



**RFP No.
20260226**

DESIGN VARIOUS TURNING LANE IMPROVEMENTS

SUBMITTED BY

Florida Transportation Engineering, Inc.

8250 Pascal Drive
Punta Gorda, Florida 33950

PRIMARY CONTACT

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Vice President
Florida Transportation Engineering, Inc.
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SUBMISSION DATE

April 16, 2026



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April 16th, 2026

Charlotte County Purchasing Division
Attn: Alisa L. True, CPPB, Senior Contract Specialist
18500 Murdock Circle, Suite 344
Port Charlotte, FL 33948-1094

Dear Ms. True and Members of the Professional Services Committee,

FTE is well suited to deliver the intersection improvements described in this scope of work. We have assembled a highly qualified team with vast experience designing and permitting projects directly for Charlotte County. Having recently completed a similar contract for 11 intersections throughout the County, including various turn lane additions along Veterans Blvd. and the newly constructed signalized intersection at Veterans Blvd. and Cochran Blvd., our team possesses an intricate understanding of your infrastructure and design preferences. As we are near the successful completion of our current contract, we are eager for the opportunity to continue our strong partnership with Charlotte County.

Supported by our trusted subconsultants, AC Structural, AIM Engineering & Surveying, and Universal Engineering Sciences, FTE has prepared this proposal based on a thorough review of the solicitation, detailed field reviews, and strategic coordination among our discipline leads. Key aspects of our past successful intersection projects include:

- Development of Alternative Concepts
- Widening for the Addition of Turn Lanes
- New Sidewalks of Variable Widths
- New Signalization
- Roadway and Intersection Lighting Design
- ITS Relocations
- Utility Coordination and Design
- Drainage Design and Permitting
- Environmental Assessments
- Right of Way Acquisition
- Temporary Construction Easements
- Driveway Modifications



We formally state that Ravi Devaguptapu, PE, PTOE, IMSA I will serve as the Principal in Charge, Gary Ng, PE will serve as the Project Manager, and Kris Karanxha, PE will serve as the Lead Designer. These individuals will not be substituted without the express written permission of Charlotte County.

I certify that this proposal was made without collusion with any other person or entity submitting a proposal pursuant to this RFP. We are excited about the opportunity to serve Charlotte County.

Sincerely,

Ravi Devaguptapu, PE, PTOE, IMSA I
President

TAB I: TEAM PROPOSED FOR PROJECT



A. Background of the Personnel

FTE has assembled a highly skilled team of professionals with a proven track record of producing quality infrastructure throughout Southwest Florida. Our experienced team possesses the specific technical knowledge and local familiarity required to deliver successful outcomes for Charlotte County. **Kris Karanxha, PE** is the designated **Lead Designer** for this contract. Per the requirements of the County, the Principal in Charge, Project Manager, and Lead Designer will not be substituted without express written permission.

Gary Ng, PE is a uniquely qualified **Project Manager** with extensive expertise in roadway design, traffic design, maintenance of traffic, and access management. He possesses a deep understanding of County procedures and maintains a strong professional relationship with Charlotte County Project Manager **Jeff Keyser** through the recent completion of several successful local projects. Gary's hands-on management style ensures that every project is delivered with technical precision and stays strictly on schedule.

1. Project Manager



Gary Ng, PE, Project Manager: Gary has over 28 years of experience in highway engineering design, project coordination, and management. He has served as Project Manager on several multidiscipline task work order contracts including specialized intersection improvement projects for both Charlotte County and FDOT District One. His highway design expertise consists of horizontal and vertical design, pavement design, and the preparation of construction plans for projects ranging from interstate widening to arterial reconstruction and resurfacing. Gary brings an unmatched local track record to this contract, having previously managed a Charlotte County intersection improvement program consisting of 11 individual projects ranging from turn lane additions to new signalization. His successful local delivery includes the reconstruction of Olean Boulevard from US 41 to Easy Street and intersection improvements at Peachland Boulevard and Winchester Boulevard. As the Project Manager, Gary will not be substituted without the express written permission of the County.

Gary's Project Experience and References:

Charlotte County, Veterans Blvd. at Cochran Blvd.: Project Manager and Engineer - Intersection improvement to incorporate left and right turn lanes and new signalization. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Olean Blvd. from US 41 to Easy St., Arterial Widening: Project Manager and Engineer—Reconstruction of Olean Blvd. from an existing 3-lane rural roadway to a 5-lane urban roadway. Project included alternative concepts, pond siting, environmental evaluation, multi-use path, decorative lighting, mast arm signalization, HAWK system, RRFBs, and landscaping. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Winchester Blvd. at Avenue of the Americas Intersection Improvement: Project Manager and Engineer - Intersection improvement which included widening a two-lane roadway to provide for left turn and right lanes. Project included new mast arm signals, intersection lighting, drainage improvements, and utility coordination. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Peachland Blvd. at Loveland Blvd. Intersection Improvements: Project Manager and Engineer - Intersection improvement which included widening a two-lane roadway to provide for left turn and right lanes. Project included new mast arm signals, intersection lighting, drainage improvements, and utility coordination. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

2. Other Key Personnel



Kris Karanxha, PE, Lead Design / Roadway Engineer: Kris has over 10 years of specialized expertise in geometric intersection improvements, turn lane additions, and traffic signalization. He has served as Engineer of Record and Lead Designer on numerous complex roadway and safety projects throughout Southwest Florida, with a strong, proven history of delivering successful projects directly for Charlotte County Public Works. His local portfolio features highly relevant projects, including the Peachland Boulevard at Loveland Boulevard and Winchester Boulevard at Avenue of the Americas intersection improvements, where he expertly designed turn lane widenings, new mast arm signals, drainage modifications, and utility coordination. Supplemented by his extensive FDOT District One experience handling median modifications, ADA compliance, and multiuse paths, Kris possesses the exact technical background and local familiarity required to streamline the design phase for Charlotte County. As the Lead Designer, Kris will not be substituted without the express written permission of the County.

Kris's Project Experience and References:

Charlotte County, Veterans Blvd. at Atwater St.: Engineer of Record - Intersection improvement to incorporate an eastbound and westbound right turn lane. Project included drainage, signalization, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Yorkshire St.: Engineer of Record - Intersection improvement to incorporate an eastbound and westbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Harbor St.: Engineer of Record - Intersection improvement to incorporate an eastbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Torrington St.: Engineer of Record - Intersection improvement to incorporate an eastbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*



Ryan Anloague, PE, Lead Traffic Engineer: Ryan has over 10 years of experience in traffic design, including signing and pavement marking, signalization, lighting design, and photometric analysis. As the Lead Traffic Engineer, he has served as the Engineer of Record for numerous intersection improvement and safety contracts throughout Southwest Florida and Charlotte County. Ryan brings deep technical expertise in restriping intersections, designing mast arm replacements, and upgrading pedestrian signals to meet current ADA standards. He is highly proficient in advanced traffic design tools, including FDOTConnect for OpenRoads Designer, AGI32 for lighting analysis, and GuideSIGN for custom sign design. His history of delivering precise traffic and ITS solutions on complex roadway widening and safety projects ensures that all traffic components for Charlotte County will be designed for maximum safety and operational efficiency.



Oliver Rodrigues, PE, PTOE, Senior Traffic Engineer: Oliver has more than 34 years of experience in traffic engineering and design throughout Florida. He is highly proficient in the preparation of design plans for traffic signalization, signing and pavement marking, and street lighting projects. Oliver brings extensive expertise in traffic engineering and access management guidelines, having performed numerous qualitative assessment studies and recommended corrective actions for municipal and state agencies. He recently served as Project Manager for the Charlotte County

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Burnt Store Road Area Corridor Study and supported intersection improvements for the City of Fort Myers. His deep technical background and history as a Signalization Engineer of Record for numerous Charlotte County and FDOT District One projects ensure that all traffic design components for this contract will be safe, efficient, and fully compliant with local and state standards.



Joel Laborde, PSM, Survey Project Manager: Joel has over 18 years of experience in construction surveying and management, providing leadership for complex infrastructure projects across Florida. As the Survey Manager, he is responsible for digital alignment creation, coordinate geometry, and digital terrain modeling. Joel brings a specialized background in working with extremely low tolerances and advanced technologies, including the use of Mobile LiDAR for topographic mapping and 3D modeling. His experience managing survey operations for major intersection and ITS signalization design projects throughout Florida ensures that the design team will have a highly accurate and reliable foundation for the Charlotte County Turning Lane Improvements contract.



Ravi Devaguptapu, PE, PTOE, Principal in Charge / Quality Assurance: Ravi has over 31 years of experience managing access management, congestion management, traffic engineering, and traffic design projects. He has developed roadway design alternatives for numerous corridors throughout Southwest Florida. As the lead for Quality Assurance and Quality Control, he performs rigorous reviews on signing and pavement marking plans, lighting plans, signal plans, and maintenance of traffic plans. Ravi has an extensive history with Charlotte County, having served as a Transportation Engineering Consultant reviewing site plans, development impacts, and signalization determinations. His leadership in large scale data collection and asset inspection projects across Florida ensures a high level of technical oversight and compliance for this intersection improvement contract. As the Principal in Charge, Ravi will not be substituted without the express written permission of the County.



Justin Christensen, PE, Lead Drainage and Permitting Engineer: Justin has over 13 years of experience successfully providing stormwater and environmental engineering services for municipal government clients throughout Florida. As the Lead Drainage and Permitting Engineer, he is responsible for the design of stormwater management systems for major roadway projects, including the layout of cross drains, ponds, and storm sewer systems. He brings highly specialized expertise in FDOT District One and Southwest Florida permitting requirements, having served as the Engineer of Record for numerous intersection improvement and widening projects. His proficiency in advanced modeling software including ICPR, ASAD, and HEC RAS ensures that drainage designs for Charlotte County's targeted intersections will remain fully compliant with all state and local regulatory standards while maximizing the efficiency of the existing infrastructure.



Chris Salicco, Lead Environmental Specialist: Chris has over 21 years of environmental and Project Development and Environment experience. He provides highly specialized technical support for complex transportation widening and intersection improvements throughout Southwest Florida. Drawing from extensive local contract experience in Lee County, Collier County, and FDOT District One, his expertise encompasses wetland delineations, protected wildlife and species habitat evaluations, contamination screenings, and securing Environmental Resource Permits. He has a proven track record of coordinating directly with the U.S. Army Corps of Engineers, water management districts, the Department of Environmental Protection, and the Florida Fish and Wildlife Conservation Commission. Chris will leverage his deep understanding of Uniform Mitigation Assessment Method evaluations and state permitting exemptions to ensure rapid, fully compliant environmental clearances for Charlotte County's targeted intersection projects.

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Grant Fichter, PSM, Subsurface Utility Engineering Manager: Grant has over 28 years of experience in the science of land surveying and subsurface utility location. He is responsible for scheduling crews for daily tasks, researching surveys, briefing crews, and conducting the initial Quality Control of all field data. His comprehensive experience includes intersection design support, Right of Way control, preconstruction, postconstruction, as built documentation, Global Positioning System layout, and construction staking. He brings highly relevant expertise from executing complex survey and utility investigations for major FDOT District One and Southwest Florida roadway widening projects. His proficiency in locating underground utilities utilizes advanced methods such as ground penetrating radar, vacuum excavation equipment, and electromagnetic detection devices. As a Certified Damage Prevention Specialist with extensive training in Advanced Utility Locator procedures, Mr. Fichter ensures highly accurate utility mapping to prevent construction conflicts during Charlotte County's targeted intersection improvements.



Chris Stafford, Lead Utility Coordinator: Chris has over 10 years of experience providing utility coordination services for the transportation industry. He is highly proficient in standard utility coordination policies and procedures including utility work highway contractor agreements, utility adjustment and relocation agreements, conflict analysis, and constructability reviews. Chris brings direct relevant experience resolving complex utility conflicts on FDOT District One intersection, widening, and signalized lighting retrofit projects. His extensive background in developing utility work schedules, conducting phase utility meetings, and maintaining detailed utility conflict matrices will ensure seamless coordination with local utility agency owners to keep Charlotte County's targeted intersection improvements on schedule.



Colin J. Campbell, PE, Lead Structures Engineer: Colin has 24 years of bridge design and transportation related structures experience and has served as Vice President, Project Manager, and Senior Structures Engineer at AC Structural since 2012. Mr. Campbell holds a master's degree in structural engineering and is certified by the national Structural Engineering Certification Board. He brings highly specialized expertise in FDOT District One criteria, having completed numerous ancillary structures reports, mast arm designs, and signal structure foundations throughout Southwest Florida, including relevant roadway experience directly within Charlotte County. His rigorous structural capacity analyses ensure full compliance with high wind coastal region mandates, providing the design team with safe and durable signalization support structures for the County's intersection improvements.



Matthew Elmore, PE, Lead Geotechnical Engineer: Matthew has over 14 years of experience in geotechnical engineering and construction materials testing. As a licensed Professional Engineer and the Engineering Services Manager for UES's Southwest Florida offices, he oversees geotechnical investigations, provides technical guidance throughout design and construction, and provides leadership for public and private sector projects. His expertise includes foundation design, transportation infrastructure, and pavement evaluation. Mr. Elmore is highly skilled in site and soil improvement methods, deep and shallow foundation systems, and a broad range of geotechnical inspection techniques, ensuring highly constructible foundation recommendations for Charlotte County's intersection improvements.

3. Consultants

Florida Transportation Engineering, Inc. (FTE) will be the Prime Consultant responsible for roadway design, signalization, ITS, lighting, signing and pavement marking, maintenance of traffic, and surveying. FTE provides comprehensive engineering, planning, and surveying services to local municipalities and FDOT, supported by our local Punta Gorda office which has served the area for the past 36 years. Having recently completed intersection improvement designs for several turn lane projects along Veterans Blvd., as well as the Peachland Blvd at Loveland Blvd., Winchester Blvd. at Avenue of the Americas, and the Olean Blvd. widening project, FTE has deep familiarity with the County's infrastructure and has immediate availability to execute this contract.

AIM Engineering & Surveying, Inc. (AIM) will be the Subconsultant assisting with Subsurface Utility Engineering (SUE), utility coordination, drainage design, permitting, and environmental services. Founded in 1980, AIM brings over 45 years of technical excellence and a comprehensive, multidisciplinary approach to the team. Their extensive local portfolio includes highly relevant roadway widening, intersection, and utility coordination projects directly for Charlotte County and FDOT District One. AIM's proactive approach is backed by advanced, in-house technology, including multi-frequency Ground Penetrating Radar (GPR), static LiDAR, and non-destructive vacuum excavation to ensure highly precise data collection, seamless utility integration, and streamlined environmental permitting for each of the County's targeted intersections.

AC-Structural (Agenor & Campbell Structural Engineers, LLC.) will be the Subconsultant assisting with miscellaneous structural design. This includes the design of traffic signal foundations, mast arms, retaining walls, and drainage features required for the intersection improvements. Comprised of a dedicated team of Florida-licensed Professional Structural Engineers, they bring highly specialized expertise in FDOT criteria and coastal windborne-debris region requirements. For Charlotte County's targeted intersections, AC-Structural will leverage their rigorous, criteria-driven approach to perform detailed structural capacity analyses for all signal modifications and ensure compliance with high-wind, mast-arm-only mandates. By seamlessly coordinating with our geotechnical and utility leads, their team ensures all structural components are designed safely, efficiently, and entirely free of conflicts.

Universal Engineering Sciences (UES) will be the Subconsultant assisting with geotechnical services. With over 60 years of experience, UES is a premier engineering firm supported by 18 strategic locations throughout Florida and a nationwide network of over 4,200 professionals. Providing unmatched local resources for Charlotte County, UES owns and operates the largest drilling fleet in the southeastern United States. This extensive in-house capability allows them complete flexibility to control the drilling schedule, rapidly perform soil borings, and conduct 24-hour groundwater readings without delaying the FTE design team. By leveraging their AASHTO, ASTM, and Florida Method (FM) accredited laboratories, UES's registered engineers and geologists will deliver precision geotechnical analyses and foundation recommendations. Guided by their core values of safety, teamwork, and responsiveness, UES ensures seamless collaboration and highly constructible solutions for the County's intersection improvements.



TAB II: MANAGEMENT PLAN

A. Team Organization

Design Various Turning Lane Improvements



PRIME CONSULTANT



SUBCONSULTANTS




CHARLOTTE COUNTY
FLORIDA
Project Manager
Jeff Keyser


Quality Assurance/Control
Ravi Devaguptapu, PE, PTOE, IMSA I


Project Manager
Gary Ng, PE


Roadway Design & ADA
Kris Karanxha, PE
Gary Ng, PE


**Traffic Signalization & ITMS
Signing & Pavement Marking**
Ryan Anloague, PE
Oliver Rodrigues, PE, PTOE


Surveying & Mapping
Joel Laborde, PSM


**Constructability & Biddability
Reviews**
Oliver Rodrigues, PE, PTOE
Gary Ng, PE


Drainage / Permitting
Justin Christensen, PE


Environmental
Chris Salicco


Subsurface Utility Engineering
Grant Fichter, PSM
Utility Coordination
Chris Stafford


Miscellaneous Structures
Collin Campbell, PE


Geotechnical
Matthew Elmore, PE

1. Design Phase

Gary Ng, PE, will serve as Contract Manager and Project Manager for this contract. Gary has over 28 years of experience as a Roadway Design Engineer and 22 years as a Project Manager, all as a consultant to government agencies including Charlotte County. His experience includes managing a similar intersection improvement contract for Charlotte County consisting of 11 intersection projects. The projects included turn lane additions and new signalization. Gary has designed over hundreds of projects throughout Florida, which have included intersection improvements, turn lane additions, access management, signalization, multi-modal accommodations, and safety improvements. He is knowledgeable in FDOT Standards, AASHTO Green Book criteria, and FDOT and Charlotte County Specifications. As an experienced PM working with Charlotte County, he understands the importance of meeting deadlines and providing quality work in an efficient manner with minimal guidance. He will be assisted by two FTE Design Engineers, Kris Karanxha, PE and Ryan Anloague, PE.

Kris Karanxha, PE, will serve as the Lead Roadway Engineer. He knows all aspects of this contract from his experience assisting Gary on the previous Charlotte County intersection improvement projects. He is proficient in roadway design, utility coordination, and plans production which includes cost estimation and specification preparation.

Ryan Anloague, PE, will serve as the Lead Traffic Engineer. Ryan specializes in traffic design, including signing and pavement marking, signalization, lighting design and photometric analysis, and Intelligent Transportation Systems (ITS). Ryan has been involved as a designer and Engineer of Record for numerous intersection improvement projects for Charlotte County. He is knowledgeable in Charlotte County's Specifications for both signalization and lighting.

Ravi Devaguptapu, PE, PTOE, is the Principal-In-Charge and will be responsible for the Quality Assurance of the overall contract and provide certification that each submittal has been prepared and checked in accordance with sound engineering practices. He will ensure that FTE produces a quality product and that the project is in compliance with

requirements cited in the Scope of Services.

The following describes the typical **Phase Submittal** for each task within this contract and the key items included with each phase submitted:

30% Concepts

- Coordination with County on scope and intent
- Identify design constraints (Utility, right of way, etc.)
- Prepare preliminary design on aerials

60% Design Submittal

- Submit Plans and Estimate for County review
- Submit Plans to UAOs for RGBs
- Submit Permit Plans to SWFWMD for exemption
- Request Geotechnical information (if applicable)

90% Design Submittal

- Submit revised Plans and Estimate for County review
- Address SWFWMD comments
- Prepare Structural Calculations (if applicable)
- Prepare utility agreements

100% Design submittal

- Submit Plans and Estimate for County review
- Finalize utility agreements
- Prepare Bid Documents and Specifications

Final Plans

- Submit signed and sealed Plans (Electronically)
- Submit 2 sets of hard copy plans (24"x 36")
- Final Bid Documents and Specifications

We understand that there will be seven separate projects assigned under this contract, which are in various areas of Charlotte County. Our plan is to prepare the construction plans concurrently as these projects will most likely be let to construction together. However, we would recommend projects with similar scopes be included in a single contract bid. This typically results in lower bid prices by contractors. We anticipate the design schedule for the turn lane projects to be 8-month durations and submittals staggered 1-month apart. For the Signal hardening projects, we anticipate a 10-month duration to account for additional time for utility clearances, geotechnical soil analysis, and structural calculations.

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We would recommend the following grouping and execution of the Construction Contracts:

Contract Bid No. 1 to include turn lane additions at:

1. Gasparilla Road at Keystone Boulevard
2. Gasparilla Road at San Domingo Boulevard
3. Enterprise Drive at El Jobean Road (SR 776)
4. Elkcam Boulevard at Midway Boulevard

Contract Bid No. 2 to include signal hardening at:

1. Education Way at Murdock Circle
2. Education Way at Cochran Boulevard

Contract Bid No. 3 to include Paulson Drive/Murdock Circle at Veterans Boulevard. We recommend this as a stand-alone contract as this project includes multiple turn lane additions and the possibility of new signalization.

2. Construction Phase

Upon completion of the design phase, FTE will provide construction assistance to Charlotte County. The post design services may include but are not limited to the following:

- Shop Drawing Reviews
- Response to RFIs during Bidding and Construction
- Environmental Permit Compliance Review
- Construction Management Support
- Project Progress Meeting Support/Attendance
- Final Record Drawing Certification

Gary Ng, PE will be the point of contact during construction and will direct any questions or requests from either the County or the Contractor to the appropriate Engineer of Record. He will provide assistance to Jeff Keyser and Charlotte County during construction. To ensure RFIs and Shop drawings are reviewed and responded to in a timely manner, all requests are logged as they are received and tracked. Typically, we will provide a response within the same day unless the request requires additional research. Our target is to respond within 5 business days maximum.

Kris Karanxha, PE will be the Engineer of Record for all the Roadway components and will be responsible for review and approval of the shop drawings for the roadway items.

Ryan Anloague, PE will be the Engineer of Record for all the Traffic components and will be responsible for review and approval of the shop drawings for the Traffic items.

Justin Christensen, PE will be Engineer of Record for all the Drainage components and will be responsible for and assist with drainage shop drawing reviews and provide construction support and permit compliance.

Colin Campbell, PE will be the Engineer of Record for all the Miscellaneous Structural components and will be responsible for review and approval of the shop drawings for the Miscellaneous Structural items.

At FTE we understand the importance of working together with the County and Contractor as a team to reach the ultimate goal of constructing this important project in a timely manner to improve public safety. We strive to be responsive during construction to avoid construction delays and increased construction budgets. We have assembled a talented team of engineers and technical staff to provide sound engineering solutions for any issues that may arise during construction.

REVIEWED			
APPROVED	<input type="checkbox"/>	RESUBMIT	<input type="checkbox"/>
APPROVED AS NOTED	<input type="checkbox"/>	NOT APPROVED	<input type="checkbox"/>
Review is only for conformance with the design concept of the Project and compliance with the information given in the Contract Documents but shall not extend to means, methods, techniques, sequences, or procedures of constructions or programs incident thereto. The review and approval of separate items as such will not indicate approval of the assembly in which the item functions. Approval does not authorize any deviation from the Contract Documents and any change from the Contract Documents must be processed by Change Order. Contractor is responsible for dimensions to be confirmed and correlated at the job site, for information that pertains solely to the fabrications processes, or to techniques of construction, and for coordination of the work of all trades. Review of design calculations and drawing prepared by specialty engineers in limited to design intent and does not constitute a detailed check of calculations, nor does it relieve the specialty engineers from the responsibility of detailing of the specialty component or system.			
Florida Transportation Engineering, Inc. (FTE)			
DATE _____	BY _____		

Figure 1: Example Shop Drawing QC Stamp



TAB III: PREVIOUS EXPERIENCE



A. Completed Projects and References

Project Title: Peachland Boulevard at Loveland Boulevard

Project Description: This intersection improvement project included widening a two-lane roadway to provide for left turn and right turn lanes. The project included new mast arm signals, intersection lighting, drainage improvements, and utility coordination.

Design Completion Date: 2017 - 2018

Client Name: Charlotte County Public Works

Contact: Jeff Keyser

Phone: 941-575-3644

Address: 410 Taylor Street, Unit 104, Punta Gorda, FL 33950

Project Title: Winchester Boulevard at Avenue of the Americas

Project Description: This intersection improvement project included Avenue of the Americas to provide for left turn and right turn lanes. The project included new mast arm signals, intersection lighting, drainage improvements, and utility coordination.

Design Completion Date: 2017 - 2018

Client Name: Charlotte County Public Works

Contact: Jeff Keyser

Phone: 941-575-3644

Address: 410 Taylor Street, Unit 104, Punta Gorda, FL 33950

Project Title: Olean Boulevard from US 41 to Easy Street

Project Description: This project included a conceptual design phase which included four design alternatives varying in typical sections. These alternatives considered traffic volumes, crash data, multi-modal users, permitting, and environmental impacts. Several of the alternatives included the implementation of a roundabout at Caring Way. A public meeting was held, and the selected design chosen reconstructed the existing 3-lane roadway to provide 2-lanes in each direction with a bi-directional turn lane. The project included right of way acquisition, pond design, permitting, utility coordination and design, new signalization, decorative lighting, and landscaping.

Design Completion Date: 2017 - 2019

Client Name: Charlotte County Public Works

Contact: Jeff Keyser

Phone: 941-575-3644

Address: 410 Taylor Street, Unit 104, Punta Gorda, FL 33950



Project Title: Veterans Boulevard at Cochran Boulevard

Project Description: Intersection improvement which included widening for turn lanes on both Veterans Boulevard and Cochran Boulevard. Widening on Veterans Boulevard was done to add an eastbound right turn lane as well as extend the eastbound and westbound left turn lanes. Cochran was widened to accommodate a northbound right turn lane as well as a second northbound left turn lane. Cochran was also widened at the Kenilworth Blvd intersection to accommodate a northbound right turn. The project included new mast arm signals, intersection lighting, ITS splicing, drainage improvements, driveway modifications, and utility coordination.

Design Completion Date: 2020 – 2024

(project was on hold from 2021 – 2023 due to funding, Addendum for additional turn lane added in 2022)

Client Name: Charlotte County Public Works

Contact: Jeff Keyser

Phone: 941-575-3644

Address: 410 Taylor Street, Unit 104, Punta Gorda, FL 33950

Project Title: Murdock Circle at US 41

Project Description: This intersection improvement project included widening for a right turn lane extension. The project included drainage improvements and utility coordination.

Design Completion Date: 2019 - 2020

Client Name: Charlotte County Public Works

Contact: Jeff Keyser

Phone: 941-575-3644

Address: 410 Taylor Street, Unit 104, Punta Gorda, FL 33950

Project Title: Cochran Boulevard at Quesada Avenue

Project Description: This intersection improvement project included widening for a right turn lane. The project included signal modification, drainage improvements, driveway modifications, and utility coordination.

Design Completion Date: 2019 - 2020

Client Name: Charlotte County Public Works

Contact: Jeff Keyser

Phone: 941-575-3644

Address: 410 Taylor Street, Unit 104, Punta Gorda, FL 33950

Project Title: SR 544 (Havendle Boulevard NW) at US 17 (8th St. NW) in Polk County

Project Description: This intersection improvement project included milling and resurfacing, extension of the westbound left turn lane on SR 544, modifying traffic separators to limit access on side streets, new mast arms due to changes to the signal heads, and ADA curb ramps. The project also included intersection lighting and utility coordination.

Design Completion Date: 2021 - 2023

Client Name: FDOT District 1

Contact: Phil Menke, PE

Phone: 863-519-2803

Address: 801 N. Broadway Avenue, Bartow, FL 33830

Project Title: SR 684 from 86th St W to W of 30th W

Project Description: The project included milling and resurfacing. At the 75th St intersection, there was eastbound right turn lane widening and a northbound left turn lane extension, new mast arms at three intersections, as well as other signalization improvements, and ADA curb ramps. The project also included intersection lighting, drainage improvements and pipe replacements, median modifications for turn lane extensions, and utility coordination.

Design Completion Date: 2021 – 2025

(Project Scope Changes: two in 2024, one in 2025)

Client Name: FDOT District 1

Contact: Scott McCall, PE

Phone: 863-519-2277

Address: 801 N. Broadway Avenue, Bartow, FL 33830

Project Title: City of Ft Myers, Hanson St from Work Drive to Veronica Shoemaker Blvd

Project Description: The project's scope is to incorporate a dedicated northbound right turn lane and westbound left turn lane at Work Drive and Hanson Street, and restripe westbound Hanson Street from Work Drive to east of Veronica Shoemaker Boulevard to accommodate two thru-lanes through the roundabout. The improvements include widening Work Drive and Hanson Street, installing a raised traffic separator, drainage improvements, light pole relocations, signing and pavement markings, and utility relocations.

Design Completion Date: 2025 - 2026

Client Name: City of Fort Myers

Contact: Carl Karakos

Phone: 239-321-7458

Address: 2200 Second Street, Fort Myers, FL 33901

TAB IV: PROJECT CONTROL

A. Schedule

At FTE, we pride ourselves in providing the County with a quality product on schedule. We assembled this team with the County's interest as the top priority, selecting team members that have a strong history with Charlotte County, and an established working relationship with FTE. Our proposed project manager, Gary Ng PE, has successfully managed a Countywide task driven contract with Jeff Keyser and Charlotte County. He will apply the same effective management practices he utilized on that contract towards this project to ensure this project stays on track during design and through construction. Gary will coordinate with the Jeff Keyser at a minimum on monthly intervals either via phone or meetings to ensure the projects are on schedule. With monthly project status reports and progress review meetings, both the County and FTE will always be informed about the schedule. The following are steps we take to ensure that project schedules are met.

Project Initiation

The FTE team will conduct a field review to establish an understanding of each of the proposed project locations. This review will be conducted with all team members. From this initial review, the project teams collaborate and establish project criteria, identify project constraints and determines the most cost-effective approach to design and constructions. Any critical issues will be brought to the County's attention, and a recommended solution will be discussed. From this collaboration with the entire team, a definitive scope will be established which enables the development of accurate staff hours and schedules. This allows for the early assessment of potential problems and their resolution prior to the undertaking of extensive plans production tasks. This approach avoids scope creep, which can cause time delays and increase the cost of the project.

Schedule Adherence

A detailed schedule will be established utilizing Microsoft Project scheduling software. This software allows for monitoring durations of interdependent tasks to assure that critical paths are achieved, such as the design survey, utility coordination, and permitting. The schedule will be distributed to the County Project Manager Jeff Keyser, and the Engineer of Record for each project component discipline. Weekly meetings are held with the team to ensure the schedules are met. All tasks and sub-tasks will be reviewed by the FTE Project Manager, Gary Ng, for comparison against the project plan established at the initiation of the project. Any unforeseen incidents that affect the project schedule will be discussed with Jeff Keyser and only with his approval will we revise the schedule.

We understand that a critical path for any project is obtaining utility clearances. On past projects, we have experienced project delays due to unresponsive utility agencies owners (UAOs), UAOs not providing accurate information, or UAOs not claiming their existing facilities. Therefore, we have included a designated utility coordinator for this contract. They will be responsible for tracking and clearing utilities to ensure UAOs respond in a timely manner and that we receive their utility clear letters or utility work schedules prior to bidding of the project.

Another critical path task will be the SWFWMD permit approvals. We propose that separate schedules be proposed for the projects and permits exemption requests be submitted separately for each project. This will avoid any project delays if a project does not qualify for an exemption and will require a permit modification. This way the County can release projects to construction as soon as each permit approval is received.

B. Cost

Cost Control

The FTE team will conduct a thorough field review and coordinate with Charlotte County and relevant stakeholders to ensure the project scope is consistent with the needs of the project. From this initial review, a list of improvement items not included in the scope of work will be provided to the County for review. A cost estimate will be prepared and if funding permits, these additional items may be added to the scope of work. This will result in a definitive scope and enables the team to develop accurate staff hours and eliminates potential for scope creep.

After our thorough field review with the team and prior to design we will develop design concepts and prepare Engineer's estimates for each task. We will utilize FDOT pay items and compare the estimate against historical unit costs on recent Charlotte County Bids. Once approval is received by the County we will proceed with construction plans production.

Engineer's estimates will be reviewed and updated at each phase submittal. This ensures the County is aware of the project budget throughout the design phase. Each EOR is responsible for establishing construction costs for their discipline. As part of our Quality Control procedure a 3-Way Quantity Check is performed by the EOR to ensure quantities at 90% through Final Plans are consistent with the calculations, plans, and Engineer's Estimate. As the project Manager, Gary Ng, will review the estimates and confirm it is in line with the project scope and plans.

Cost Remediation Plan

Scope additions or stakeholder requests received later in design will be reviewed against the existing budget and coordinated with the County Project Manager. We would take the following approach:

1. Determine if the schedule allows for the changes and if the additional items can be absorbed within the current budget.
2. Determine if the additional items can wait for a future project to be implemented.
3. Determine if the additional items can be added as a change order through other funds.

Our team will utilize experience from previous projects and innovative cost savings measures to reduce the overall project budget without jeopardizing product quality or safety. Such cost savings ideas include:

- Restriping of unused pavement versus widening
- Lane repurposing
- Relocation of existing landscaping that is in conflict of proposed design
- Open swale systems in lieu of close pipe drainage
- Proposing dual arm mast arms to minimize impact to utilities
- Solar lighting to avoid coordination delays with joint use poles
- Spread footers for lighting and ped poles

C. Recent, Current, and Projected Workload

As demonstrated in the workload table below, our fully integrated team has the immediate capacity and dedicated resources to prioritize Charlotte County. Every proposed key staff member maintains an availability of 65% or higher, with our FTE lead personnels maintaining between 70% and 85% availability. This strategic workload management ensures that our current and projected backlogs will not interfere with our ability to deliver these intersection improvement projects to meet Charlotte County’s schedule.

Furthermore, FTE is nearing the successful completion of our current intersection improvement contract with Charlotte County. As our team wraps up these final deliverables, this perfectly positions us to transition our experienced staff directly onto this new contract. We are fully prepared, intimately familiar with County processes, and eager to take on this next phase of work without any interruption to project momentum.

FIRM	KEY STAFF	AVAILABILITY	CURRENT BACKLOG	PROJECTED BACKLOG
FTE	Gary Ng, PE	70%	15%	15%
	Kris Karanxha, PE	85%	5%	10%
	Ryan Anloague, PE	80%	15%	5%
	Oliver Rodrigues, PE, PTOE	65%	20%	15%
	Joel Laborde, PSM	85%	10%	5%
AIM	Justin Christensen, PE	65%	20%	15%
	Chris Salicco	65%	25%	10%
	Grant Fichter, PSM	60%	20%	20%
	Chris Stafford	70%	10%	20%
AC-Structural	Colin Campbell, PE	65%	15%	20%
UES	Matthew Elmore, PE	80%	10%	10%



TAB V: DESIGN APPROACH

A. Proposed Design Philosophy

Our design philosophy at FTE is to provide innovative engineering solutions to improve safety for the general public while meeting the goals and guidelines of the County. This starts with having a clear understanding of the scope of work and identifying the project constraints. The designated staff will conduct a field review to establish an understanding of the proposed improvements. During this initial visit we will review the original scope and make recommendations to the County for each project location. This will result in a definitive scope which enables the team to develop accurate staff hours and streamline the negotiation process.

FTE has extensive design experience with intersection improvements and turn lane projects. We add value to the contract with our previous project experience, creative design, and knowledge of design criteria. The following is a synopsis of the technical aspects that we provide with our experienced team:

Roadway

The roadway design is the foundation upon which other improvements are dependent. Each task will be evaluated based on existing Right of Way, utility, drainage, or other constraints. The best design alternative with the least impacts will be provided. The design will be sensitive to the needs of the motoring public, pedestrians, and bicyclists as well as the safety of the construction personnel. We will evaluate turn lane deceleration lengths required based on the existing posted speeds. To expedite construction and reduce traffic control efforts the proposed pavement design should consider elimination of stabilization and granular base and substitution with Asphalt Base Group 15. Sidewalks and curb ramps will be designed to meet ADA requirements and adhere to Charlotte County Standards.

Drainage

The drainage design will preserve existing basin boundaries and runoff patterns while modifying the conveyance system to accommodate additional discharge associated with proposed improvements. Drainage impacts can range from side slope modifications, displacement of swales, culvert

extensions, and adjustment of drainage structures. The regrading and filling of existing swales may be necessary for the design of a closed drainage system. During design, we will consider alternative improvements that minimize impacts to the existing drainage features. We have the advantage of having AIM on the team, which is very knowledgeable of cost saving solutions when it comes to drainage design.

Permitting

Each project will be designed in a manner to avoid permitting, to the greatest extent practicable, thereby reducing project costs and schedule. We will determine if permits are required through field review and research and confirm our findings through a pre-application meeting. We anticipate all the intersection improvements may be an exempt activity under Rule 62 330.051, F.A.C., provided they are safety improvements less than 0.25 miles with no reduction in conveyance capacity. Based on preliminary research, the existing Environmental Resource Permit (ERP) status for the seven intersections is as follows:

- **Elkcam Boulevard at Midway Boulevard**
 - *Permit #44-41356 Charlotte County - Elkcam Boulevard Pathway*
- **Gasparilla Road (CR771) at San Domingo Boulevard**
 - *Permit #43-41339 Gasparilla Road Widening*
- **Paulson Drive/Murdock Circle at Veterans Boulevard, Enterprise Drive at El Jobean Road (SR776), Gasparilla Road (CR771) at Keystone Boulevard, Education Way at Murdock Circle, and Education Way at Cochran Boulevard**
 - *No existing ERP*

Environmental

Numerous species are identified by the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) site as having potential to exist within the vicinity of the intersections. These species include the Florida bonneted bat, Florida panther, Tricolored bat (proposed), West Indian manatee, crested caracara, eastern black rail, everglade snail kite, American crocodile, eastern indigo snake, and Rufa red knot. Habitat for these species is limited, if any, at the intersection locations.

- **Gasparilla Road (CR771) at Keystone Boulevard**
 - *No wetlands*
 - *Potential gopher tortoise habitat on the north side of Keystone Blvd*
 - *WB right turn lane less than or equal to a quarter mile would qualify as an exempt activity*
- **Gasparilla Road (CR771) at San Domingo Boulevard**
 - *Residential with no wetlands or species habitat present*
 - *WB right turn lane less than or equal to a quarter mile would qualify as an exempt activity but would consider submitting minor modification to existing permit*
- **Paulson Drive/Murdock Circle at Veterans Boulevard**
 - *Urbanized area with roadside swales/ditches – no wetlands or habitat present*
 - *Likely require ERP permit since improvement exceed exemption criteria*
- **Enterprise Drive at El Jobean Road (SR776)**
 - *Urbanized area with roadside swales/ditches – no wetlands or habitat present*
 - *SB right turn lane less than or equal to a quarter mile would qualify as an exempt activity*
- **Elkcam Boulevard at Midway Boulevard**
 - *Urbanized/residential area with roadside swales/ditches – no wetlands or habitat present*
 - *NB right turn lane less than or equal to a quarter mile would qualify as an exempt activity*
- **Education Way at Murdock Circle & Education Way at Cochran Boulevard**
 - *No environmental issues anticipated for this activity – exempt activity*

Subsurface Utility Engineering (SUE) will be utilized to obtain information that will eliminate or mitigate UAO relocations if drainage structures, signal poles, or light poles are proposed. Our design will be conscious of overhead electrical lines to meet OSHA clearance requirements.

Signalization

The signalization design will evaluate overhead and underground utilities in all locations where new mast arms will be installed or upgraded. We will coordinate with the maintaining agency in the early stages of design to identify their specific preferences. As part of the signal design, we will consider roadway geometry, pavement markings, and crash data at the intersection, which are all essential for understanding and improving the operational safety of signals at every intersection.

At the intersections of Education Way at Murdock Cir and Education Way at Cochran Blvd, we will replace the existing span wire traffic signal assembly with mast arms. The existing span wire assembly is supported by four concrete strain poles for the Murdock Cir intersection and partial box-span configuration supported by concrete strain poles for the Cochran Blvd intersection. We anticipate replacing the existing span wire assembly with two mast arms, one being a dual mast arm assembly to help mitigate utility conflicts in the area. The intersection at Veterans Blvd and Paulson Dr will require replacement of the dual mast arm at the NW corner due to the widening for the SB through lane. The existing mast arm on the SE corner will be evaluated for replacement if the existing signal configuration is to be modified due to the new SB through lane.

Utility Coordination

During the design phase, coordination will be completed with all Utility Agency Owners (UAOs) located within the project limits and a conflict matrix will be developed that depicts the potential conflicts with each UAO. This matrix will serve as a guide for each UAO when developing their relocation plans and ensure all conflicts are addressed.

B. Anticipated Problems and Solutions

Gasparilla Rd at Keystone Blvd.

(WB Right Turn Lane)
45 MPH Posted Speed
185' Deceleration Length + 50' Queue = 235' Turn Lane

Issues:

- Widening will impact swales, side drain, drainage flume, palm trees, signs and the shared use path.
- Possible clear zone conflict with Utility guy wire



Solutions:

- Relocate impacted Palm trees to within project limits to ensure survival.
- Relocate impacted signs.
- Extend side drainage pipe along Keystone Blvd, re-grade swales and reconstruct curb and drainage flumes.
- Coordinate with Utility on guy wire location, also extending curb can help with clear zone distances.
- New turn lane will reduce the delay for left turn traffic on Keystone Blvd onto Gasparilla Rd.



Gasparilla Rd at San Domingo Blvd.

(WB Right Turn Lane)
45 MPH Posted Speed
185' Deceleration Length + 50' Queue = 235' Turn Lane

Issues:

- Widening will impact side street, driveways, mailbox, palm trees, swales, signs and the shared use path.



Solutions:

- Relocate impacted Palm trees to within project limits to ensure survival.
- Relocate impacted signs.
- Relocate drainage pipe under driveway and re-grade swales.
- Reconstruct and regrade existing driveway to County standards
- New turn lane will reduce the delay for left turn traffic on San Domingo Blvd onto Gasparilla Rd.



Paulson Dr. / Murdock Cir. at Veterans Blvd

(WB Left Turn Lane Extension, WB Right Turn Lane, SB Through Lane)

45 MPH Posted Speed Along Veterans Blvd

290' Deceleration Length + 100' Queue = 390' Right Turn Lane & Left Turn Lane Extension

30 MPH Posted Speed Along Paulson Dr

Issues:

- Possible light pole impacts in median.
- Signs of off tracking (WB to NB).
- Shared Pedestrian Poles.
- Addition of SB through lane and the WB right turn lane will impact pedestrian pole, mast arm, sidewalk, swales, and driveways.
- Outdated signal pole and 4-bolt foundations
- Current conventional design of the left turn lanes creates a negative offset that restricts sight distance of the left turning drivers from upcoming traffic.



Solutions:

- Analyze clear zone for dual arm light pole in median.
- Separate pedestrian poles to meet ADA Compliance.
- Mast arm upgrades to accommodate extra lanes.
- Re-grade swales and extend impacted MES.
- Addition of WB Right turn lane will alleviate the off tracking.
- Relocate WB stop bar closer to intersection to minimize widening/extension for the WB Left and right turn lane.
- A traffic study can be provided to better calculate the ideal queue length for the left turn extension.
- Consider improving sight distance by providing a more positive offset for the mainline left turn lanes by widening into the median.



Enterprise Dr. at El Jobean Rd (SR 776)

(SB Right Turn Lane)

30 MPH Posted Speed

145' Deceleration Length + 50' Queue = 195' Turn Lane

Issues:

- Possible addition of supplemental signal heads.
- Pedestrian pole distance to crossing exceed ADA requirements.
- Existing SB left turn lane does not meet deceleration requirements.



Solutions:

- Update pedestrian location to meet ADA Compliance.
- Re-stripe lanes for additional SB turn lane with minimal widening.
- Extend left turn lane to meet deceleration requirements.
- Add 2' traffic separator for opposing lanes.
- Review mast arm structural calculation for supplemental head addition/shift.



Elkcam Blvd. at Midway Blvd.

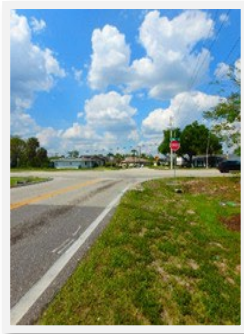
(NB to EB Right Turn Lane)

35 MPH Posted Speed

145' Deceleration Length + 50' Queue = 195' Turn Lane

Issues:

- Widening will impact drainage swale, pipe, grate inlet, trees, utility power pole, manhole, valve, light fixture, sidewalk and brick patterned crosswalk.
- Widening along the westside would result in a deflection angle through the intersection



Solutions:

- Add curb along the new turn lane to accommodate clear zone to power pole.
- Relocate trees along the east side to be closer to the sidewalks
- Consider curbing with slots or a closed drainage system along the east side.



Education Way at Murdock Cir.

(Signal Hardening)

30 MPH Posted Speed Along Education Way

40 MPH Posted Speed Along Murdock Cir

Issues:

- Utility impacts to underground facilities
- Existing Power poles on the south side of intersection
- Existing gas mains in the area
- Shared ped pole SW corner
- Faded cross walk pavement markings



Solutions:

- To minimize underground impacts, consider dual arm mast arm assembly on the NW corner and a single mast arm on the SE corner.
- Separate ped pole buttons.
- Re-stripe the intersection and use high emphasis pavement markings on crosswalks
- Coordinate with Utilities on possible underground and aerial conflicts for constructability



Education Way at Cochran Blvd.

(Signal Hardening)

30 MPH Posted Speed Along Education Way

35 MPH Posted Speed Along Cochran Blvd

Issues:

- Utility impacts to underground facilities
- Power poles on SE and NW side of intersection with lines running across the intersection.
- New underground fiber installed within the last year at intersection.
- No pedestrian poles for pedestrian crossings within the school zone.
- Missing crosswalks
- Drainage pipes and MES on the North side of the intersection
- Tree impacts
- Maintaining signal operation during construction



C. Site Specific Alternatives

The following right turn lane concepts show that the design intends to keep the roadway widening for the right turn lanes to one side of the road. This design approach was chosen to minimize widening impacts on both sides. This will help minimize MOT, drainage impacts, impacts to shared used path/sidewalks.

Gasparilla Rd at Keystone Blvd. - WB Right Turn Lane Concept



Gasparilla Rd at San Domingo Blvd. - WB Right Turn Lane Concept



Solutions:

- To minimize underground and overhead impacts consider dual arm mast arm assembly on the SW corner and a single mast arm on the NE corner.
- Place new mast arms to avoid impacts to existing signal poles to keep existing signal in operation during design.
- SUE locations and clear area of underground utilities.
- Propose crossings and pedestrian signals on all legs of the intersection to include sidewalk landings for future sidewalk connectivity.
- Re-stripe the intersection and use high emphasis pavement markings on crosswalk.
- Coordinate with Utilities on possible underground and Aerial conflicts.

V. DESIGN APPROACH

Design Various Turning Lane Improvements Charlotte County RFP No. 20260226

Paulson Dr. / Murdock Cir. at Veterans Blvd.

WB Left Turn Lane Extension:



WB Right Turn Lane Concept:



Enterprise Dr. at El Jobean Rd (SR 776) - SB Right Turn Lane Concept



Elkcam Blvd. at Midway Blvd. - NB to EB Right Turn Lane Concept

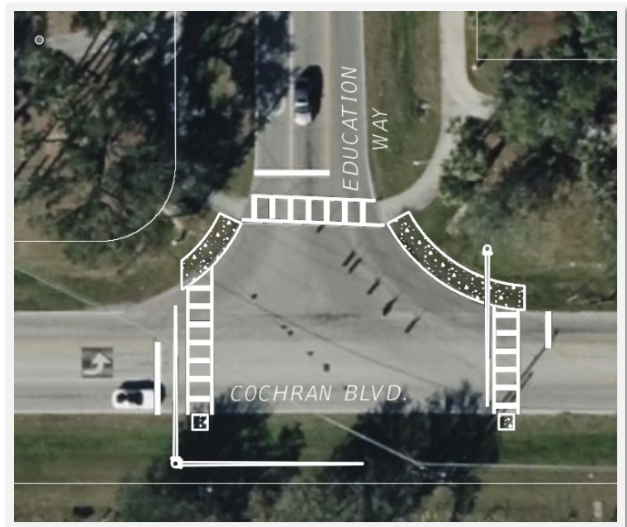


The following signal hardening concepts show some of the improvements considered for these intersections. Both intersection concepts show dual mast arm assemblies to minimize utility conflicts with underground utilities. High emphasis cross walks and a proposed pedestrian signal design at Education way and Cochran Blvd.

Education Way at Murdock Cir – Signal Hardening



Education Way at Cochran – Signal Hardening



D. Innovative Approaches in Production and Design

Innovative Approaches in Production

- Mobile LiDAR for Survey
 - Allows data collection from a moving vehicle which makes it a safer method to collect survey data.
 - Allows for data collection at a high level of accuracy to develop a 3D model of the terrain.
 - This can be merged with traditional survey methods to provide an accurate representation of the terrain by using mobile LiDAR and traditional survey to obtain accurate checkpoints for drainage items.
 - Point cloud data can be used to confirm guide sign dimensions and letter sizes.
 - Data can be used to determine overhead utility heights, lighting mounting heights, and accurate existing pavement markings.
- 3D modeling to estimate quantities:
 - Using 3D models to obtain quantities for items like pavement, concrete, and sod with more accuracy versus traditional cross section methods at 50 foot intervals.
 - Using 3D modeling to help backcheck pavement overbuild quantities against traditional overbuild table calculation methods.
 - 3D modeling quantities can help improve efficiency and accuracy for pay items and can be used as a check system for comparing quantities against 2D quantity calculations.
 - 3D modeling allows for detailed designs to confirm constructability within existing right of way, such as confirming County standard 1:4 slopes fit within the right of way.

Innovative Approaches in Design

- Propose flumes or closed flume inlets versus closed Drainage System
 - Flumes with open swales for drainage are a more cost-effective solution compared to a closed drainage system.
 - Avoids underground conflicts with utilities.
 - Requires less maintenance and repair costs.
- Dual mast arms structures
 - For intersections with many underground utilities and conduit, proposing a dual mast arm structure minimizes underground conflicts by not having to place multiple structures underground.
 - Provides a cost savings factor by reducing the amount of foundation needed to be constructed.
- Solar lighting
 - Self-contained light structure does not require connection to an existing lighting grid.
 - No additional cost of conduit and conductors
 - Faster and lower cost installation.
 - Lower maintenance costs.
 - Functional during power outages.
- Spread footer foundations
 - Spread footer foundations for light poles and pedestrian poles can help minimize underground utility conflicts and relocations.
 - Provides ADA compliance by having a flat area next to the pedestrian detector button.
- Lane repurposing
 - At the El Jobean and Enterprise Dr. intersection using the striped out median to repurpose the area and use it for the additional right turn minimizes widening efforts.
 - Creates cost savings by utilizing existing pavement and keeping widening to a minimum.

TAB VI: EXAMPLES OF SIMILAR PROJECTS



A. Recently Accomplished Similar Projects

Veterans Blvd at Cochran Blvd. Intersection Improvements

Project Description:

Intersection improvement which included widening for turn lanes on both Veterans Blvd and Cochran Blvd. Widening on Veterans Blvd. included adding an eastbound right turn lane as well as extending the eastbound and westbound left turn lanes. Cochran Blvd. was widened to accommodate a northbound right turn lane as well as a second northbound left turn lane. Widening along Cochran Blvd. at the Kenilworth Blvd. intersection was also introduced into our contract to accommodate a northbound right turn lane. The project scope included design for new mast arm signals, intersection lighting, ITS relocation, drainage improvements, driveway modifications, and utility coordination.

Schedule Control:

This project was part of a larger task that included 11 other intersections. The projects were grouped based on county priorities, and submittal dates were staggered to allow for concurrent designs. Throughout the contract duration, the schedules were coordinated with Jeff Keyser, the Charlotte County project manager, to ensure that the intersections were properly prioritized and able to be grouped for construction bids appropriately. Each project was coordinated separately with the Water Management District to expedite the review process and to reduce the chance of needing a permit modification, which extends the project design schedule. This project did require a permit modification; however, we successfully acquired an approved permit within the design schedule. As part of the project, we also coordinated and obtained utility work schedules from utility agencies prior to final plans. This provided the contractor with a clear understanding of utility relocations during construction, which avoided construction delays.

Cost Control:

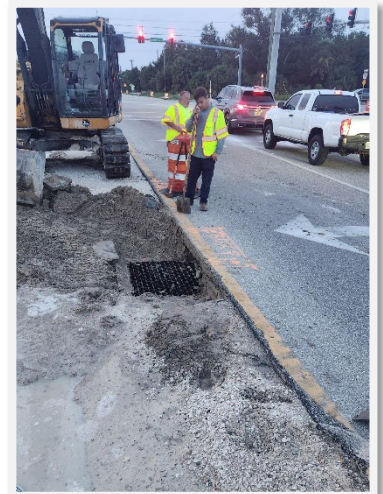
Throughout the project's design, FTE estimates the construction cost for the project using prior experience and historical costs. For this project, FTE's Engineer's Estimate cost was within 3% of the winning construction bid.

Engineers' Estimate of Cost: \$3,316,952.43

Contractor Bid Cost: \$3,403,140.07

Construction Problems/Solutions:

During construction, a drainage structure was uncovered in the median of Cochran Blvd adjacent to the existing pavement. This structure was within the limits of the proposed project widening. While discussing solutions to the drainage structure, the contractor recommended covering the structure with a 5-inch-thick slab. FTE reviewed the situation and recommended using an 8-inch-thick concrete slab which met FDOT Standard Index requirements for structures exposed to traffic loading.



Additional Costs Caused by Design Deficiencies:

During construction, a discrepancy was identified between the limits of the ditch pavement shown on the plan sheets versus the cross-section sheets. The plan sheets showed the ditch pavement on the ditch bottom and back slope while the cross sections showed the pavement as part of the front slope as well. After coordination with the project manager, the front slope of the ditch was also paved to reduce erosion and simplify future maintenance. Quantities for the ditch slope were based on the original plan view and were overrun to account for the additional 36 square yards of concrete. We provided quantity revisions to construction within the same day of the discovery. Because this concrete was added as an upgrade to simplify future County maintenance, it provided added value to the project rather than resulting from a design deficiency.

SR 544 (Havendale Boulevard NW) at US 17 (8th St. NW) in Polk County**Project Description:**

The project was for SR 544 and the limits were from 11th Street NW to the intersection of 8th Street NW. This project extended the westbound turn lane at 11th St NW as well as the eastbound left turn lane at 8th Street NW. The turn lane extensions included access management changes by means of a traffic separator restricting the access to 10th St NW and 9th St. NW. Improvements included milling and resurfacing the affected turn lanes as well as the 8th St NW intersection. Signal head updates and modifications required four new mast arms at 8th St. NW to replace the existing strain poles. Modifications to the SOP, sidewalk replacement, and ADA curb ramps were implemented. The project also included public involvement, intersection lighting, and utility coordination.

Schedule Control:

Design for the project lasted a duration of 17 months from 2021 to 2023 and was completed on time. FTE monitored critical items to keep the project on schedule. There were several tasks FTE had to consider to make sure there were no project delays. A major consideration was utility coordination, especially with finding mast arm locations that minimized impacts within limited Right of Way. Another consideration was design development and changes to allow for possible public meeting accommodations. Upfront coordination was key to meeting the design schedule. For example, there were environmental constraints that restricted our pedestrian MOT from utilizing a public park for a pedestrian detour route. There was also existing patterned pavement that was being impacted due to the resurfacing. This required early coordination with the City of Winter Haven to obtain maintenance and funding agreements.

Cost Control:

While FDOT D1 handles cost estimation internally, FTE reviewed the scope, design elements, and necessary pay items to help establish accurate and consistent cost predictions throughout the project's design. The construction was successfully completed within budget.

Construction Problems/Solutions:

During the construction of this project, there was an issue with the mast arm placement in the northeast corner of the intersection. During utility coordination, and on their Utility Work Schedule, Frontier stated they were able to relocate their fiber lines out of the way of the mast arm foundation. During construction, Frontier determined that the lines could no longer be adjusted, and the lines overlapped approximately 15 inches within the shaft area. FTE coordinated with the project administrator to find a new location. One of the factors was being clear of adjacent utilities since there was a City of Winter Haven's water main nearby. Coordination with the city determined the mast arm foundation had to be at least 24" from the water main to provide maintenance access. Another consideration was meeting clear zone criteria while also maintaining an ADA compliant walk around. The new location for the new mast arm required relocation and proposed sidewalk to the existing R/W to meet a minimum 48-inch walkaround to satisfy ADA requirements.

**Additional Costs Caused by Design Deficiencies:**

There were no unforeseen costs that were attributed to design deficiencies.

TAB VII: EXPERIENCE AND CAPABILITIES



A. Value Engineering

Value Engineering (VE) is a systematic process of review and analysis of a project during the concept and design phases by a multidiscipline team of persons not directly involved in the project design. The Value Engineering Team will consist of Gary Ng, PE, and Oliver Rodrigues, PE, PTOE, and together they have vast experience with roadway and traffic engineering and design. The VE team will complete each project and provide recommendations for:

- Public Safety
- Feasibility and Constructability
- Minimizing disruption to the traveling public
- Lower construction cost alternatives

The VE team will review design criteria, consider alternative designs, and review alternate methods of construction to minimize impacts to the surrounding facilities. One of the key elements we will be evaluating is alternative solutions to minimize impacts to the existing facilities such as utilities, sidewalks, driveways, and existing drainage facilities. We have presented several innovative approaches as described in Section V of this proposal. Each alternative will be evaluated against criteria, permit impacts, ROW requirements, and construction cost. The VE team's experience and input regarding the design will undoubtedly save money, headaches, and major problems during construction.

Value engineering also starts with estimating. For estimating purposes, we maintain a current database of past construction costs for projects we have been involved with. We utilize this as a base estimate to compare to similar type projects. We then compare this to FDOT's historical pay item unit costs as well as Charlotte County's recent bid costs. We are aware that certain pay items have significantly increased over time, and we take this into consideration when developing construction costs. We also factor in that unit costs are typically higher for smaller scale projects such as these projects; therefore, we will typically increase the unit costs by up to 20%. Based on recent bids, our estimates have been spot on.

B. Utility Coordination

Utility coordination is essential in the success of any project. Therefore, we have dedicated a full-time utility coordinator for this contract, which will be led by Chris Stafford, with AIM Engineering. His experience includes serving as an FDOT District One in-house utility coordinator, which has allowed him to develop relationships with UAOs that service Charlotte County. He will begin early coordination with utility owners through direct contact requesting all as-built and greenlines. This, along with the coordination of AIM's SUE team, will allow for a full and clear understanding of the existing utilities and how the design and construction could impact them. For the signal projects, we would recommend utility designates (Quality Level B) services at the corners of the intersections. The goal will be to greatly reduce or eliminate conflicts between design elements and existing utilities. Our work will include identifying potential conflicts, creating a conflict matrix, and performing SUE test hole (Quality Level A) services as needed. We then hold a 60% design meeting with the UAOs and provide a full assessment of each utility to determine possible relocations, protection in place, or adjustments to accommodate the proposed improvements. If necessary, individual meetings will be held with the UAOs in the field to clarify any potential conflicts. Utility Work Schedules will be developed and agreed upon prior to project plan completion.

AIM will perform Subsurface Utility Engineering at each intersection as needed to identify locations of existing underground utilities. Initial designation will use multi-frequency Ground Penetrating Radar (GPR) and electromagnetic locating devices to locate the 2 dimensional/horizontal location of underground utilities. This information will be mapped with survey, and if conflicts with existing utilities and design elements are identified, AIM will employ hydro and air non-destructive vacuum excavation (SUE Quality Level-A) services to identify size, type, material, and precise elevations of utilities. All information will be added to survey and design files for seamless data integration.



this contract as described under Section B Utility Coordination.



C. Critical Path Method

Our team is well versed in complex scheduling in project management and has a good understanding of the benefits of the critical path method. In evaluating all project activities, the duration of each, and the interrelation between activities, our team can plan for accurate project scheduling to expedite design and permitting to let projects to construction as soon as possible. The objective is to identify the critical path and estimate how much time the whole project will take. Projects are made up of several "activities" and some of the activities require other activities to finish before they can begin. We understand that "critical" activities have to be done on time or else the whole project can be delayed. The critical path items we anticipate for this project will be survey, permitting, and obtaining utility agreements.

To address the survey requirements, we are proposing two survey crews and the use of Mobile LIDAR technology. This approach will expedite the project schedules as multiple survey crews can be working concurrently at different project locations. With the Mobile LIDAR, we can scan several miles of roadway in a day and safely process the data in the office. With FTE performing the survey, we can start designing as soon as each project topo and digital terrain model is processed. To minimize permitting, we are proposing designs that would qualify for a permit Exemption. Our design alternatives will be conscious of ditch capacity reductions and impacts to any environmentally sensitive areas. We have included a biologist on the team to review the project corridors for any protected species habitats. Based on preliminary reviews, potential gopher tortoise habitat may be present on the north side of Keystone Blvd. To address obtaining utility agreements, we have a dedicated utility coordinator for

D. Traffic Signal ITMS Systems and Timing

FTE possesses a comprehensive knowledge of traffic signal timing and Intelligent Traffic Management Systems (ITMS) capabilities. Our team has a proven history of optimizing arterial flow and intersection safety through data driven timing strategies and the implementation of advanced Transportation Systems Management and Operations (TSM&O) elements.

Key Project Experience

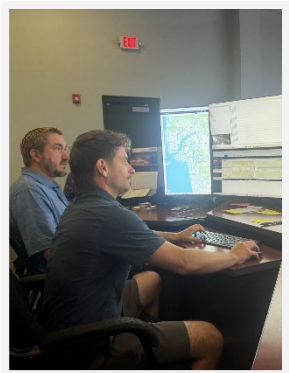
Our technical proficiency is demonstrated by our long-term success on the following high volume signal timing contracts:

- **Charlotte County Signal Retiming:** Managed 15 coordinated intersections and 31 isolated intersections for the County. This project involved extensive intersection analysis and system implementation to optimize local corridor efficiency.
- **FDOT District 1 Signal Timing (Multiple Contracts):** Successfully completed retiming efforts for over 386 signals across Charlotte, Sarasota, and Manatee Counties. This included railroad preemption studies and system analysis for some of the busiest corridors in Southwest Florida.
- **FDOT District 3 TSM&O Support:** Currently supporting the Department through 2030 to implement adaptive and traffic responsive systems, Advanced Traffic Management Systems (ATMS), and time-based coordination.

Technical Capabilities and Advanced TSM&O

FTE is at the forefront of "smart" infrastructure. Our team is highly proficient in the following specialized areas:

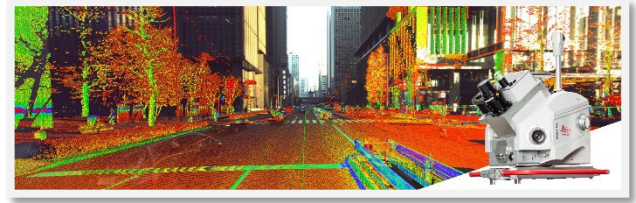
- **System and Intersection Analysis:** Evaluating complex grids to improve overall network performance.
- **Traffic Signal Timing Implementation:** Seamlessly transitioning theoretical models into real world controller settings.
- **Adaptive Systems:** Utilizing sensors to adjust signal timings dynamically based on actual demand.
- **Fine Tuning and Operational Evaluation:** Providing post implementation monitoring to adjust for real time traffic shifts.



Combined with our technical proficiency in tools like Synchro and Vissim, our technical capabilities ensures that Charlotte County will receive the highest return on investment.

E. Specialized Experience

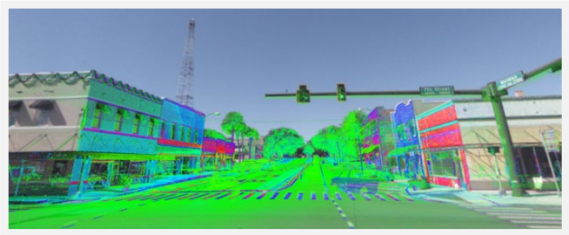
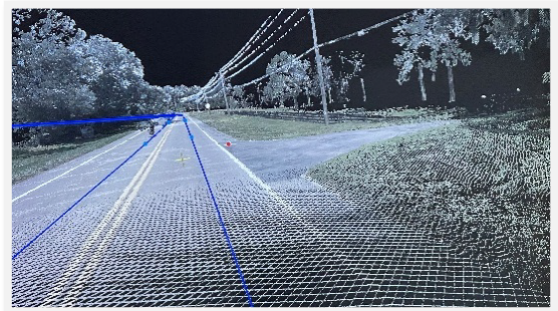
FTE provides a suite of specialized technical capabilities that transform how project data is gathered, analyzed, and utilized. By leveraging advanced remote sensing, comprehensive internal data collection, and specialized lighting analysis, we provide Charlotte County with a higher density of information while significantly reducing field time and safety risks.



High Precision Mobile LiDAR Surveying

FTE employs the Leica Pegasus II Ultimate, a survey grade mobile mapping system that represents the highest standard for topographic accuracy.

- **Seamless 3D Imagery:** The system captures 360 degree spherical 24 megapixel stitch free imagery calibrated perfectly to the LiDAR data. This allows our team to navigate and measure quickly and accurately within a 3D point cloud.
- **Nighttime and Non-Invasive Operations:** This innovative technology can be operated at night to ensure the safety of our crews and to avoid disrupting daytime traffic flow, providing a safer and more efficient alternative to conventional ground surveys.



Internal Data Collection Inventory

Successful turning lane improvements begin with verifiable data. FTE maintains one of the largest internal data collection inventories in the state, allowing us to

mobilize instantly without waiting for third party subconsultants.

- **High Volume Capabilities:** Our equipment includes 47 Miovision Scout Units for computer vision verified turning movement counts, 42 Bluetooth Detection Units to provide unbiased travel time data, and over 200 Tube Counters for high volume corridor studies.
- **Advanced Traffic Modeling:** For the Burnt Store Road Corridor Study, our team utilized our extensive in-house data collection inventory to verify travel demand and develop the 2045 Needs Plan Model, allowing the County to determine future operating conditions and capacity needs.
- **Asset Management and State Reporting:** FTE routinely collects and processes field data to verify and update critical state and local files, including Roadway Characteristics Inventory (RCI) files, Straight Line Diagrams (SLDs), and Highway Performance Monitoring Systems (HPMS).



Specialized Lighting Design

Safety at the intersection level is heavily dependent on visibility, particularly for pedestrians. FTE provides specialized in-house lighting design and complex photometric analysis using AGI32 lighting software. We utilize the vertical illuminance method to rigorously evaluate pedestrian visibility in crosswalks across all left, through, and right turn movements. Additionally, we analyze horizontal illuminance to ensure lighting levels are met for the entire intersection and the corridors connecting various intersections.

Working directly with Charlotte County Project Managers, we have successfully delivered specialized

lighting designs along major corridors and signalized intersections:

- **Countywide LED Conversion and Wildlife Lighting:** FTE evaluated multiple corridors including Edgewater Drive and Kings Highway to convert existing fixtures to LED luminaires. Our team is also highly experienced in designing wildlife-sensitive lighting and glare shields to meet stringent state environmental regulations.
- **Olean Blvd from US 41 to East St:** FTE provided decorative lighting design and analysis for this corridor as part of the widening and reconstruction design along Olean Blvd, which also includes two signalized intersections and two midblock crosswalks.
- **Burnt Store Road Widening Phase II:** FTE redesigned the corridor lighting from legacy fixtures to modern LED, utilizing specialized forward throw optics to illuminate all four travel lanes while avoiding conflicts with existing overhead electric lines.
- **Midway Boulevard and CR 771 Gasparilla Road:** FTE developed comprehensive lighting design alternatives and photometric analyses for the complete reconstruction of both of these major arterial corridors.



TAB VIII: VOLUME OF WORK
TAB IX: LOCATION
TAB X. LITIGATION
TAB XI. MINORITY BUSINESS

VIII. VOLUME OF WORK

In accordance with Charlotte County’s evaluation criteria regarding the magnitude of past projects, FTE reports the total payments received from the County within the past 24 months.

2024: \$442,798

2025: \$415,017

Total Payments Received (Past 24 Months): \$857,815

IX. LOCATION

The FTE team is strategically located to provide Charlotte County with immediate, hands-on responsiveness throughout the life of this contract. The primary office locations for our team are:

Prime Consultant
Florida Transportation Engineering, Inc. (FTE):

Main office
8250 Pascal Drive
Punta Gorda, FL 33950

Support office
12550 Telecom Drive
Temple Terrace, FL 33637

AIM Engineering & Surveying, Inc. (AIM):

Fowler Street, Suite 100
Fort Myers, Florida 33901

Agenor & Campbell Structural Engineers, LLC
(AC-Structural):

8800 Grand Oak Circle, Suite 670
Tampa, FL 33637

Universal Engineering Sciences (UES):

201 Waldo Ave N
Lehigh Acres, Florida, 33971

Our core design team and subconsultants are based within vicinity of Charlotte County and we can offer the County the local availability of a hometown firm, with our main office headquartered in Punta Gorda. FTE’s Tampa location allows our Project Manager, Gary Ng PE, and Lead Engineer, Kris Karanxha PE, to mobilize and be physically present at any of the seven Charlotte County project intersections within hours. This proximity ensures:

- **Rapid Site Deployment:** We can quickly conduct field reviews, verify SUE/drainage conditions, and address any unforeseen MOT or construction issues immediately.
- **Local Familiarity:** Because our team regularly travels and works within the Southwest Florida region, we possess a deep, practical understanding of local traffic patterns, site conditions, and County design preferences.
- **Face-to-Face Collaboration:** Our key personnel are available for in-person TRC meetings, utility coordination, and public involvement sessions at the County’s convenience.

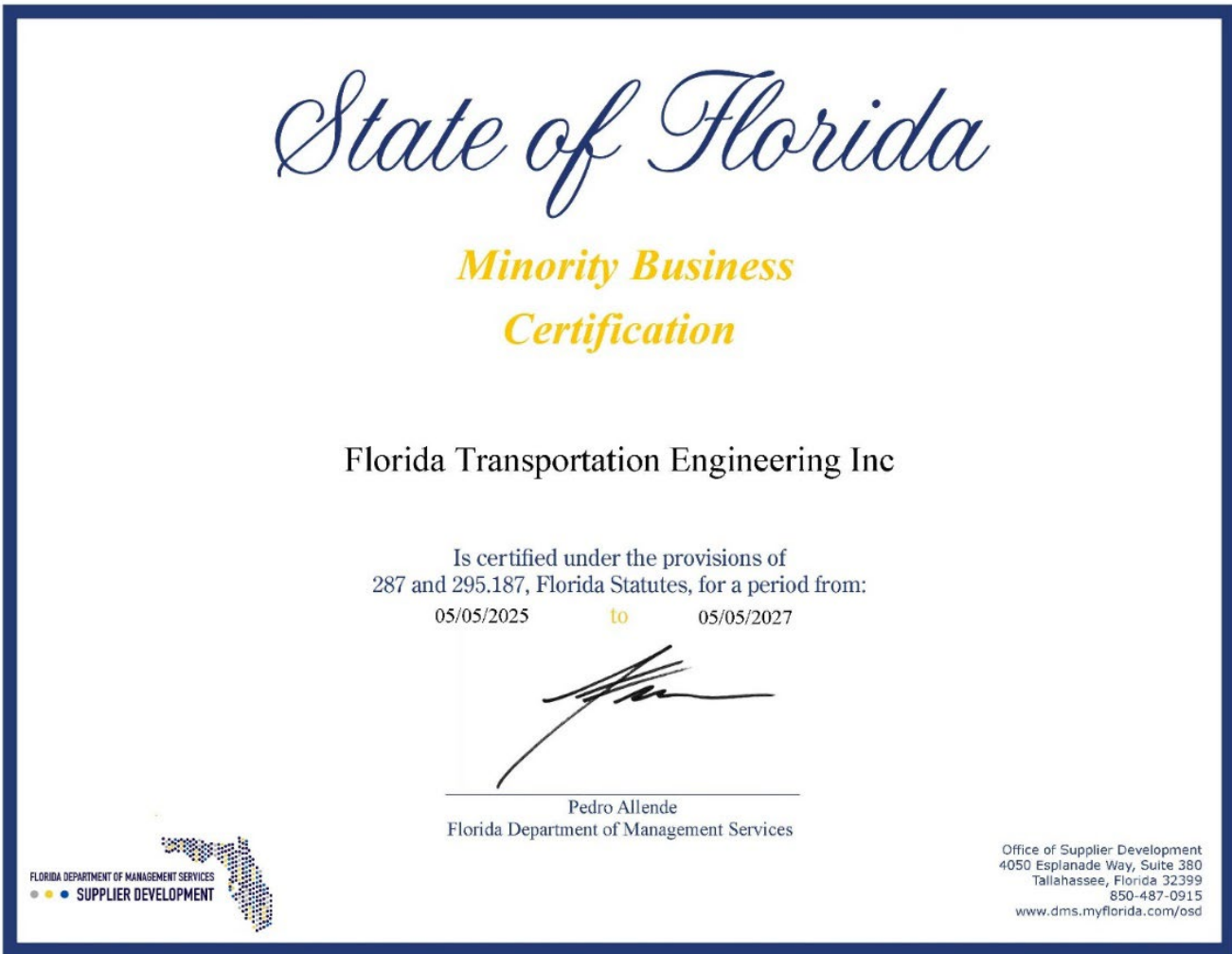
Florida Transportation Engineering, Inc. (FTE) has not been named as a defendant or co-defendant in any lawsuits within the past five (5) years.

XI. MINORITY BUSINESS

Certified MBE (Prime Consultant): Yes
Sub-Consultants Certified MBE: No
Non-Certified MBE (Sub-Consultants): Yes

Florida Transportation Engineering, Inc. is a certified Minority Business Enterprise (MBE) firm through the State of Florida Department of Management Services, Office of Supplier Diversity (OSD), and a Small Business Enterprise (SBE) through the Florida Department of Transportation (FDOT).

Our proposed subconsultants (AIM Engineering & Surveying, AC-Structural, UES) are Non-Certified MBEs.



**PART IV - SUBMITTAL FORMS
PROPOSAL SUBMITTAL SIGNATURE FORM**

1.	Project Team Name and Title	Years experience	City of office individual will work out of for this project	City individual's office is normally located	City of individual's residence
	Ravi Devaguptapu, PE, PTOE, IMSA I, Principal in Charge	31	Punta Gorda	Punta Gorda	Fort Myers
	Gary Ng, PE - Project Manager	28	Tampa	Tampa	Tampa
	Kris Karanxha, PE - Lead Design / Roadway Engineer	10	Tampa	Tampa	Tampa
	Ryan Anloague, PE - Lead Traffic Engineer	10	Tampa	Tampa	Tampa
	Oliver Remy Rodrigues, PE, PTOE - Senior Traffic Engineer	34	Tampa	Tampa	Riverview
	Joel Laborde, PSM - Survey Project Manager	18	Punta Gorda	Tampa	St. Petersburg
2.	Magnitude of Company Operations				
	A) Total professional services fees received within last 24 months:			\$ 13,107,048	
	B) Number of similar projects started within last 24 months:			3	
	C) Largest single project to date:			\$ 2,000,000	
3.	Magnitude of Charlotte County Projects				
	A) Number of current or scheduled County Projects			2	
	B) Payments received from the County over the past 24 months (based upon executed contracts with the County).			\$ 857,815	
4.	Sub-Consultant(s) (if applicable)	Location	% of Work to be Provided	Services to be Provided	
	AIM Engineering & Surveying, Inc.	Fort Myers, FL 33901	20%	Drainage, Permitting, Environmental, SUE, Utility Coordination	
	AC-Structural	Tampa, FL 33637	2%	Miscellaneous Structures	
	Universal Engineering Sciences	Lehigh Acres, FL 33971	2%	Geotechnical	
5.	Disclosure of interest or involvement: List below all private sector clients with whom you have an active pending contract and who have an interest within the areas affected by this project. Also, include any properties or interests held by your firm, or officers of your firm, within the areas affected by this project.				
	Firm N/A		Address N/A		
	Phone # N/A		Contact Name N/A		
	Start Date N/A		Ending Date N/A		
	Project Name/Description N/A				

NAME OF FIRM Florida Transportation Engineering, Inc.

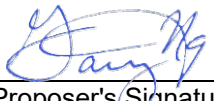
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DRUG FREE WORKPLACE FORM

The undersigned vendor in accordance with Florida Statute 287.087 hereby certifies that Florida Transportation Engineering, Inc.
does: (name of business)

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

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



Proposer's Signature

4/16/2026

Date

NAME OF FIRM Florida Transportation Engineering, Inc.
(This form must be completed and returned)

**HUMAN TRAFFICKING AFFIDAVIT
for Nongovernmental Entities Pursuant To FS. §787.06**

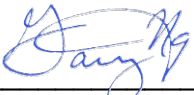
Charlotte County Contract #20260226

The undersigned on behalf of the entity listed below, (the "Nongovernmental Entity"), hereby attests under penalty of perjury as follows:

1. I am over the age of 18 and I have personal knowledge of the matters set forth except as otherwise set forth herein.
2. I am an officer or representative of the Nongovernmental Entity and authorized to provide this affidavit on the Company's behalf.
3. Nongovernmental Entity does not use coercion for labor or services as defined in Section 787.06, Florida Statutes.
4. This declaration is made pursuant to Section 92.525, Florida Statutes. I understand that making a false statement in this declaration may subject me to criminal penalties.

Under penalties of perjury, I declare that I have read the foregoing Human Trafficking Affidavit and that the facts stated in it are true.

Further Affiant sayeth naught.



Signature

Gary Ng, PE

Printed Name

Vice President

Title

Florida Transportation Engineering, Inc.

Nongovernmental Entity

4/16/2026

Date

END OF PART IV

NAME OF FIRM Florida Transportation Engineering, Inc.

(This form must be completed and returned)

APPENDIX: KEY PERSONNEL RESUMES



GARY NG, PE
PROJECT MANAGER

RELEVANT PROJECT EXPERIENCE

Charlotte County, Veterans Blvd. at Cochran Blvd.: Project Manager and Engineer - Intersection improvement to incorporate left and right turn lanes and new signalization. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Orlando Blvd.: Project Manager - Intersection improvement to incorporate an eastbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Atwater St.: Project Manager - Intersection improvement to incorporate an eastbound and westbound right turn lane. Project included drainage, signalization, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Yorkshire St.: Project Manager - Intersection improvement to incorporate an eastbound and westbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Harbor St.: Project Manager - Intersection improvement to incorporate an eastbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Torrington St.: Project Manager - Intersection improvement to incorporate an eastbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Loveland St.: Project Manager - Intersection improvement to incorporate an eastbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Olean Blvd. from US 41 to Easy St., Arterial Widening: Project Manager and Engineer— Reconstruction of Olean Blvd. from an existing 3-lane rural roadway to a 5-lane urban roadway. Project included alternative concepts, pond siting, environmental evaluation, multi-use path, decorative lighting, mast arm signalization, HAWK system, RRFBs, and landscaping. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Winchester Blvd. at Avenue of the Americas Intersection Improvement: Project Manager and Engineer - Intersection improvement which included widening a two-lane roadway to provide for left turn and right lanes. Project included new mast arm signals, intersection lighting, drainage improvements, and utility coordination. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Peachland Blvd. at Loveland Blvd. Intersection Improvements: Project Manager and Engineer - Intersection improvement which included widening a two-lane roadway to provide for left turn and right lanes. Project included new mast arm signals, intersection lighting, drainage improvements, and utility coordination. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

City of Ft Myers, Hanson St from Work Drive to Veronica Shoemaker Blvd.: Project Manager - Intersection improvement at Work Drive to include a northbound right turn lane and restriping of Hanson St. to provide dual westbound lanes through the roundabout. *Reference: Carl Karakos, City of Ft Myers PM, (239) 321-7458.*



Gary has experience in highway engineering design, project coordination and management. He has served as Contract Manager on several multidiscipline task work order contracts and urban reconstruction projects. His highway design experience consists of design, cost estimating, and preparation of construction plans for projects which include multi-level interchanges, interstate widening, arterial widening and reconstruction, complex traffic control plans, resurfacing, intersection improvements and sidewalks.

EDUCATION

- Bachelor of Science in Civil Engineering, University of South Florida, 1998

LICENSE & CERTIFICATIONS

- Professional Engineering FL No. 58717
- Florida Engineering Society (FES)
- Florida Engineering Leadership Institute (FELI) Class of 2013
- Advanced Temporary Traffic Control
- FDOT Specification Package Preparation
- FDOT Long Range Estimates Program

TOTAL YEARS OF EXPERIENCE

- 28

GARY NG, PE
PROJECT MANAGER

RELEVANT PROJECT EXPERIENCE, CONT.

FDOT District One, FPID 447878-1, SR 80 from Captain Hendry Dr. to E of Forrey Dr., Hendry County: Project Manager - Safety improvement project which included median modifications to convert a 5-lane typical section to a 4-lane typical section with a raised median. Project included milling and resurfacing for bike lanes, access management, new signalization, drainage improvements, and signing and pavement markings. *Reference: David Agacinski, FDOT PM, (239) 225-1924.*

FDOT District One, FPID 445044-1, SR 684 (Cortez Blvd.) from W of 86th St. to W of 26th St., Manatee County: Project Manager - RRR improvement project which included milling and resurfacing, widening for bike lanes, signalization upgrades, drainage improvements, and signing and pavement markings. *Reference: Scott McCall, FDOT PM, (863) 519-2277*

FDOT District One, FPID 437088-1, SR 78 Sidewalks at Various locations in Buckhead Ridge, Glade County: Project Manager - Design of sidewalk along the south side of SR 78. Project included cross drain extension, retaining walls, and guardrail. *Reference: Ryan Weeks, FDOT PM, (863) 519-2837.*

FDOT District One, FPID 445932-1, US 27 from Fisheating Creek to Highlands CL, Highlands County: Project Manager - RRR improvement project which included milling and resurfacing, bridge approach guardrail up-dates, widening for bike keyholes, drainage improvements, and signing and pavement markings. *Reference: David Agacinski, FDOT PM, (239) 225-1924.*

FDOT District One, FPID 442122-1, US 27 at Lake Mirror Dr. and US 27 at Northwood Blvd., Highlands County: Project Manager – Safety improvement project which included median modification, turn lane addition, drainage improvements, and signing and pavement markings. *Reference: Mose Howard, FDOT PM, (863) 519-2374.*

FDOT District One, FPID 444213-1, US 27 at Lakeview Rd., Highlands County: Project Manager – Safety improvement project which included median modification, turn lane addition, drainage improvements, new signalization, and signing and pavement markings. *Reference: Mose Howard, FDOT PM, (863) 519-2374.*

FDOT District One, FPID 436502-1, SR 700 (US 98) at Arbuckle Creek Rd., Highlands County: Project Manager – Safety improvement project which included turn lane additions, drainage improvements, and signing and pavement markings. *Reference: Michelle Buitron, FDOT PM, (863) 519-2305.*

FDOT District One, FPID 444307-1, Seminole Elementary—SRTS, Okeechobee County: Project Manager – Safety improvement project which included new sidewalks, driveways, drainage improvements, midblock crossing, and signing and pavement markings. *Reference: Kaylene Johnson, FDOT PM, (863) 519-2331.*

FDOT District One, FPID 433552-1, US 41 from Tuscola Blvd. to Ortiz Blvd., Sarasota County: Project Manager - two-mile multi-use path design along both sides of US 41. The project requires removal of the existing concrete sidewalk and profiling of the new 12-foot-wide multi-use asphalt path. *Reference: David Jones, FDOT PM, (863) 519-2253.*

FDOT District One, Contract CA319, Districtwide Minor Design Continuous Services: Project Manager —Task assignment contract. Task assignments ranged from new sidewalks to intersection improvements. The project involved design of roadway, drainage, signing, and pavement marking, signalization, and lighting. *Reference: Amy Blair, FDOT PM, (863) 519-2272.*

FDOT District One, FPID 436979-1, US 41 Sidewalks from River Rd. to Woodmere Park Blvd. Pedestrian Improvements, Sarasota County: Project Manager - Design of a 6-foot and 8-foot-wide sidewalk along the south side of US 41. The project included new transit accommodation, pedestrian features, and intersection lighting. *Reference: Nicolas Leon, FDOT PM, (863) 519-2376.*

FDOT District One, FPID 447874-1, SR 544 at US 27, Polk County: Project Manager and Engineer - Intersection improvement which included widening a two-lane roadway to provide for dual left turn lanes and a right turn lane. Project included signal and drainage improvements, right -of-way acquisition, pavement design, and utility coordination. *Reference: Kellie Spurgeon, FDOT PM, (863) 519-2654.*

KRIS KARANXHA, PE
LEAD DESIGN / ROADWAY ENGINEER

RELEVANT PROJECT EXPERIENCE

Charlotte County, Winchester Blvd. at Avenue of the Americas: Intersection improvement which included widening a two-lane roadway to provide for left turn and right lanes. Project included new mast arm signals, intersection lighting, drainage improvements, and utility coordination. *Reference: Charlotte County PM: Jeff Keyser, (941) 575 3644.*

Charlotte County Public Works, Peachland Blvd. at Loveland Blvd. Intersection Improvements: The Project includes design and permitting of geometric improvements and a new traffic signal at the intersection. Intersection improvements include the addition of turn lanes, signing and pavement marking, lighting, drainage modifications, traffic signalization with pedestrian features, and intelligent traffic systems. Kris assisted with roadway design, signal design, ITS design, and plans production. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Olean Blvd. from US 41 to Easy St.: Project included alternative concepts, pond siting, environmental evaluation, multi-use path, decorative lighting, mast arm signalization, HAWK system, RRFBs, and landscaping. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Cochran Blvd.: Intersection improvement to incorporate left and right turn lanes and new signalization. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Orlando Blvd.: Engineer of Record - Intersection improvement to incorporate an eastbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Atwater St.: Engineer of Record - Intersection improvement to incorporate an eastbound and westbound right turn lane. Project included drainage, signalization, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Yorkshire St.: Engineer of Record - Intersection improvement to incorporate an eastbound and westbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

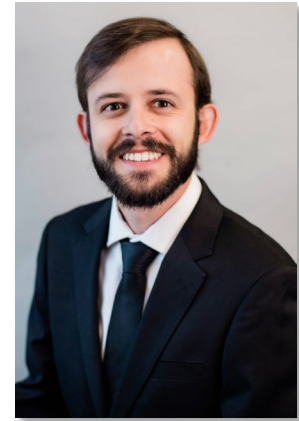
Charlotte County, Veterans Blvd. at Harbor St.: Engineer of Record - Intersection improvement to incorporate an eastbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Torrington St.: Engineer of Record - Intersection improvement to incorporate an eastbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

Charlotte County, Veterans Blvd. at Loveland St.: Engineer of Record - Intersection improvement to incorporate an eastbound right turn lane. Project included drainage, signing and pavement markings, and lighting. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

FDOT District One, FPID 436979-1, US 41 Sidewalks from River Rd. to Woodmere Park Blvd. Pedestrian Improvements, Sarasota County: FTE assisted with the design of the six-foot and eight-foot sidewalk. The project also includes new transit accommodation and drainage improvements. *Reference: Nicholas Leon, FDOT PM, (863) 519-2376.*

FDOT District One, FPID 437088-1, SR 78 Sidewalks at Various locations in Buckhead Ridge, Glade County: FTE was responsible for roadway design and



Kris has experience in roadway design, traffic design, and utility coordination. His roadway design experience includes arterial widening and reconstruction, resurfacing, intersection improvements, sidewalks, and pedestrian maintenance of traffic. Additionally, he has traffic design experience which includes signing and pavement marking for urban and rural sections, signalization design and lighting design.

EDUCATION

- Bachelor of Science in Civil Engineering, University of South Florida, 2017

LICENSE & CERTIFICATIONS

- Florida Professional Engineer No. 92368
- Advanced Temporary Traffic Control
- FDOT Specification Package Preparation

TOTAL YEARS OF EXPERIENCE

- 10

KRIS KARANXHA, PE

LEAD DESIGN / ROADWAY ENGINEER

RELEVANT PROJECT EXPERIENCE CONT.

plans production. This project includes sidewalks along the south side of SR 78 St. from Chobee St. to Lake Dr. and from Linda Rd. to Buckhead Ridge RV and Boat Storage. Project included drainage improvements, new guardrail and gravity walls. *Reference: Ryan Weeks, FDOT PM, (863) 519-2837.*

FDOT District One, FPID 433552-1, US 41 from Tuscola Blvd. to Ortiz Blvd., Sarasota County: Two-mile multi-use path design along both sides of US 41. The project requires removal of the existing concrete sidewalk and profiling of the new 12-foot-wide multi-use asphalt path. *Reference: David Jones, FDOT Project Manager, (863) 519-2253.*

FDOT District One, FPID 444213-1, US 27 at Lakeview Rd., Highlands County: This project is included as part of a Districtwide Minor Design Contract and involves the construction of a new signal and roadway widening for off-set left turn lanes. This project has a 20% truck volume percentage and included asphalt bulb-outs to accommodate U-turn movements at the proposed signalized intersection. *Reference: Richard (Mose) Howard, P.E., FDOT PM, (863) 519-2374.*

FDOT District One, FPID 447874-1, SR 544 (Havendale Blvd.) at US 17 (8th St NW), Polk County: Engineer of Record – Kris is the EOR for Roadway. This project involves re-stripping the intersection, existing mast arm replacements, pedestrian signal upgrades, curb ramp modifications, intersection lighting, and traffic separator modifications for turn lane extension. *Reference: Phil Menke, P.E., FDOT Project Manager, (863) 519-2803.*

FDOT District One, FPID 449653-1, SR 45 (US 41) from Magellan Dr. to 63rd Ave., Manatee County: Roadway Engineer of Record - Safety improvement project which included median modifications such as extending traffic separators and constructing interrupter islands to enhance traffic flow and reduce crashes. *Reference: Marie Carvajal, FDOT PM, (863) 519-2669.*

FDOT District One, FPID 444307-1, Seminole Elementary—SRTS, Okeechobee County: Sidewalk design along two local roadways providing connectivity to Seminole Elementary School and the US 98 signalized intersection at NW 30th St. The project included ditch compensation, and pedestrian feature improvements. *Reference: Isamarie Monreal, P.E. FDOT PM, (863) 519-2305.*

FDOT District One, FPID 444213-1, US 27 at S. Lakeview Dr., Highlands County: Engineer of Record – Safety improvement project which included median modification, turn lane addition, drainage improvements, new signalization, and signing and pavement markings. *Reference: Mose Howard, FDOT PM, (863) 519-2374.*

FDOT District One, FPID 436502-1, SR 700 (US 98) at Arbuckle Creek Rd., Highlands County: Engineer of Record – Safety improvement project which included turn lane additions, drainage improvements, and signing and pavement markings. *Reference: Michelle Buitron, FDOT PM, (863) 519-2305.*

FDOT District One, FPID 445932-1, US 27 from Fisheating Creek to Highlands CL, Highlands County: Project Manager - RRR improvement project which included milling and resurfacing, bridge approach guardrail up-dates, widening for bike keyholes, drainage improvements, and signing and pavement markings. *Reference: David Agacinski, FDOT PM, (239) 225-1924.*

FDOT District One, FPID 447431-1, SR 700 (US 98) from E of Old Stokes Rd. to SR 25 (US 27) Slip Lane, Polk County: Engineer of Record – This project was included as part of a Districtwide Minor Design Contract and involved milling and resurfacing of existing roadway as well as reduction of the existing lane widths based on a reduced speed limit. *Reference: Ahmed Abdellatif, FDOT PM, (863) 519-2834.*

FDOT District One, FPID 445044-1, SR 684 (Cortez Blvd.) from W of 86th St. to W of 26th St., Manatee County: RRR improvement project which included milling and resurfacing, widening for bike lanes, signalization upgrades, drainage improvements, and signing and pavement markings. *Scott McCall, FDOT PM, (863) 519-2277.*

FDOT District One, FPID 447878-1, SR 80 from Captain Hendry Dr. to E of Forrey Dr., Hendry County: Engineer of Record - Safety improvement project which included median modifications to convert a 5-lane typical section to a 4-lane typical section with a raised median. Project included milling and resurfacing for bike lanes, access management, new signalization, drainage improvements, and signing and pavement markings. *David Agacinski, FDOT PM, (239) 225-1924.*

RYAN ANLOAGUE, PE
LEAD TRAFFIC ENGINEER

RELEVANT PROJECT EXPERIENCE

Charlotte County, CR 771 (Gasparilla Rd.) at Marathon Blvd. Intersection Design: The project included design of a new traffic signal with pedestrian features at the intersection of Gasparilla Rd. and Marathon Blvd. Other intersection improvements included the addition of new curb ramps, high-emphasis pedestrian crosswalks, and intersection lighting. Ryan was responsible for signing and pavement marking, signalization, and lighting design at the intersection, as well as utility coordination and plans production. *Reference: Jeff Keyser, Charlotte County PM, (941) 575-3644.*

PO# 2024001439, Harborview Rd – Kings Hwy Intersection Hardening Signal, Charlotte County Public Works Department, Charlotte County: Engineer of Record - The project included the replacement of the existing span wire signal with mast arms. New pedestrian signals and other signal equipment were upgraded as a result of the proposed curb ramp reconstruction and intersection resurfacing. Intersection lighting was also upgraded for improved pedestrian safety, which included coordination with the local power provider, FPL. Ryan was the Engineer of Record for the project. *Reference: Zach Patchell, Charlotte County PM (941) 575-3609.*

FDOT District One, FPID 447431-1, SR 700 (US 98) from E of Old Stokes Rd. to SR 25 (US 27) Slip Lane, Polk County: Engineer of Record - This project was part of a DW Minor Design Contract and included milling and resurfacing along 1.385 miles of roadway as well as reduction of the existing lane widths based on a reduced speed limit. Ryan was the Engineer of Record for signing and pavement marking. *Reference: Ahmad Abdellatif, FDOT PM, (863) 519-2834.*

FDOT District One, FPID 447874-1, SR 544 (Havendale Blvd.) at US 17 (8th St. NW, Polk County: Engineer of Record - This project involved re-stripping the intersection, existing mast arm replacements, pedestrian signal upgrades, curb ramp modifications, and intersection lighting for safety improvements at the intersection. Ryan was the Engineer of Record for signing and pavement marking and lighting. *Reference: Phil Menke, P.E., FDOT PM, (863) 519-2803.*

FDOT District One, FPID 445044-1, SR 684 (Cortez Rd.) from 86th S.t W to W of 26th St. W, Manatee County: This is a RRR project approximately 3.732 miles long with 10 signalized intersections included within the project limits. In addition to the milling and resurfacing work, median modifications are being provided for hardened centerlines, curb ramp reconstruction is provided at select locations, new signal equipment including mast arm replacements at 3 intersections and upgraded detection and pedestrian features are being provided, as well as implementation of connected vehicle technology within the signal cabinets. Ryan is supporting the Engineer of Record for signing and pavement marking and signalization by providing quality control review of the plans for each design phase. *Reference: Michael Rud, PE, FDOT PM, (863) 519-2769.*

FDOT District One, FPID 449656-1, SR 15 (US 441) at 28th St. Safety Improvements, Okeechobee County: Engineer of Record - This project included curb ramp reconstruction with ADA pedestrian signalization upgrades as well as intersection resurfacing, re-stripping, and LED lighting enhancements. Ryan is the Engineer of Record for signing and pavement marking, signalization, and lighting. *Reference: Jeffrey Mednick, FDOT PM, (863) 519-2304.*



Ryan specializes in traffic design, including signing and pavement marking, signalization, lighting design and photometric analysis, and Intelligent Transportation Systems (ITS). Ryan has been involved as a designer and Engineer of Record for numerous RRR, intersection improvement, and safety contracts for FTE. He has also managed several contracts as a traffic design consultant and subconsultant. In addition, he has experience with numerous traffic design tools, such as FDOTConnect for OpenRoads Designer, lighting photometric analysis in AGI32, and custom sign design in Guidesign by Transoft Solutions.

EDUCATION

- Bachelor of Science in Civil Engineering, University of South Florida, 2017

LICENSE & CERTIFICATIONS

- Florida Professional Engineer No. 92396
- Advanced MOT/TTC Certification
- FDOT Specifications Package Preparation

TOTAL YEARS OF EXPERIENCE

- 10



JOEL LABORDE, PSM
SURVEY PROJECT MANAGER

RELEVANT PROJECT EXPERIENCE

FDOT District One, 5th Street Bascule Bridge: Survey Manager - Worked with very low tolerances (1/16") and managed survey field operations: survey procedures, schedule and quality control.

FDOT District Five, SR-429 Widening from Florida's Turnpike to West Road: Located in Orange County, Florida, this project's scope consists of widening SR 429 from south of the Florida's Turnpike to West Road from four (4) general use lanes to six (6) general use lanes. Specifically, the Project consists of widening to the inside (median) and to the outside to accommodate the required auxiliary lanes and an additional general use travel lane in each direction, with full depth shoulders for a portion of the remainder of median areas to facilitate hard shoulder running in the future. There are 23 mainline bridges within the project limits that will also be widened to accommodate the appropriate shoulder widths, additional general use lane, auxiliary lanes and ramp modifications as shown in the bidding documents. The work also includes, but is not limited to, one (1) complete bridge demolition, over 350,00 SF of MSE walls, more than 142,000 SF of sound barriers, 41,167 LF of pipe, overhead sign structures and intelligent transportation systems infrastructure.

FDOT District Six, FPID 408834-1, Miami Intermodal Center (MIC)/Miami International Airport (MIA) Interchange: Survey Manager - Performed traverse and bench run to establish control points and benchmarks around the job site. Managed the layout for every aspect of the project that includes underground piping, bridges, utilities, drainage, ramps, etc.

FDOT District Six, FPID 249640-1, NW 12th Avenue Bascule Bridge: Assistant Survey Manager - Worked in a hydraulic bascule bridge and attended schedule meetings and managing the surveying department when the primary Survey Manager was out.

FDOT District Seven, FPID 450970-1, SR 54 & US 41 Pasco County Sidewalk Gaps: FTE provided horizontal control, vertical control, topographic map, and 3D topographic/DTM survey for 0.85-miles of urban highway.

FDOT District Seven, FPID 451236-1, US 98/US 301/SR 35/SR 700 From N of Long Ave. to S of US 98, Pasco County: FTE provided primary horizontal control, vertical control for 4.8-miles of urban highway.

FDOT (all districts), Southeast District: Topographer - provided all the needs of any 3D scanner work and traveled to different jobsites in the district, obtained the data in the field and processed the information in the office, completed calculations for earthwork, scanned different component of bascules bridges for quality control, and created a model of existing 20 ft pipe of a hydraulic plant for design purposes.

Sarasota County, Professional Parkway and Lakewood Ranch Blvd. Intersection – ITS Design Survey: Design topographic survey for the intersection of Professional Parkway and Lakewood Ranch Blvd to support ITS signalization design. The scope includes a 2D topographic map, a Digital Terrain Model (DTM) of existing conditions, and a Right-of-Way (ROW) survey within the project limits.

City of Plant City, James L. Redman Parkway from N of Alexander St. to N of Alsobrook St.: FTE is providing topographic survey, 3D topographic/DTM survey using Mobile Lidar and re-establishment of existing right-of-way along James L. Redman for 1.27 miles.



Joel Laborde is a Survey Manager with experience in construction surveying and management, comprising two years of leadership in survey operations for a prominent heavy construction company in Florida, and four years of diverse project involvement across Louisiana, North Carolina, and Florida. Skilled in executing assignments independently and with minimal supervision, with a strong grasp of fundamental plans, survey methodologies, and construction staking principles. Proficient in digital alignment creation, coordinate geometry, and digital terrain modeling, alongside a solid understanding of trigonometry and geometry.

EDUCATION

- Bachelor of Science in Surveying & Topography, University of Puerto Rico at Mayaguez, 2007

LICENSE & CERTIFICATIONS

- Professional Surveyor & Mapper FL No. LS7264
- Drone Pilot with FAA part 107 Certified
- Advanced MOT/TTC Certification

TOTAL YEARS OF EXPERIENCE

- 18

OLIVER REMY RODRIGUES, PE, PTOE
SENIOR TRAFFIC ENGINEER

RELEVANT PROJECT EXPERIENCE

Charlotte County, Burnt Store Road Area Corridor Study, Punta Gorda, FL: Project Manager – FTE identified and evaluated four potential alternatives connecting Burnt Store Road and US 41 (Tamiami Trail.) The preferred alternative addressed capacity needs for future travel demand, system linkage, evacuation, emergency services, environmental impacts, social demands, and economic development. *Reference: Robert Fakhri, PE, Charlotte County Transportation, (941) 575-3676.*

City of Ft Myers, Hanson St. from Work Dr. to Veronica Shoemaker Blvd.: Intersection improvement at Work Drive to include a northbound right turn lane and restriping of Hanson Street to provide dual westbound lanes through the roundabout. *Reference: Carl Karakos, City of Ft Myers PM, (239) 321-7458.*

FDOT District One, Contract CA319, Districtwide Minor Design Continuing Services: Signalization EOR. FTE provides services for new sidewalks to intersection improvements. The project involves design of roadway, drainage, signing and pavement marking, signalization, and lighting. *Reference: Amy Blair, FDOT Project Manager, (863) 519-2272.*

FDOT District One, FPID 438371-1, US 301 (Washington St.) from Ringling Blvd. to 10th St. Safety Improvements, Sarasota County: Signalization EOR. As a subconsultant, FTE prepared signalization plans to replace and relocate pedestrian signals, relocate vehicle detection loops and replace internally illuminated street name signs. *Reference: Richard (Mose) Howard, FDOT Project Manager, (863) 519-2374.*

FDOT District One, FPID 436982-1, 53rd Ave. W. Left Turn Lane at 51st St. W., Manatee County: Signalization EOR. As a subconsultant, FTE prepared signalization plans to relocate existing signal heads, relocate pedestrian signals, relocated ITS cabinet, replace incident management CCTV camera and pole, and add new intersection lighting for pedestrian crosswalk. *Reference: Richard (Mose) Howard, FDOT Project Manager, (863) 519-2374.*

FDOT District One, FPID 447431-1, SR 700 (US 98) from E of Old Stokes Rd. to SR 25 (US 27) Slip Lane, Polk County: Senior Traffic Engineer. This project is included as part of a Districtwide Minor Design Contract and involves milling and resurfacing of the existing roadway as well as reduction of the existing lane widths based on a reduced speed limit. *Reference: Brandon Fernandez, FDOT Project Manager, (863) 519-2834.*

FDOT District One, Haines City Trail from Grace Ave. to CR 544, Polk County: Senior Traffic Engineer. This project is included as part of a Districtwide Minor Design Contract and includes the construction of a new shared-use path tying into the existing trail. Traffic design includes two new signalized pedestrian crossings with crosswalk lighting and new signing and pavement marking along the path. *Reference: Jennifer Freeman, FDOT Project Manager, (863) 519-2253.*

FDOT District One, FPID 444213-1, US 27 at Lakeview Rd., Highlands County: Signalization EOR. This project is included as part of a Districtwide Minor Design Contract and involves the construction of a new signal and roadway widening for off-set left turn lanes. This project has a 20% truck volume percentage and included asphalt bulb-outs to accommodate U-turn movements at the proposed signalized intersection. *Reference: Richard (Mose) Howard, P.E., FDOT Project, (863) 519-2374.*



Oliver has experience in transportation planning and traffic engineering. He has provided services for a variety of projects for clients throughout Florida. Oliver has conducted various transit studies and corridor feasibility studies. He provides traffic engineering services and performs qualitative assessment and recommends mitigation measures. He also prepares design plans for signing and pavement markings, decorative street lighting, and signalization.

EDUCATION

- Bachelor of Science in Civil Engineering, University of South Florida, 1991

LICENSE & CERTIFICATIONS

- Professional Engineer FL No. 50646
- Professional Transportation Operation Engineer No.1765

TOTAL YEARS OF EXPERIENCE

- 34



RAVI DEVAGUPTAPU, PE, PTOE, IMSA I
PRINCIPAL-IN-CHARGE / QUALITY ASSURANCE

RELEVANT PROJECT EXPERIENCE

Charlotte County Professional Services Contract No. 2010000335 (2011-2013): Work Order 14, Charlotte County Traffic Studies including data collection, four-way stop warrant analysis, signal design, signing and pavement marking, railroad preemption timings, and construction management.

Burnt Store Road/Veterans Parkway/Colonial Boulevard (2003-2005): FTE proved data collection and post card surveys, for Lee and Charlotte Counties - Phase I - Project Traffic Development, and Phase II - Conceptual Alternatives Analyses as a subconsultant to PBSJ.

Lee County Miscellaneous Traffic Engineering Services, CN-06-06: The scope of this project was to provide specific professional services to the Department throughout Lee County. Assignments have included Traffic Volume Data Collection, One-way Tolling Test Program, Signal Warrant Analysis, Signal Design, Traffic Circulation Study, and Pedestrian Access Improvements. Specific assignments have included: 2007 and 2008 Traffic Volume Data Collection; One-way Tolling Test Program; Signal Design; Traffic Circulation Study; Del Prado and SE 22nd Lane/SE 12th Pedestrian Access Improvements.

District One Maintenance Roadway Characteristic Inventory (RCI) Collection, RFP- DOT-16- 17-1098DR: FTE's scope of services included: RCI data collection and data entry throughout the 12 counties of District One.

District One Maintenance Roadway Characteristic Inventory (RCI) Collection, RFP- DOT-13- 14-1086BT: FTE was a sub consultant to KCA for this contract. The scope of services included: RCI data collection and data entry; single and multi- post sign inspections; guardrail inspection; retro-reflectivity of signs.

District One District Wide Sign and Guardrail Inspection, Contract BE718: FTE is currently providing single and multi-post sign inspections; guardrail inspection; and retro- reflectivity of signs throughout the 12 counties of District One.

District One Planning RCI, Multiple Contracts (9 Contracts 1998-Present): The scope of this project is to support the Planning Department by providing technical personnel to perform services specifically related to data collection and reporting activities on roadways that are located on and off the State Highway System in District One. Services provided include RCI, HPMS Inventory, Data Entry, and SLD production.

District Seven Access Management Support: Provided access management services under a districtwide contract to FDOT District Seven. This project produced an improvement program that was approved by local agencies and funded. The technical support services in the Maintenance offices extended for two years and involved a wide variety of activities including permit re views and processing, field inspections, and maintenance RCI.

District Seven Districtwide Statistics Highway Data, Multiple Contracts (2012-2022): This support includes plans review, data collection, data entry, geographic information system (GIS) mapping, graphics preparation, SLD preparation utilizing Micro Station and FDOT's AutoDiagrammer software, conducting public hearings, and other tasks to support RCI, SLD's, Basemap, and HPMS functions within District Seven.



Ravi has experience in at least two dozen signal system projects with extensive amounts of existing signal inventory, TMCs, pedestrian counts, volume counts, classification counts, travel time and delay runs, and signal timing development and implementation. Ravi has been involved in traffic count programs and supervised tens of thousands of traffic counts for various agencies including FDOT, Lee County, City of Fort Myers, City of Bonita Springs, and City of Sanibel, all throughout southwest Florida.

EDUCATION

- Master of Science., Civil Engineering Arizona State Univ 1994
- Bachelor of Science, Civil Engineering, JNTU India, 1991

LICENSE & CERTIFICATION(S)

- Florida Professional Engineering No. 53150
- Professional Traffic Operations Engineer (PTOE) No. 1112
- Traffic Signals Level I IMSA
- MOT Level II
- Advanced MOT

TOTAL YEARS OF EXPERIENCE

- 31



Justin Christensen, PE

Lead Drainage and Permitting Engineer



EXPERIENCE

- 13 Years

EDUCATION

- BS, Environmental Engineering, University of Central Florida, 2011

REGISTRATION

- Professional Engineer, Florida, #83288, 2017

EMPLOYMENT HISTORY

- November 2019 – Present: AIM Engineering & Surveying, Inc.
- February 2018 – November 2019: Lochrane Engineering – An NV5 Company
- June 2015 – February 2018: HNTB
- September 2012 – June 2015: Inwood Consulting Engineers, Inc.

TRAINING

- ORD
- AutoCAD
- Microstation
- Geopak Drainage
- Ad-ICPR
- HY-8
- HEC-RAS
- GIS

PROFESSIONAL AFFILIATIONS

- American Academy of Environmental Engineers

PROFESSIONAL PROFILE

Mr. Christensen has successfully provided stormwater and environmental engineering services for municipal government clients throughout Florida since 2011. His responsibilities include design of drainage and stormwater management systems for major roadway projects, layout and design of cross drains, ponds, and storm sewer systems, as well as the preparation of plans and design documentation. He is skilled in the utilization of ORD, AutoCAD, Microstation, Geopak Drainage, ICPR, HY-8, HEC-RAS, and GIS.

PROJECT EXPERIENCE

District Wide Resurfacing Design, FL – FDOT District One. Mr. Christensen serves as the Drainage Engineer of Record responsible for drainage engineering design, analysis, and production for this 5-year task work order-driven contract. The primary goal of this contract is to develop roadway improvements in order to preserve and extend the service life as well as enhance the safety of existing facilities. The types of improvements provided under this contract involved milling and resurfacing, pavement widening and resurfacing, minor design, and enhancement projects. These projects often included sidewalks, intersection improvements, ADA upgrades, bicycle lanes and/or key-holes additions, drainage improvements, bridge rail retrofit, guardrail upgrades, and support of FDOT in-house efforts on resurfacing projects.

SR 45 (US 41) Dunruss Creek to Gulf Park Drive, Collier County, FL – FDOT District One. Mr. Christensen serves as Drainage Engineer of Record for this project and is responsible for drainage design, documentation and plans production, consisting of spread and hydroplaning analysis, as well as investigation of flooding and pavement failure adjacent to a closed storm drain system. This project consists of 4.7 miles of resurfacing for the six-lane roadway that includes both urban and suburban typical sections. The projects includes evaluation of sidewalks, bicycle facilities and driveways. Improvements at nine signalized intersections and restriping of the historical metric construction will provide consistency along the corridor.

SR 29 from Agriculture Way to CR 846, Collier County, FL – FDOT District One. Mr. Christensen is serving as Drainage Engineer of Record and is responsible for the drainage design. The project consists of reconstruction and widening SR 29 from two lanes to four lanes. This will also include the extension of the bridge over Dry Gulch Creek, replacement of bridge over Eutopia Canal, as well as the existing pedestrian bridge crossing. Multiple typical section alternatives were analyzed, and the improvements improve transitioning the existing rural roadway to an urban typical section while accommodating a large truck percentage and turning movements. An Intersection Control Evaluation, Stage 1 was completed for two intersections and regional drainage alternatives are included, providing partnering between FDOT, Collier County. The project is being completed in Open Roads Designer.

SR 50/SR 50A from Cobb Road to West of Buck Hope Road, Hernando County, FL – FDOT District Seven. Mr. Christensen served as the Drainage Engineer of Record. This project consists of four to six-lane widening of SR 50 from Cobb Rd. to west of Buck Hope Road in Hernando County. This +/-1.5 mile



Justin Christensen, PE

Lead Drainage and Permitting Engineer

segment included three signalized intersections and one bridge box culvert and within the city limits of Brooksville. This TWO (Task Work Order) based contract included roadway widening from four to six lanes to the median, milling and resurfacing the existing lanes, turn lane and rigid pavement reconstruction of the Cobb Rd./SR 50 intersection, sidewalk improvements on the north side of the roadway and sidewalk or shared use path along the south that will be part of the Coast to Coast Connector Trail. Other improvements include drainage, permits, utilities, structures, signing and pavement marking, signals and lighting. TWO one included evaluating six mainline alternatives, seven trail crossing alternatives at the SR 50/Cobb Road intersection and four bridge box culvert alternatives. Each mainline alternative includes four typical sections. The evaluation process included an assessment of the right-of-way, drainage, permitting, utility impacts, and cost estimates.

Bailey Road Sidewalk from Shephard Road to Willow Oak Elementary Schools – Polk County. Mr. Christensen served as Drainage Engineer of Record for the proposed addition of a five-foot sidewalk. The project also includes extensive drainage analysis to compensate for reduced drainage swale, review of existing flooding concerns and coordination with Polk County School Board to minimize overlap between pedestrian improvements and school construction.

US 98 from W. Socrum Loop Road to CR 54 PD&E Study & Preliminary Design – FDOT District One. As the prime consultant for the PD&E study, the AIM team evaluated and documented the proposed two-lane to four-lane widening of 9.1 miles of US 98 from W. Socrum Loop Road to CR 54 PD&E in Polk County. The preliminary engineering and environmental analyses included typical section development, alternative alignment evaluations, roundabout feasibility evaluations, access management plan development, preliminary drainage analysis, natural and physical environmental impacts analysis, preliminary construction cost estimates, identification of R/W requirements and public involvement. Roundabouts are recommended at two of the existing unsignalized intersections to increase safety within the corridor. AIM was also tasked with preparing Phase 2 final design plans using the Open Roads Design (ORD) software and the production of final R/W maps for use in developing the Design/Build Request for Proposal (RFP) Package. Both the PD&E study and the preliminary design plans are on schedule to be completed by October 2022, which is within the original 18-month schedule. Mr. Christensen is the Engineer of Record for the drainage design and documentation.

15th Street East / 301 Boulevard from Tallevast Road to US 41, Manatee County, FL – FDOT District One. Mr. Christensen serves as the Drainage Engineer of Record. AIM is designing the reconstruction of 15th St East / 301 Blvd East from Tallevast Rd to US 41 (4.5 miles) from a two-lane rural section to a three-lane urban section, including a two-way left turn lane. 15th St East is owned and maintained by Manatee County; however, AIM's design adheres to the FDOT process. The design consists of the addition of five roundabouts and upgrades to four signalized intersections and one emergency signal. The existing land use throughout the project varies. The southwest portion of the project is primarily industrial. The northern portion of the project consists of mainly residential and undeveloped land. The remainder of the project is commercial.

SR 25/500 from North of Griffin Road to South Dr. Martin Luther King, Jr. Blvd. (443546-1) and SR 500A/Lake Shore Blvd. Safety Improvements at US 441/SR44/SR500/W. Burleigh Blvd. (443507-1), Lake County, FL – FDOT District Five. Mr. Christensen served as Drainage Engineer for this project and was responsible for roadway plans production, consisting of plan view and cross section labeling and typical sections on this pair of safety improvement design projects. The primary objective of the 443546-1 project was to convert the existing two-way left turn lane (TWLTL) on SR 25/SR 500 (US 27/US 441) to a raised grass median. The scope also included milling and resurfacing, concrete curb and gutter replacement at certain locations, ADA upgrades, sidewalk gap connections, drainage improvements, and signal improvements. The current typical section includes a TWLTL with three travel lanes, curb and gutter, and sidewalk in each direction. The scope for the 443507-1 project involved the realignment of the northbound approach of SR 500A at the SR 500 (US 441) intersection to reduce the crash severity and/or frequency of left turning vehicles, including the use of high friction surface treatment (HSFT). Minor drainage improvements included modification and replacement of structures and ditches.



Chris Salicco

Lead Environmental Specialist



EXPERIENCE

- 21 Years

EDUCATION

- BA, Environmental Science & Policy, University of South Florida, FL, 2004

REGISTRATION

- FFWCC Authorized Gopher Tortoise Agent
- Inspector Certification, NHI Highway Traffic Noise (NHI 142051)

TRAINING

- State of Florida Wetland
- Delineation Training
- FDOT PD&E Manual Training
- FDOT Stormwater and Erosion
- FDOT Sediment Control

PROFESSIONAL PROFILE

Mr. Salicco has more than two decades of environmental and project development and environment (PD&E) experience. He has provided technical support, field surveys, and document preparation for numerous PD&E studies, ranging from wetlands and wildlife to contamination, traffic noise, and air pollution. He has permitted numerous transportation and other projects throughout Florida with the U.S. Army Corps of Engineers, water management districts, Department of Environmental Protection, and local government agencies. Additional experience includes wildlife surveys, Uniform Mitigation Assessment Method (UMAM) and Wetland Rapid Assessment Procedure (WRAP) assessments, interpretations of state rules and statutes, noise studies, contamination screenings, and computer programs including ArcMap GIS.

PROJECT EXPERIENCE

I-75 from North of SR 951 to Golden Gate Parkway, Collier County, Florida – FDOT District One. Environmental Scientist. Mr. Salicco's responsibilities include wetland delineations, obtaining an environmental resource permit (ERP), assist/QC noise analysis and reporting, and public involvement for noise. This project involves the milling and resurfacing of the existing roadway and widening of I-75 from four to six lanes from north of SR 951 to north of Golden Gate Parkway, a distance of approximately 3.3 miles. This section includes 12-foot inside and outside shoulders, 10-foot paved (full depth median). The widening of I-75 will be to the median and will tie into the existing six-lane section north of Golden Gate Parkway. The project also includes widening the bridge over Golden Gate Canal. The drainage for the project will consist of dry detention swales (ponds as identified in the SWMR) running parallel to I-75, the majority of which will be located within the median. One wet pond (pond 3-2) will be located near the middle of the project north of Santa Barbara Boulevard in the median. This pond will primarily be used for borrowing for the construction of the interstate widening, as well as provide stormwater treatment. The construction of four noise barriers along the project corridor will also be included as part of the interstate widening.

Districtwide PD&E Services, Florida – FDOT District Seven. As Deputy Project Manager/Environmental Task Lead, Mr. Salicco supports the District in the development, evaluation, and/or documentation of planning, engineering, environmental, and cultural resource activities as outlined in the PD&E Manual. American has performed more than 327 assignments under multiple task work orders over three successive contracts including:

- Feasibility reviews for 164 local projects seeking federal enhancement funding.
- Cultural resource PD&E reevaluations for 19 projects with design or pond site changes.
- Scope development and negotiation support for District Seven PD&E studies.
- ETDM support for the screening of 14 projects.
- Development and maintenance of District Seven's website for active and completed PD&E studies.
- Prepared several PD&E studies such as US 41, Courtney Campbell Causeway Trail, Hillsborough Avenue, and Good Neighbor Trail Gap and active studies on US 301 and I-75/275 SB C-D Road from SR 56.



Chris Salicco

Lead Environmental Specialist

Environmental Consulting Services Contract (Permitting, Mitigation, & Monitoring), Lee County, Florida. Contract Manager / Environmental Scientist. This consulting services contract involves providing miscellaneous environmental services for task assignments on an as-needed basis. Services provided under this contract include environmental impact surveys and assessments; designing mitigation and/or wetland systems or activities; preparation of cost estimates; environmental permitting with local, state, and federal permitting agencies; mitigation design and implementation; monitor and report requirements for permits; permit modifications, and compliance; coastal planning and engineering; ecological inventories and review and development of environmental land stewardship plans; National Environmental Policy Act (NEPA) environmental services; hydrological studies and restoration plans and other related environmental services that may be needed by the county.

I-75 from South of SR 78 to the Charlotte County Line, Lee County, Florida – FDOT District One. Environmental Scientist. Mr. Salicco's responsibilities included wetland delineations and coordination with South Florida Water Management District for wet-land delineation approval, setting seasonal high water elevation (SHWE) within wetlands, assisting with SHWE determinations at culvert crossings, GIS analyses for wildlife species, creating GIS maps, and obtaining both state and federal permits for the project. The project included the design of roadway and bridge/structural improvements on I-75 from north of SR 78 to the Charlotte County Line. The typical section included widening and resurfacing the existing mainline I-75 to three travel lanes in each direction, widening to the median, 12-foot shoulders (10-foot paved) inside and outside. The typical section included accommodation for the ultimate eight-lane build-out. The ramps at SR 78 were also milled and resurfaced.

I-75, SR 82 to Lockett, Lee County, Florida – FDOT District One. Environmental Scientist. Mr. Salicco provided bald eagle nest monitoring to meet the requirements of the USFWS and FWC. The monitoring was conducted in accordance with the USFWS Bald Eagle Monitoring Guidelines. Regular coordination was conducted with both the USFWS and FWC. The monitoring was also conducted for roadway construction occurring near bald eagle nest LE-063, located on the southeast corner of the interchange at I-75 and Lockett Road. American completed the erosion control and maintenance of traffic plans for the widening of I-75 towards the median in each direction for 1.53 miles.

I-75, South of Colonial Boulevard to South of SR 82 Design-Build, Lee County, Florida – FDOT District One. Environmental Scientist. This project included the widening of I-75 (SR 93) from an existing four-lane roadway to a six-lane roadway from south of Colonial Boulevard to the south of SR 82 in Lee County, a distance of 1.536 miles. The specific improvements included the widening of I-75 towards the median in each direction; reconstruction of the inside shoulder with a full depth base to match the mainline; widening of Bridge Nos. 120120 and 120121 over Colonial Boulevard towards the median; milling and resurfacing of the existing lanes along I-75 in both directions; installation of cable barrier within the median of I-75; milling and resurfacing of all ramps at the Colonial Boulevard interchange to tie in with the limits of the Lee County Capital Improvement Project Number 4054; and milling and resurfacing the southbound on-ramp and northbound off-ramp at the SR 82 interchange to tie in with the limits of FPID 195488-1-58-01. The existing high mast lighting system at the Colonial Boulevard interchange was replaced with a new system.

River of Grass Greenway PD&E, US 41 (SR 90) from CR 92 (San Marco Road) to SR 29 (CR 29), Collier County, Florida – FDOT District One. Environmental Scientist. FDOT is conducting a PD&E study for the River of Grass Greenway. The study limits begin at CR 92 (San Marco Road) and extend to SR 29 (CR 29) in Collier County. The project length is approximately 16 miles. This segment of the River of Grass Greenway is the westernmost segment of the 75-mile River of Grass Greenway initiative along US 41 (Tamiami Trail). The overall River of Grass Greenway extends east to Krome Avenue in Miami-Dade County. The purpose of this study is to identify and analyze alternative design concepts for the proposed placement of a multi-use trail along US 41 (SR 90) through the Florida Everglades and evaluate the environmental effects of the alternatives.



EXPERIENCE

- 28 Years

EDUCATION

- BS, Business Supervision & Management, Florida Southwestern State College, 2021
- AA, Florida Southwestern State College, 2014

REGISTRATION

- Professional Surveyor & Mapper, Florida # 7453, 2022

TRAINING

- ACES International, Inc.
- Intermediate MOT/TTC
- Confined Space Training
- Professional Utility Locator Training (Utility Training Academy)
- Subsurface Utility Engineering (Utility Training Academy)

PROFESSIONAL AFFILIATION

- Florida Surveying & Mapping Society (FSMS)
- National Utility Contractors Association (NUCA)

PROFESSIONAL PROFILE

Mr. Fichter is highly experienced in the science of land surveying and subsurface utility location. He began his career as a survey rod-person and after years of dedication and hard work, worked his way into the position of survey and subsurface utility engineering (SUE) manager. He is responsible for scheduling crews for their day-to-day tasks, researching surveys, briefing and debriefing crews, and conducting the initial Quality Control (QC) of all field data. Additional experience includes design, Right-of-Way (R/W) control, pre-construction and post-construction, as-built, Global Positioning System (GPS), construction layout, and hydrographic/bathymetric surveys. His experience in locating and designating underground utilities/facilities includes using various approved methods such as ground-penetrating radar, vacuum excavation equipment, and electromagnetic transmitting and detection devices. Additionally, Mr. Fichter is a Certified Damage Prevention Specialist through the Association of Communications and Electronics School (ACES International, Inc.) and has extensive training in Advanced Utility Locator and SUE locating and marking.

PROJECT EXPERIENCE

Miscellaneous Surveying & Mapping Services Contract – Lee County. Contract Manager / Project Manager / Survey Field Crew Manager on multiple iterations of this contract since 2007. Some of the services encompassed in this contract include as-built surveys, boundary surveys, construction layout surveys, control surveys, hydrographic surveys, mean high water line surveys, quantity surveys, record surveys, specific or special purpose surveys, topographic surveys, wetland jurisdiction line surveys, legal descriptions and parcel sketches, R/W surveys, and map preparation.

Ortiz Avenue Widening from SR 82 (Dr. Martin Luther King Jr. Boulevard) to SR 80 (Palm Beach Boulevard), Lee County, FL – Lee County. Survey Field Crew Supervisor for this approximately 2.5-miles widening project. During the preliminary stages of the design process, various alignment alternatives and pond sites were developed and presented to the County so they could begin acquiring R/W at an accelerated schedule. The survey team re-establishes the historic alignment and obtains the R/W control to further assist the County with their acquisition process. In addition, the survey team performs design surveys, processes title searches, creates R/W maps, and writes legal descriptions.

Golden Gate Estates, Naples, FL – Collier County. Survey Field Crew Supervisor. The goal of this project was to collect approximately 100 miles of roadway and drainage data that will enable Collier County to determine easement limits and develop profile grades for paving along with the necessary grades for appropriate drainage improvements. The survey team provided horizontal and vertical control survey, supplemental boundary survey and topographic survey on this project.

Wastewater Basin 101 & 8th Street, Naples Park, FL – Collier County. Survey Project Manager. AIM provided support for the design of new sanitary sewer force mains, gravity mains, lift stations, as well as drainage improvements and potable water design in a very densely populated area of Naples Park. AIM conducted two miles of topographic design survey, which required cross sections every 100' as well as collecting all above ground features, driveways, drainage structures,



fences, and overhead utilities. The scope also required AIM to define and depict the right-of-way, establish project control for the survey through construction as well as perform Level-B and Level-A SUE services identifying the existing underground utilities throughout the project.

Barcelona/Alcazar Neighborhoods Infrastructure Replacements – City of Fort Myers. Survey Field Crew Supervisor for the complete replacement of aging infrastructure within the Barcelona/Alcazar neighborhoods between the Caloosahatchee River and Cortez Blvd. This scope included replacement of 7,421 LF of sanitary sewer, 7,466 LF of water mains, 3,713 LF of storm drainpipe, and included rebuilding of Alcazar/Barcelona, replacement of sidewalks and driveways, regrading the roadside swales, installation of gravity sewer, waterline, and new storm drain. All existing/abandoned utilities were either removed or grouted.

SR 82 Soft Dig Investigations from Lee/Colonial Boulevard to City Limits – City of Fort Myers. Project Manager. The purpose of this project was to identify the locations and depths of the city's utilities for future construction in the form of as-builts and to ensure that the city could locate the lines in the future using tracer balls. AIM was responsible for providing SUE services, including designating (trace, paint, flag) 8,600' of the city's facilities consisting of potable water main and sewer force main beginning from the southwest corner of Colonial Boulevard and SR 82 to just before the Waste Management entrance. Lines were designated, at an approximate length of 4,300', as they enter Publix Plaza, Dairy Queen, and the Sherwood Subdivision. A roughly 500' reclaimed water main was also designated.

I-75 (SR 93) from Broward County Line to Toll Booth (CA632), Collier County, FL – FDOT District One. Survey Project Manager. AIM assisted in the design of this project by providing survey and SUE services for the resurfacing, restoration, and rehabilitation (RRR) of approximately 50 miles of I-75 that is intended to extend the service life of the existing roadway. The project begins at MP 0.000 and ends at MP 49.032. The existing pavement width is 76' eastbound and westbound, including shoulders, and the project corridor includes 83 bridges as well as an existing Freeway Management System (FMS) with Intelligent Transportation System (ITS) infrastructure. .

SR 29 from S of Agriculture Way to CR 846 East (417540-4) (CA418), Collier County, FL – FDOT District One. Survey Project Manager. This widening design presented many challenges including minimization of R/W impacts, PIO, drainage and canal realignment, the SR 29/CR 846 Intersection, pedestrian bridge replacement, safety improvements, and corridor coordination and consistency. Typical sections included widening existing two lanes to a four-lane 55 mph suburban facility from Agriculture Way to Seminole Crossing Trail. From Seminole Crossing Trail to north of CR 846 E it is a 45 mph urban section. The horizontal geometry critical for the project was the realignment of the SR 29 and CR 846 E intersection. The pavement design incorporated overbuilding and utilizing 4,100' of existing northbound lanes. Housing along Farm Worker Way generates significant pedestrian and bicycle use. AIM applied a context-sensitive design to provide safe modes for all users. AIM's design includes intersection lighting to improve visibility of pedestrians and bicyclists, and a Level II TTCP, developed in three phases for the mainline and safe accommodations for pedestrians during construction.

District-Wide Subsurface Utility Designate, Locate & Coordination Contract (C9X79, CA248, CAX05) – FDOT District One. Contract Manager. Under this contract, AIM provides all necessary services to designate and locate existing surface and subsurface utilities to support FDOT design and construction projects on an as-needed basis. Tasks include utility location and verification during construction, identification of existing/proposed utility facilities, resolution of conflicts between utility facilities and proposed construction, documentation of utility company activities, securing executed legal agreements to clear a project for letting, analyzing and certifying utility work schedules for compatibility to FDOT construction schedule, and providing rights-of-way staking for advanced utility relocation.



W. Chris Stafford

Lead Utility Coordinator



EXPERIENCE

- 10 Years

EDUCATION

- BA, English, Florida State University, 2015

EMPLOYMENT HISTORY

- September 2025 – Present:
AIM Engineering & Surveying, Inc.
- 2015 – September 2025:
Element Engineering Group, LLC

TRAINING

- MOT Training, 2015
- PSEE Trained
- FDOT District 7 Plans Reading
- FUCC District 7 Golf Chairman

PROFESSIONAL PROFILE

Experience providing utility coordination (UC) services for the transportation industry. He is familiar with major and minor roadway jobs and is proficient in many standard utility coordination policies and procedures including utility work highway contractor agreements, utility adjustment and relocation agreements, conflict analysis, and constructability reviews. He works under the direct supervision of ELEMENT's Senior Utility Coordinators. Chris is skilled in Adobe PDF, Microsoft Word, Excel, PowerPoint, and the PSEE module.

PROJECT EXPERIENCE

SR 60 (Brandon Boulevard) Intersection Improvements at Lakewood Drive, Kings Avenue, Parsons Avenue, & Mt. Carmel Road, CIP Project #C696555, Brandon, FL – Hillsborough County. Utility Coordinator. Provided UC services for intersections along SR 60 (Brandon Boulevard) in Hillsborough County. This promoted pedestrian safety and enhanced traffic flow conditions, which improved ease of mobility while providing congestion relief. Responsibilities included identifying utilities present at each intersection and reviewing roadway plans and designs for constructability to verify possible utility conflicts. Coordinated and attended meetings with UAOs and County Officials to discuss and establish viable work schedules. Assisted with implementing an efficient plan to resolve all utility conflicts found in each segment. Followed up to ensure all conflicts were resolved.

Maydell Bridge Over Palm River (Bridge # 105604) Bridge Replacement, CIP Project #69634000, Palm River-Clair Mel, FL – Hillsborough County. Utility Coordinator. Provided UC and public involvement services for this bridge replacement project. The UC responsibilities included identifying existing utility facilities and securing agreements, work schedules, and plans from existing UAOs to ensure all utility conflicts were addressed and resolved. Phase meetings were conducted, all utility negotiations were certified, and roadway plans were reviewed for constructability with existing and proposed utility facilities. This occurred simultaneously while developing UWS and monitoring utility relocation work to ensure schedules were met timely. Chris also reviewed new utility permit requests along the project corridor. Public involvement services included attending a pre-open house meeting for coordination and development purposes, placing a newspaper advertisement, processing public notification letters, and notifying elected and appointed officials. Mr. Stafford was also responsible for developing a project mailing list, brochure, and letters, and distributing public meeting notices. A FACT sheet, FAQs sheet, and project survey/comment cards were also created. All comments made by the public were collected and logged for the FDOT project manager to address and respond to accordingly.

I-75 from Sumter Boulevard to River Road, Sarasota County, FL – FDOT District One. Utility Coordinator. Responsible for identifying existing utility facilities and securing agreements; securing work schedules and plans from existing UAOs to ensure all utility conflicts were addressed and resolved; conducting phase utility meetings; and certifying all utility negotiations for the widening and resurfacing of I-75 in Sarasota County. The 9.3-mile project included widening the existing four-lane roadway to an interim six-lane section with provisions for the ultimate eight-lane typical. The interim widening was constructed toward the median with all stormwater facilities located within the existing right-of-



W. Chris Stafford

Lead Utility Coordinator

way. The project also included numerous wetlands, threatened and endangered species, and widening of the Deer Prairie Creek bridges.

Miscellaneous Design – Continuing Services, Signalized Intersection Lighting Retrofit, Pasco County, FL – FDOT District Seven. Utility Coordinator. The purpose of this TWO was to provide analysis and prepare construction plans and specifications for 19 proposed signalized intersection lighting retrofits. These retrofits were needed along US 19 from Flora Avenue to Travel Park Drive/County Line Road to enhance the conspicuity of pedestrians within the crosswalks at signalized intersections throughout Pasco County. The illumination type was LED, which met the Department's Retrofit Lighting Criteria for the State Road approaches. Responsibilities included identifying existing utility conflicts; securing agreements, work schedules, and plans from existing UAOs to ensure all utility conflicts were addressed and resolved. Reviewed roadway plans for constructability with existing and proposed utility facilities, collected UWS for review to ensure schedules were met, and reviewed new utility permit requests along the project corridor.

Miscellaneous Design – Continuing Services, Signalized Intersection Lighting Retrofit, Citrus County, FL – FDOT District Seven. Utility Coordinator. The purpose of this TWO was to provide analysis and the preparation of construction plans and specifications for proposed signalized intersection lighting retrofits. These retrofits were to be within the crosswalks at North Florida Avenue and East Norvell Bryant Highway/East Parsons Point Road in Citrus County. The primary intention of these retrofits was to enhance the conspicuity of pedestrians within these crosswalks. The LED illumination met the Department's Retrofit Lighting Criteria for State Road approaches. Responsibilities included identifying existing utility conflicts; securing agreements, work schedules, and plans from existing UAOs to ensure all utility conflicts were addressed and resolved; reviewing roadway plans for constructability with existing and proposed utility facilities; collecting UWS for review to ensure schedules were met; and, reviewing new utility permit requests along the project corridor.

Engineering Services for Miscellaneous Stormwater Capital Improvement Program (CIP), Hillsborough County, FL – Hillsborough County. Utility Coordinator. UC services were provided for CIP Project #46142.165, 3911 Cooper Road Drainage Improvements. The purpose of this project was to analyze roadway and drainage conditions along 3911 Cooper Road, located on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate map. The existing double (57"x38") cross-drain ECMP was replaced with a double (38"x60") ERCP. Fresh end walls were installed for the new ERCP cross-drain and restoration of the existing pavement and other disturbed areas was completed. Responsibilities included reviewing drainage and roadway plans/designs for constructability, detecting existing utility facilities, coordinating meetings with UAOs and County Officials, developing work schedules, and efficiently resolving all utility conflicts found along the corridor. Additionally, comments and responses were documented and updated on the Utility Conflict Matrix. The project remained on schedule.



MATTHEW ELMORE, PE

LEAD GEOTECHNICAL ENGINEER

Mr. Elmore is a licensed Professional Engineer and the Engineering Services Manager for UES' Southwest Florida offices, bringing 14 years of experience in geotechnical engineering and construction materials testing. He oversees geotechnical investigations, provides technical guidance throughout design and construction, and provides leadership for the Geotechnical Engineering and Construction Materials Testing departments across public and private sector projects. His expertise includes foundation design; transportation and aviation infrastructure; water and wastewater facilities; and forensic evaluations. Mr. Elmore is highly skilled in site and soil improvement methods, pavement evaluation, deep and shallow foundation systems, and a broad range of geotechnical and materials inspection techniques.

EDUCATION

BS, Civil Engineering,
Trine University

YEARS OF EXPERIENCE

14

LICENSE

- Professional Engineer - FL # 86409

CERTIFICATIONS

- ACI Concrete Construction Special Inspector
- Portable Nuclear Density/ Moisture Gauge Use & Safety Training
- OSHA 10-Hour

AFFILIATIONS

- American Society of Civil Engineers (ASCE): 2012-Present - SWFL Branch Past President
- Florida Engineering Society (FES): 2018 - Present
- American Subcontractors Assoc. (ASA) of SWFL: 2020 - Present - ASA Board of Advisors
- Order of the Engineer: 2012 - Present
- Geotechnical and Materials Engineers Committee (GMEC) of Florida: 2019-Present - Committee Chair

PROJECT EXPERIENCE

PUNTA GORDA AIRPORT

CHARLOTTE COUNTY, FL

UES provided private provider inspection services for the construction of the South Terminal Expansion and In-line Baggage System.

CHARLOTTE BEHAVIORAL CSU ADDITION

PUNTA GORDA, CHARLOTTE COUNTY, FL

UES provided private provider inspection services for the expansion of approximately 4,000 square feet of new clinical space.

TAKE 5 OIL CHANGE

PUNTA GORDA, CHARLOTTE COUNTY, FL

UES provided private provider inspection services for the construction of 1-story; 2,524SF oil change facility.

SHELL CREEK WTP TO ADDITION

PUNTA GORDA, CHARLOTTE COUNTY, FL

Project Engineer for the Geotechnical Drilling and Engineering Services for the reverse osmosis water treatment plant addition, adjacent to the existing Shell Creek WTP. The project consisted of RO Plant building,

Sodium Hypchlorite building and holding storage tank, raw water well pumps, RO cleaning system, odor control system, blending structures, a 2 MG ground storage tank, and chemical feed system. Field Engineer for the vibro-replacement operations.

CHARLOTTE COUNTY SHERIFF'S ADMINISTRATION 911 FACILITY

PORT CHARLOTTE, FL

UES provided construction materials testing and inspection services for a newly constructed 62,000-square-foot facility designed to enhance the Charlotte County Sheriff's Office's operations. This modern facility will include a new Emergency 911 Communications Center, ensuring reliable emergency response during critical events.

CENTURY COMPLETE SPOT LOTS

CHARLOTTE COUNTY, FL

UES provided construction materials testing and inspection services for new construction of single family residential.

FDOT SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH

COLLIER COUNTY, FL

Mr. Elmore served as Project Engineer for the Geotechnical Drilling Services for the proposed roadway improvements consisting of new four-lane divided highway with multi-purpose trail and two new bridge structures.

FDOT - T1926 I-75 DANIELS PARKWAY

FORT MYERS, FL

The project consists of roadway widening and reconstruction, milling and resurfacing, drainage, lighting, signalization, ITS, signing and pavement markings and utility work along I-75 (SR 93) at CR 876 / Daniels Pkwy in Lee County.

FDOT CONTRACT T6413 - GOLDEN GLADES

MIAMI-DADE, FL

The project is the revitalization of a major transportation interchange, which includes connections to five essential roadway systems in the South Florida area: State Road (SR) 9A/I-95, SR 826/Palmetto Expressway, SR 91/Florida's Turnpike, SR 9 and SR 7/US 441/NW 7 Avenue.

EMERGENCY DESIGN BUILD FOR HURRICANE IAN

LEE COUNTY, FL

The project consisted of the FDOT's emergency response as directed by the Governor of Florida to rebuild the Sanibel Causeway following Hurricane Ian. Testing was performed on roadway base, riprap, and MSE Wall backfill material. The Sanibel Causeway was reopened 15-days after Hurricane Ian.

THE CITY OF ESTERO - ESTERO PARKWAY IMPROVEMENTS PROJECT

ESTERO, LEE COUNTY, FL

Mr. Elmore served as Project Engineer for the Testing and Inspection Quality Control Services for the constructed roadway improvements of Estero Parkway from US41 to Three Oaks Parkway.

MARCO ISLAND EXECUTIVE AIRPORT (MKY) APRON EXPANSION AND AIRFIELD SAFETY IMPROVEMENTS

MARCO ISLAND, COLLIER COUNTY, FL

Mr. Elmore served as Project Engineer for the Quality Assurance Verification Testing and Inspection Services for the project construction phase.

FORT MYERS BEACH FIRE STATION

FORT MYERS BEACH, FL

UES was contracted by Wright Construction Group, Inc to perform materials testing and inspections, for new construction of a fire station and training tower. Mr. Elmore served as Project Manager.

CAPE CORAL FIRE STATION #13

CAPE CORAL, FL

UES was contracted by Wright Construction to perform private provider services and plans review, for new construction of a fire station. Mr. Elmore served as Engineering Manager.

COLLIER COUNTY PUBLIC SCHOOL

NAPLES, FL

UES provided field soil, concrete, asphalt & masonry testing annually for Facility Maintenance Permitting (2024-2025). Mr. Elmore served as Project Engineer.

SCHOOL DISTRICT OF COLLIER COUNTY

MARCO ISLAND, FL

UES provided structural/special/threshold inspections for the Marco Charter Middle School Roof Replacement. Mr. Elmore served as Project Engineer.

CITY OF MARCO ISLAND RWPF REPLACEMENT HEADWORKS

MARCO ISLAND, FL

Mr. Elmore served as Project Engineer for the geotechnical drilling and engineering services for the proposed ground storage tank. Field Engineer for the vibro-replacement operations and vibration monitoring.

SABAL SPRINGS IRRIGATION WATER STORAGE TANK

NORTH FORT MYERS, LEE COUNTY, FL

Sabal Springs Golf & Racquet Club – Project Engineer for the Geotechnical Drilling and Engineering Services for a new 600,000 gallon ground storage tank at the Sabal Springs Golf & Racquet Club.