DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

(b) Enter the full names of the individual(s) performing services, and include full address if different from 10 (a). Enter Last Name, First Name, and Middle Initial (MI).
11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB Control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**CERTIFICATION REGARDING DEBARMENT, SUSPENSION,
 INELIGIBILITY AND VOLUNTARY EXCLUSION-**
LOWER TIER COVERED TRANSACTIONS FOR FEDERAL AID CONTRACTS
 (Compliance with 2 CFR Parts 180 and 1200)

375-030-32
 PROCUREMENT
 11/15

It is certified that neither the below identified firm nor its principals are presently suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

Name of Consultant/Contractor: Pond & Company

By: Nina C. Sickler, PE

Date: 11/23/2020

Title: Vice President

Instructions for Certification

Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

- a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.
- b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
- c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.
- d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).
- e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
- f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.
- g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.
- h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**PROFESSIONAL SERVICES DBE OR
 SMALL BUSINESS COMMITMENT FORM**

375-030-83
 PROCUREMENT
 09/19

Firms will submit this form in response to the Request for Proposal or alternatively, at the time of Expanded Letter of Response submittal. Used for Professional Services:

- BDI Set-Asides (Standard note 7 of Professional Services advertisement)
- Advertisements that contain Under-Utilized Work Groups (Standard note 8 of professional services ad)
- Advertisements that contain a DBE/Small Business Aspiration Goal (Standard note 9 of professional services ad)

Contract/Advertisement No.:	NC20-024	Prime Consultant:	Pond & Company
Project Description:	Design Services Safety Improvements to CR108 from Bay Rd to Middle Rd		

Expected percentage of contract fees to be utilized by DBE(s): 30% %. (Combine DBE Prime and DBE subconsultants, if applicable).

Expected percentage of contract fees to be utilized by Non-DBE Small Businesses 0 %. (Combine Non-DBE Small Business Prime and Non-DBE Small Business subconsultants, if applicable).

The proposed Prime and DBE and Small Business subconsultants/subvendors are as follows:

Prime	Type of Work (List each type of work separately, only one type of work per line)	Percentage	DBE	Small Business
Pond & Company	3.1, 7.1, 7.2, 7.3	58 %	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
Subconsultant/Subvendor	Type of Work (List each type of work separately, only one type of work per line)	Percentage		
Peters & Yafee, Inc.	3.1, 7.3	19 %	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Element Engineering Group, LLC	3.1, 6.1	7 %	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
DRMP, Inc.	Group 8	25 %	<input type="checkbox"/>	<input type="checkbox"/>
CSI Geo, Inc.	Group 9	4 %	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
T2 Utility Engineers	Utility coordination	3 %	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>

Please note, the number one ranked firm is required to enter DBE Participation in the Equal Opportunity Compliance (EOC) System subsequent to contract award and any future contract amendments or task work orders (if applicable).

Firms listed in the table as DBEs should appear in the Department's listing of DBE's at:

<https://fdotxwp02.dot.state.fl.us/EqualOpportunityOfficeBusinessDirectory/CustomSearch.aspx>

Professional Services firms listed as "Non-DBE" Small Businesses should appear on the Department's listing of all Non-DBE Small Businesses at: <https://ssrs.fdot.gov/Reports/report/PDA%20Reports/Public%20Reports/InternetGroupX> (Be sure to select the "Non-DBE Small Businesses Only" option in the selection). Road and bridge construction firms and other non-professional services firms should appear on the Department's listing at: <https://www.fdot.gov/procurement/small-business-Reports.htm>

By: 
 Nina C. Sickler, PE

Title: Vice President

Date: 11/23/2020

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
DBE BID PACKAGE INFORMATION

275-030-11
EQUAL OPPORTUNITY OFFICE
09/19
Page 1 of 2

DBE Utilization

The Department began its DBE race neutral program January 1, 2000. **Contract specific goals are not placed on Federal/State contracts;** however, the Department has an overall 10.65% DBE goal it must achieve. In order to assist contractors in determining their DBE commitment level, the Department has reviewed the estimates for this letting.

As you prepare your bid, please monitor potential or anticipated DBE utilization for contracts. When the low bidder executes the contract with the Department, information will be requested of the contractor's DBE participation for the project. While the utilization is not mandatory in order to be awarded the project, continuing utilization of DBE firms on contracts supports the success of Florida's DBE Program, and supports contractors' Equal Employment Opportunity and DBE Affirmative Action Programs.

Any project listed as 0% DBE availability does not mean that a DBE may not be used on that project. A 0% DBE availability may have been established due to any of the following reasons: limited identified subcontracting opportunities, minimal contract days, and/or small contract dollar amount. Contractors are encouraged to identify any opportunities to subcontract to DBE's.

Please contact the Equal Opportunity Office at (850) 414-4747 if you have any questions regarding this information.

DBE Reporting

If you are the prime contractor on a project, enter your DBE participation in the Equal Opportunity Compliance system prior to the pre-construction or pre-work conference for all federal and state funded projects. This **will not** become a mandatory part of the contract. It will assist the Department in tracking and reporting planned or estimated DBE utilization. During the contract, the prime contractor is required to report actual payments to DBE and MBE subcontractors through the web-based Equal Opportunity Compliance (EOC) system.

All DBE payments must be reported whether or not you initially planned to utilize the company. In order for our race neutral DBE Program to be successful, your cooperation is imperative. If you have any questions, please contact EOOHelp@dot.state.fl.us.

Bid Opportunity List

The Federal DBE Program requires States to maintain a database of all firms that are participating or attempting to participate on FDOT-assisted contracts. The list must include all firms that bid on prime contracts or bid or quote subcontracts on FDOT-assisted projects, including both **DBE's and non-DBE's**.

Please complete the Bidders Opportunity List through the Equal Opportunity Compliance system within 3 business days of submission of the bid or proposal for ALL subcontractors or sub-consultants who quoted to you for specific project for this letting. The web address to the Equal Opportunity Compliance system is: <https://www.fdot.gov/equalopportunity/eoc.shtml>.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
DBE BID PACKAGE INFORMATION

275-030-11
EQUAL OPPORTUNITY OFFICE
09/19
Page 2 of 2

DBE/AA Plans

Contractors bidding on FDOT contracts are to have an approved DBE Affirmative Action Plan (FDOT Form 275-030-11B) on file with the FDOT Equal Opportunity Office before execution of a contract. DBE/AA Plans must be received with the contractors bid or received by the Equal Opportunity Office prior to the award of the contract.

Plans are approved by the Equal Opportunity Office in accordance with Ch. 14-78, Florida Administrative Code. Plans that do not meet these mandatory requirements may not be approved. Approvals are for a (3) three year period and should be updated at anytime there is a change in the company's DBE Liaison Officer and/or President. Contractors may evidence adoption of the DBE/AA Policy and Plan and/or a change in the designated DBE Liaison officer as follows:

- Print the first page of the document on company stationery ("letterhead") that indicates the company's name, mailing address, phone number, etc.
- Print the company's name in the "____" space; next to "Date" print the month/day/year the policy is being signed; record the signature of the company's Chief Executive Officer, President or Chairperson in the space next to "by" and print the full first and last name and position title of the official signing the policy.
- Print the DBE Liaison's full name, email address, business mailing address and phone number the bottom of email.

E-mail the completed and signed DBE AA Plan to: eeoforms@dot.state.fl.us.

The Department will review the policy, update department records and issue a notification of approval or disapproval; a copy of the submitted plan will not be returned to the contractor.

The Pond Plan is on file with FDOT and a copy is provided on the following pages.



1200 Riverplace Blvd, Suite 600
Jacksonville, FL 32207

T: 904.543.0400
www.pondco.com

275-030-118
EQUAL OPPORTUNITY OFFICE
12/12
Page 1 of 2

Pond & Company hereafter referred to as "the Company" or "this Company" has adopted this policy and plan.

Date: 11/8/2019 By: [Signature] Signature

Corporate FEID No.: 58-1639128 Lorraine Green, PE - President Printed name & title

DISADVANTAGED BUSINESS ENTERPRISE ('DBE') AFFIRMATIVE ACTION PLAN

POLICY STATEMENT

It is the policy of this Company that disadvantaged businesses, as defined by 49 CFR Part 26, Subpart D and implemented under Rule Chapter 14-78, F.A.C., shall have the opportunity to participate as subcontractors and suppliers on all contracts awarded by the Florida Department of Transportation (FDOT).

The requirements of Rule Chapter 14-78, F.A.C., shall apply to all contracts entered into between FDOT and the Company. Subcontractors and/or suppliers to the Company will also be bound by the requirements of Rule Chapter 14-78 F.A.C. and its subcontractors shall take all necessary and reasonable steps in accordance with Chapter 14-78, F.A.C., to ensure that disadvantaged businesses have the opportunity to compete and perform work contracted with FDOT. The Company and its subcontractors shall not discriminate on the basis of race, color, religion, national origin, disability, sex, or age in the administration of contracts with FDOT. The Company has designated and appointed a Liaison Officer to develop, maintain, and monitor the DBE Affirmative Action Plan implementation. The Liaison Officer will be responsible for disseminating this policy statement throughout the Company and to disadvantaged controlled businesses. This statement is posted on notice boards of the Company.

I. DESIGNATION OF LIAISON OFFICER

The Company will aggressively recruit disadvantaged businesses as subcontractors and suppliers for all contracts with FDOT. The Company has appointed a Liaison Officer to develop and maintain this Affirmative Action Plan in accordance with the requirements of Rule Chapter 14-78, F.A.C. The Liaison Officer will have primary responsibility for developing, maintaining, and monitoring the Company's utilization of disadvantaged subcontractors in addition to the following specific duties:

- (1) The Liaison Officer shall aggressively solicit bids from disadvantaged business subcontractors for all FDOT contracts;
- (2) The Liaison Officer will submit all records, reports, and documents required by FDOT, and shall maintain such records for a period of not less than three years, or as directed by any specific contractual requirements of FDOT.

The following individual has been designated Liaison Officer with responsibility for implementing the Company's affirmative action program in accordance with the requirements of FDOT.

DBE LIAISON OFFICER:

NAME: Nina C. Sickler, PE

TITLE: Vice President

EMAIL: sicklern@pondco.com

ADDRESS: 1300 Riverplace Blvd, Suite 210; Jacksonville, FL 32204

Architects
Engineers
Planners
Constructors

II. AFFIRMATIVE ACTION METHODS

In order to formulate a realistic Affirmative Action Plan, the Company has identified the following known barriers to participation by disadvantaged subcontractors, before describing its proposed affirmative action methods:

1. Lack of qualified disadvantaged subcontractors in our specific geographical areas of work;
2. Lack of certified disadvantaged subcontractors who seek to perform FDOT work;
3. Lack of interest in performing on FDOT contracts;
4. Lack of response when requested to bid;
5. Limited knowledge of FDOT plans and specifications to prepare a responsible bid.

In view of the barriers to disadvantaged businesses stated above, it shall be the policy of the Company to provide opportunity by utilizing the following affirmative action methods to ensure participation on the contracts with FDOT will:

1. Provide written notice to all certified DBE subcontractors in the geographical area where the work is to be subcontracted by the Company;
2. Advertise in minority focused media concerning subcontract opportunities with the Company;
3. Select portions of work to be performed by DBEs in order to increase the likelihood of meeting the state's goals (including, where appropriate, breaking down contracts into economically feasible units to facilitate DBE participation);
4. Provide adequate information about the plans, specifications, and requirements of the contract, not rejecting subcontractors without sound reasons based on a thorough investigation of their capabilities;
5. Waive requirements of performance bonds where it is practical to do so;
6. Attend pre-bid meetings held by FDOT to apprise disadvantaged subcontractors of opportunities with the Company;
7. Follow up on initial solicitations of interest to DBE subcontractors to determine with certainty whether the DBE company is interested in the subcontract opportunity.
8. Utilize FDOT's DBE Supportive Services providers for assistance in identifying and notifying DBE's of contracting opportunities.

The Company understands that this list of affirmative action methods is not exhaustive and will include additional approaches after having established familiarity with the disadvantaged subcontracting community and/or determined the stated approaches to be ineffective.

III. IMPLEMENTATION

The Company will make every effort to

1. Meet state goals by utilizing its affirmative action methods.
2. Express good faith by seeking to utilize DBE subcontractors where work is to be subcontracted.
3. Ensuring that contracted DBE's perform a commercially useful function as evidenced by their execution of a distinct element of work with its own workforce and the carrying out responsibilities by actually performing, managing and supervising the work involved.

IV. REPORTING

The Company shall keep and maintain such records as are necessary to determine the Company's compliance with its DBE Affirmative Action Plan. The Company will design its record keeping system to indicate:

1. The number of DBE subcontractors and suppliers used by the Company, identifying the items of work, materials and services provided;
2. The efforts and progress being made in obtaining DBE subcontractors through local and community sources;
3. Documentation of all contracts, to include correspondence, telephone calls, newspaper advertisements, etc., to obtain DBE participation on all FDOT projects;
4. The Company shall comply with FDOT's requirements regarding payments to subcontractors including DBEs for each month (estimate period) in which the companies have worked.

V. DBE DIRECTORY

The Company will utilize the DBE Directory published by the FDOT.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**BID OPPORTUNITY LIST FOR COMMODITIES & CONTRACTUAL
 SERVICES**

375-040-82
 PROCUREMENT
 01/16

Prime Contractor: Pond & Company

Address/Phone Number: 1600 Riverplace Blvd, Suite 600, Jacksonville, FL 32207

Procurement Number: BID NO. NC20-024 Design Services Safety Improvements to CR108 from Bay Rd - Middle Rd

49 CFR Part 26.11 The list is intended to be a listing of all firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all firms that bid on prime contracts, or bid or quote subcontracts and supplies materials on DOT-assisted projects, including both DBEs and non-DBEs. This list must include all subcontractors contacting you and expressing an interest in teaming with you on a specific DOT-assisted project. Prime contractors must provide information for Numbers 1, 2, 3 and 4, and should provide any information they have available on Numbers 5, 6, and 7 for themselves, and their subcontractors.

1. Federal Tax ID Number: 58-1639128
 2. Firm Name: Pond & Company
 3. Phone: 904.396.3556
 4. Address: 1300 Riverplace Blvd, Suite 210
Jacksonville, Florida 32207
 5. Year Firm Established: 1954

6. ☐ DBE
☒ Non-DBE

7. Annual Gross Receipts
☐ Less than \$1 million
☐ Between \$1 - \$5 million
☐ Between \$5 - \$10 million
☐ Between \$10 - \$15 million
☒ More than \$15 million

1. Federal Tax ID Number: 26-3166179
 2. Firm Name: Peters and Yaffee, Inc.
 3. Phone: 904.265.0751
 4. Address: 9822 Tapestry Park Circle, Suite 205
Jacksonville, FL 32246
 5. Year Firm Established: 2008

6. ☒ DBE
☐ Non-DBE

7. Annual Gross Receipts
☐ Less than \$1 million
☒ Between \$1 - \$5 million
☐ Between \$5 - \$10 million
☐ Between \$10 - \$15 million
☐ More than \$15 million

1. Federal Tax ID Number: 56-2565488
 2. Firm Name: Element Engineering Group, LLC
 3. Phone: 813.386.2101
 4. Address: 1713 E. 9th Avenue, Tampa, FL 33605
 5. Year Firm Established: 2006

6. ☒ DBE
☐ Non-DBE

7. Annual Gross Receipts
☐ Less than \$1 million
☐ Between \$1 - \$5 million
☒ Between \$5 - \$10 million
☐ Between \$10 - \$15 million
☐ More than \$15 million

1. Federal Tax ID Number: 59-1791174
 2. Firm Name: DRMP, Inc.
 3. Phone: 904.641.0123
 4. Address: 8001 Belfort Parkway, Suite 200
Jacksonville, FL 32256
 5. Year Firm Established: 1977

6. ☐ DBE
☒ Non-DBE

7. Annual Gross Receipts
☐ Less than \$1 million
☐ Between \$1 - \$5 million
☐ Between \$5 - \$10 million
☐ Between \$10 - \$15 million
☒ More than \$15 million

AS APPLICABLE, PLEASE SUBMIT THIS FORM WITH YOUR:

**BID SHEET (Invitation to Bid – ITB)
 PRICE PROPOSAL (Request for Proposal – RFP)
 REPLY (Invitation to Negotiate – ITN)**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**BID OPPORTUNITY LIST FOR COMMODITIES & CONTRACTUAL
 SERVICES**

376-040-62
 PROCUREMENT
 01/16

Prime Contractor: Pond & Company

Address/Phone Number: 1600 Riverplace Blvd, Suite 600, Jacksonville, FL 32207

Procurement Number: BID NO. NC20-024 Design Services Safety Improvements to CR108 from Bay Rd - Middle Rd

49 CFR Part 26.11 The list is intended to be a listing of all firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all firms that bid on prime contracts, or bid or quote subcontracts and supplies materials on DOT-assisted projects, including both DBEs and non-DBEs. This list must include all subcontractors contacting you and expressing an interest in teaming with you on a specific DOT-assisted project. Prime contractors must provide information for Numbers 1, 2, 3 and 4, and should provide any information they have available on Numbers 5, 6, and 7 for themselves, and their subcontractors.

1. Federal Tax ID Number: 26-1171128
 2. Firm Name: CSI Geo, Inc.
 3. Phone: 904.641.1993
 4. Address: 2394 St Johns Bluff Rd S
Jacksonville, FL 32246
 5. Year Firm Established: 2007

6. ☒ DBE
☐ Non-DBE

7. Annual Gross Receipts
☐ Less than \$1 million
☒ Between \$1 - \$5 million
☐ Between \$5 - \$10 million
☐ Between \$10 - \$15 million
☐ More than \$15 million

1. Federal Tax ID Number: 84-2356040
 2. Firm Name: T2 UES, Inc. dba T2 Utility Engineers
 3. Phone: 386.755.2626
 4. Address: 159 SW Spencer Court, Suite 106
Lake City, FL 32024
 5. Year Firm Established: 2019

6. ☐ DBE
☒ Non-DBE

7. Annual Gross Receipts
☐ Less than \$1 million
☐ Between \$1 - \$5 million
☐ Between \$5 - \$10 million
☐ Between \$10 - \$15 million
☒ More than \$15 million

1. Federal Tax ID Number: _____
 2. Firm Name: _____
 3. Phone: _____
 4. Address: _____
 5. Year Firm Established: _____

6. ☐ DBE
☐ Non-DBE

7. Annual Gross Receipts
☐ Less than \$1 million
☐ Between \$1 - \$5 million
☐ Between \$5 - \$10 million
☐ Between \$10 - \$15 million
☐ More than \$15 million

1. Federal Tax ID Number: _____
 2. Firm Name: _____
 3. Phone: _____
 4. Address: _____
 5. Year Firm Established: _____

6. ☐ DBE
☐ Non-DBE

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☐ Between \$1 - \$5 million
☐ Between \$5 - \$10 million
☐ Between \$10 - \$15 million
☐ More than \$15 million

AS APPLICABLE, PLEASE SUBMIT THIS FORM WITH YOUR:

**BID SHEET (Invitation to Bid – ITB)
 PRICE PROPOSAL (Request for Proposal – RFP)
 REPLY (Invitation to Negotiate – ITN)**



CERTIFICATE OF LIABILITY INSURANCE

 DATE(MM/DD/YYYY)
05/01/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Aon Risk Services Northeast, Inc. New York NY Office One Liberty Plaza 165 Broadway, Suite 3201 New York NY 10006 USA		CONTACT NAME: PHONE (A/C No. Ext): (866) 283-7122 FAX (A/C No.): (800) 363-0105 E-MAIL ADDRESS:															
INSURED Pond & Company, Inc. 3500 Parkway Lane, Suite 600 Norcross GA 30092 USA		<table border="1"> <thead> <tr> <th>INSURER(S) AFFORDING COVERAGE</th> <th>NAIC #</th> </tr> </thead> <tbody> <tr> <td>INSURER A: XL Specialty Insurance Co</td> <td>37885</td> </tr> <tr> <td>INSURER B: Allied World Surplus Lines Insurance Co</td> <td>24319</td> </tr> <tr> <td>INSURER C: Greenwich Insurance Company</td> <td>22322</td> </tr> <tr> <td>INSURER D:</td> <td></td> </tr> <tr> <td>INSURER E:</td> <td></td> </tr> <tr> <td>INSURER F:</td> <td></td> </tr> </tbody> </table>		INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A: XL Specialty Insurance Co	37885	INSURER B: Allied World Surplus Lines Insurance Co	24319	INSURER C: Greenwich Insurance Company	22322	INSURER D:		INSURER E:		INSURER F:	
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INSURER F:																	

COVERAGES		CERTIFICATE NUMBER: 570081613073		REVISION NUMBER:		
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.						
Limits shown are as requested						
INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
C	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:		CG07409984	05/01/2020	05/01/2021	EACH OCCURRENCE \$2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$2,000,000 GENERAL AGGREGATE \$4,000,000 PRODUCTS - COMP/OP AGG \$4,000,000
C	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS ONLY		CAH7409985	05/01/2020	05/01/2021	COMBINED SINGLE LIMIT (Ea accident) \$2,000,000 BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) Medical Payments Lia \$5,000
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB CLAIMS-MADE <input checked="" type="checkbox"/> RETENTION \$10,000		US00099930LI20A	05/01/2020	05/01/2021	EACH OCCURRENCE \$10,000,000 AGGREGATE \$10,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N/A	CWG7409983	05/01/2020	05/01/2021	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE-EA EMPLOYEE \$1,000,000 E.L. DISEASE-POLICY LIMIT \$1,000,000
B	Archit&Eng Prof		03123252 Prof Liab - Claims Made SIR applies per policy terms & conditions	05/01/2020	05/01/2021	Each Claim \$10,000,000 Aggregate \$10,000,000
DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)						

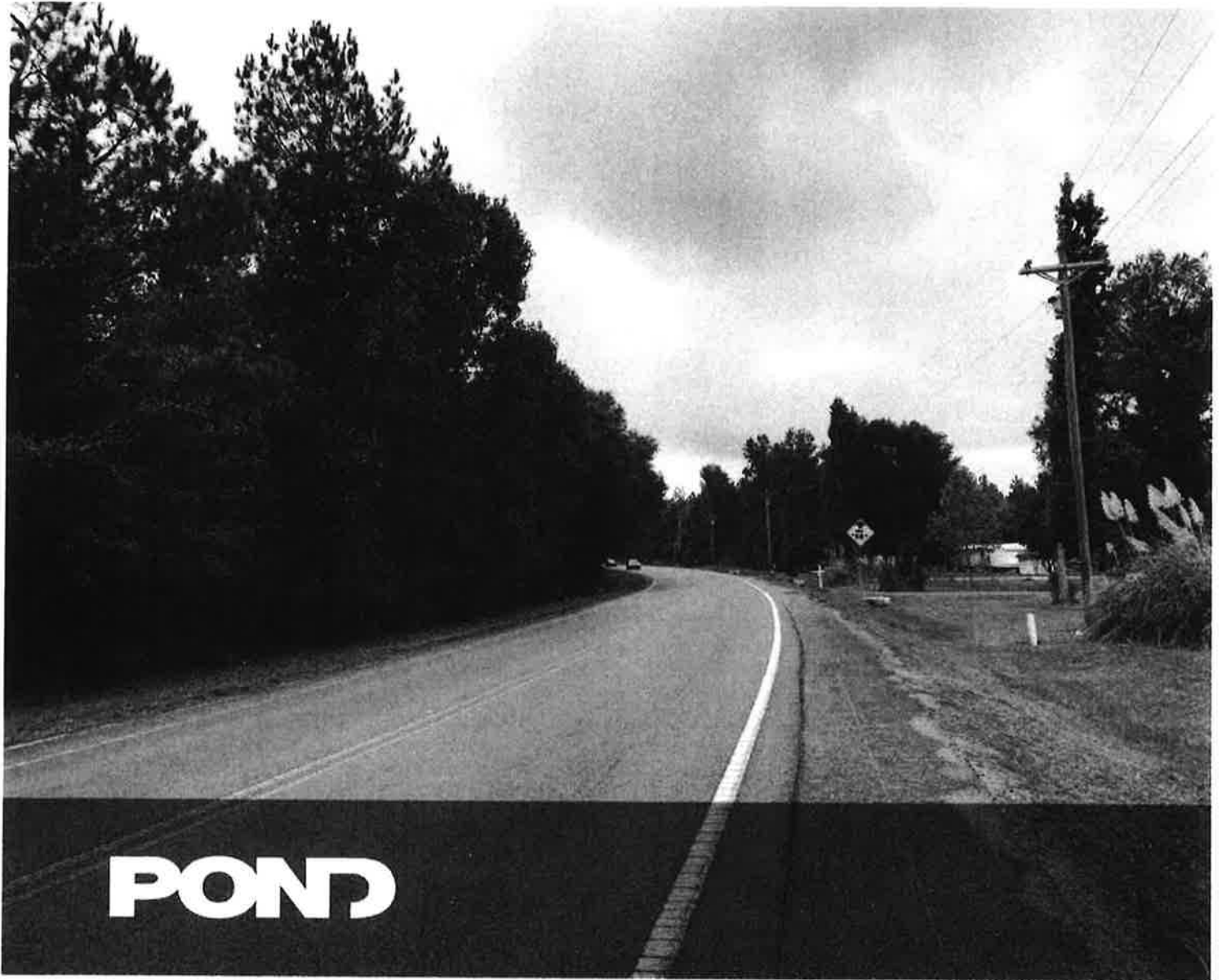
CERTIFICATE HOLDER For insurance purposes only		CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE <i>Aon Risk Services Northeast, Inc.</i>	
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ACORD 25 (2016/03)

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POND



1200 Riverplace Blvd, Suite 600
Jacksonville, FL 32207
904.396.3556 | Pondco.com

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NASSAU COUNTY
BOARD OF COUNTY COMMISSIONERS
Office of Management and Budget
Procurement Department
96135 Nassau Place, Suite 2
Yulee, Florida 32097
904-530-6040

Brian Simmons
bsaimmons@nassaucountyfl.com

TO: All Proposers
FROM: Brian Simmons, Procurement Manager
SUBJECT: Addendum #1
Invitation to Bid, Bid Number NC20-024
CR108 Safety Improvements
November 18, 2020

**REMINDER: This addendum must be
acknowledged, on the "BID FORM"
Section 00 41 15-1 Article 3.01.
Failure to comply may result in
disqualification of your submittal.**

This addendum is hereby incorporated into the bid documents of the project referenced above. The following items are clarifications, corrections, additions, deletions, and/or revisions to and shall take precedence over the original documents.

QUESTIONS and ANSWERS from Written Questions Received

1. Has a FDOT Financial ID been assigned to the LAP funding for this project? If so please provide the ID number with the estimated construction cost.
441214-1-38-01. There is an estimated cost for the design, but not the construction cost.
2. Is there a deadline for the County to use the LAP funding?
Deadline for design only is June 30, 2021.
3. Does this deadline apply to NTP for design or construction contract, or to 100% bill out of construction/final acceptance?
Design only.
4. Is the County aware of any PD&E, Traffic, or Safety studies that have been prepared for any portion of the project or intersections?
No.
5. Have any pavement corings or geotechnical borings already been performed for this project?
No.
6. Is there a required percentage of DBE or Non-DBE, Small Business participation required for this contract? If not, is there a participation percentage goal the County would like to achieve?
Not Required.
7. Are there any page limits for the proposal, with the exception of required documentation and the 2-page cover letter?
No.
8. Do the 3 letters of reference in Tab 7 need to be from the same client managers listed for related experience in Tab 6?

No.

9. In attachment "A", section 3.0 Deliverables lists that Value Engineering Recommendations will be submitted at the 30% plan submittal. Does a value engineering review by a certified "Certified Value Specialist (CVS)" need to be conducted for this project?
No.
10. In light of COVID-19, would the County accept an email submission in lieu of hard copies for this pursuit?
Follow the RFQ Requirements.
11. The DBE AA Plan noted on Page 2 of the form 275-030-11 within Attachment E FDOT LAP Forms notes that a DBE AA Plan must be emailed to eeoforms@dot.state.fl.us. Should a copy of this also be submitted with the proposal? If this is already on file with FDOT, is there a requirement to submit proof with the proposal?
Please submit a copy with your proposal and proof that the document is also on file with FDOT.
12. Form 375-030-50 Conflict of Interest/Confidentiality Certification has several lines for names and signatures. What signatures are required, should it be only authorized signers as on other forms or additional personnel?
Any professionals engaged in the project with the design firm or sub-consultants should sign.
13. Will the proposed schedule be adjusted based on actual NTP date or are Final plans due on 6/17/20 as shown in the schedule provided in the RFP?
Plans will be due June 17, 2021 due to grant funding requirements.

ATTACHMENTS:

N/A

NOTE: You are required to acknowledge receipt of this addendum on the "BID FORM" Section 00 41 15-1 Article 3.01

End of Addendum #1

Attachment "D"
Certificate of Insurance



CERTIFICATE OF LIABILITY INSURANCE

 DATE(MM/DD/YYYY)
05/01/2020

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PRODUCER Aon Risk Services Northeast, Inc. New York NY Office One Liberty Plaza 165 Broadway, Suite 3201 New York NY 10006 USA	CONTACT NAME: PHONE (A/C No. Ext): (866) 283-7122 FAX (A/C No.): (800) 363-0105 E-MAIL ADDRESS: 														
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INSH LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)
C	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	CGD7409984	05/01/2020
			POLICY EXP (MM/DD/YYYY) 05/01/2021
			LIMITS shown are as requested
			EACH OCCURRENCE \$2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$2,000,000 GENERAL AGGREGATE \$4,000,000 PRODUCTS - COMP/OP AGG \$4,000,000
C	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS ONLY	CAH7409985	05/01/2020
			POLICY EXP (MM/DD/YYYY) 05/01/2021
			COMBINED SINGLE LIMIT (Ea accident) \$2,000,000 BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) Medical Payments Lia \$5,000
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			POLICY EXP (MM/DD/YYYY) 05/01/2021
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B	Archit&Eng Prof	03123252	05/01/2020
			POLICY EXP (MM/DD/YYYY) 05/01/2021
			Each Claim \$10,000,000 Aggregate \$10,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

For insurance purposes only

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Aon Risk Services Northeast, Inc.

Holder Identifier :

Certificate No : 570081613073

Certificate Of Completion

Envelope Id: A67367AFED0E4972BC9BA43EEB304700

Status: Completed

Subject: Please DocuSign: CM3012.pdf

Source Envelope:

Document Pages: 136

Signatures: 5

Envelope Originator:

Certificate Pages: 3

Initials: 0

Amber Carter

AutoNav: Enabled

acarter@nassaucountyfl.com

Enveloped Stamping: Enabled

IP Address: 50.238.237.26

Time Zone: (UTC-05:00) Eastern Time (US & Canada)

Record Tracking

Status: Original

Holder: Amber Carter

Location: DocuSign

8/2/2021 4:01:34 PM

acarter@nassaucountyfl.com

Signer Events**Signature****Timestamp**

Robert Companion

RCompanion@nassaucountyfl.com

County Engineer

Nassau County BOCC

Security Level: Email, Account Authentication
(None)Signature Adoption: Pre-selected Style
Using IP Address: 50.238.237.26

Sent: 8/2/2021 4:04:41 PM

Viewed: 8/2/2021 4:31:37 PM

Signed: 8/2/2021 4:31:41 PM

Electronic Record and Signature Disclosure:

Not Offered via DocuSign

Brian Simmons

bsimmons@nassaucountyfl.com

Manager, Procurement

Nassau County BOCC

Security Level: Email, Account Authentication
(None)Signature Adoption: Uploaded Signature Image
Using IP Address: 172.58.7.90

Sent: 8/2/2021 4:31:43 PM

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Electronic Record and Signature Disclosure:

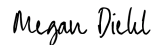
Not Offered via DocuSign

Megan Diehl

mdiehl@nassaucountyfl.com

OMB Director

Nassau County BOCC

Security Level: Email, Account Authentication
(None)Signature Adoption: Pre-selected Style
Using IP Address: 50.238.237.26

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Signed: 8/12/2021 10:09:07 AM

Electronic Record and Signature Disclosure:

Not Offered via DocuSign

Michael S. Mullin

mmullin@nassaucountyfl.com

County Attorney

Nassau County BOCC

Security Level: Email, Account Authentication
(None)Signature Adoption: Pre-selected Style
Using IP Address: 50.238.237.26

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Signed: 8/12/2021 10:18:18 AM

Electronic Record and Signature Disclosure:

Not Offered via DocuSign

Signer Events	Signature	Timestamp
<p>Taco E. Pope, AICP tpope@nassaucountyfl.com County Manager Nassau County BOCC Security Level: Email, Account Authentication (None)</p> <p>Electronic Record and Signature Disclosure: Not Offered via DocuSign</p>	<p><i>Taco E. Pope AICP</i></p> <p>Signature Adoption: Pre-selected Style Using IP Address: 50.238.237.26 Signed using mobile</p>	<p>Sent: 8/12/2021 10:18:20 AM Viewed: 8/12/2021 2:11:57 PM Signed: 8/12/2021 2:12:10 PM</p>
In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
<p>Amber Carter acarter@nassaucountyfl.com Nassau County BOCC Security Level: Email, Account Authentication (None)</p> <p>Electronic Record and Signature Disclosure: Not Offered via DocuSign</p>	COPIED	<p>Sent: 8/12/2021 2:12:13 PM Resent: 8/12/2021 2:12:23 PM Viewed: 8/12/2021 2:13:46 PM</p>
<p>Robert Companion RCompanion@nassaucountyfl.com County Engineer Nassau County BOCC Security Level: Email, Account Authentication (None)</p> <p>Electronic Record and Signature Disclosure: Not Offered via DocuSign</p>	COPIED	<p>Sent: 8/12/2021 2:12:15 PM</p>
<p>Shelley Caldwell scaldwell@nassaucountyfl.com Nassau County BOCC Security Level: Email, Account Authentication (None)</p> <p>Electronic Record and Signature Disclosure: Not Offered via DocuSign</p>	COPIED	<p>Sent: 8/12/2021 2:12:17 PM Viewed: 8/12/2021 2:40:27 PM</p>
<p>Amy Bell abell@nassaucountyfl.com Administrative Manager Nassau County BOCC Security Level: Email, Account Authentication (None)</p> <p>Electronic Record and Signature Disclosure: Not Offered via DocuSign</p>	COPIED	<p>Sent: 8/12/2021 2:12:18 PM Viewed: 8/13/2021 8:17:23 AM</p>
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
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Certified Delivered	Security Checked	8/12/2021 2:11:57 PM
Signing Complete	Security Checked	8/12/2021 2:12:10 PM
Completed	Security Checked	8/12/2021 2:12:18 PM
Payment Events	Status	Timestamps