

RFP NO. 20260226

Design Various Turning Lane Improvements

FOR CHARLOTTE COUNTY



APRIL 16, 2026

PREPARED FOR

Charlotte County
18500 Murdock Circle, Suite 344
Port Charlotte, FL 33948

PROJECT MANAGER

Ryan Bell, PE, PTOE
P: 941.625.9919
E: ryan.bell@apexc.com



Table of Contents

I. Team Proposed for Project	1
II. Proposed Management Plan	4
III. Previous Experience of Team Proposed for Project	5
IV. Project Control	7
V. Proposed Design Approach	10
VI. Examples of Recently Accomplished Similar Projects	16
VII. Experience & Capabilities	18
VIII. Volume of Work	20
IX. Location	21
X. Litigation	22
XI. Minority Business	24
XII. Forms	25



April 16, 2026

Charlotte County
18500 Murdock Circle, Suite 344
Port Charlotte, FL 33948

Re: Design Various Turning Lane Improvements - RFP No. 20260226

Dear Selection Advisory Committee Members:

We understand the *Design Various Turning Lanes Improvements* for Charlotte County is relatively simple in concept. We also understand that simple, yet well placed turn lanes can provide considerable benefits to existing traffic congestion. We've reviewed and visited each project intersection, and the suggested improvements make perfect sense. As far as roadway improvements go these are some of the best "bang for your buck" improvements you can make. Our team is very comfortable with this type of work, and we believe we can help the County.

The proposed improvements are straight forward. All the primary services needed for this project our team can provide in-house including roadway, signalization, utility and drainage design, survey, SUE, environmental and all associated permitting. Our team is complemented by a few sub-consultants; **Lomski Engineering and Testing Inc.** will provide any geotechnical services needed and **Arcos Bridge Inc.** will provide any structural design services. We have enjoyed a great working relationship with these firms. We have worked with them on multiple similar projects and feel that together we form a very strong team.

We understand you will want these improvements implemented sooner than later. (We do too...most of them are pretty close to our office!) Our workload is such that we do have personnel available and production capacity to put towards the project. We have done numerous roadway projects for Charlotte County and have recently submitted 100% of plans for the Edgewater/Flamingo project. Kings Highway design is complete and going to construction as we speak. Sandhill Boulevard is approaching 90% of plans and plan production will be largely complete by the time this project gets underway. So yes, we have the capacity.

We enjoy our working relationship with Charlotte County and are excited about any opportunity to better our community. With our knowledge of Charlotte County design processes and procedures we think we can be an asset to this project. We appreciate your time and look forward to your favorable consideration.

Sincerely,
APEX COMPANIES, LLC

A handwritten signature in blue ink, appearing to read 'Ryan Bell', written in a cursive style.

Ryan Bell, PE, PTOE | Senior Project Manager



Team Proposed for Project

I. Team Proposed for Project

A. Background of the Personnel

We take pride in the accuracy of our proposal. The team listed below will help develop the Scope of Work and see the project through from start to finish. The majority of the team presented here is located in Southwest Florida and has worked collectively to achieve the success of the projects demonstrated throughout this proposal. No staff will be changed without express permission from Charlotte County and this proposal is made without collusion with any other person or entity submitting a proposal pursuant to this RFP.

1. Project Manager

Ryan Bell, PE, PTOE | Project Manager

Ryan led the Transportation team for the last 19 years and now serves as a Senior Project Manager. With a degree in civil engineering from the University of Florida, Ryan was born and raised in Southwest Florida giving him a keen understanding and inherent appreciation for local transportation issues. Ryan has experience in both the design and construction of various transportation improvement projects. As project manager for various transportation design and CEI projects, such as the Piper Road, Gasparilla Rd, Burnt Store Rd and Veterans Blvd CEI, he brings comprehensive management and oversight to all of Apex's transportation projects.

2. Other Key Personnel

John Glenn, PE | Deputy Project Manager

John joined the firm in 2012 and serves as the Director of the Transportation group. John's experience includes both design and CEI on various projects throughout Lee, Hendry, Hardee, Glades and Charlotte counties. Serving as design engineer and senior inspector on many of these projects has given John an understanding of what it takes to successfully complete both the design and construction phases of a project

Chris Beers, PE, PSM | Local Liaison

Chris is the branch manager of our Charlotte County office and has 30 years of experience. He has successfully managed and led many Charlotte County projects including sidewalks (paths), storm structures, regional parks, roadways, bridges and others. He has managed land development projects in Florida, Utah, Kentucky, and Indiana. He is well versed in numerous engineering disciplines, as well as environmental components of the projects he has managed. As the manager of our Charlotte County office, Chris is very familiar with the local stakeholders and issues.

Vee Lofton | QA/QC

Vee has nearly four decades of experience working on FDOT and County transportation projects located in District One, Four and Five, including five years with the Florida Department of Transportation Maintenance and Construction combined. He has worked on a wide variety of transportation improvement projects with varying degrees of complexity as project administrator, contract support specialist and senior lead inspector. Vee currently holds, and is continuing to seek and renew, numerous certifications in the Construction Training Qualification Program (CTQP) qualifications as required by FDOT and FHWA. Vee is director of the CEI team. His extensive experience extends through all facets of roadway and bridge construction, project administration, and inspection in both traditional design-bid-build and design-build.

Josh Hildebrand, PE, PTOE | QA/QC

In 2007, Josh began his professional career and has since served as a team member in the transportation services division at Apex. He has worked on various projects throughout Southwest Florida and is familiar with traffic studies, supervision of traffic data collection, roadway design, pathway design, construction, and the permitting procedures of the local municipalities. Josh has worked on 100+ traffic / construction feasibility-related engineering studies, roadway and drainage design projects within public right-of-way. This experience provides him with a unique understanding of the development of corridor and intersection design, parking demand, traffic generation, ADA compliance-related challenges, and the permitting requirements on both private and public capital improvement projects.

Leah Holmes, PE | Traffic/Signals/Lighting

Leah is a professional engineer in our transportation group and brings 11 years of transportation experience. She has been performing roadway, signal, lighting, and pedestrian facility design. Leah also provides signal timings, various roadway design functions, traffic analyses, and associated permitting. Born and raised in Southwest Florida, and a graduate of Florida Gulf Coast University, Leah is very familiar with this area. With an understanding of both roadway and signal design, as well as traffic analyses, Leah has a comprehensive understanding of transportation projects and what it takes for them to be successful.

Jessica Boardman, EI | Traffic/Signals/Lighting

Jessica currently serves as an engineer in our transportation group. Before graduating from Florida Gulf Coast University in 2019, she worked as an intern prior to joining Apex. With her primary focus on roadway design, traffic impact analysis, quantity analysis and cost estimations, Jessica understands what must be done to successfully plan for and design roadway projects to serve both the clients and public's needs.

Harvey Castro, EI | Roadway Design/ Plan Production

After completing a summer and fall internship at Apex, Harvey graduated from FGCU with a BSC in Engineering in 2022. With his internship experience, Harvey joined the transportation group full time as an Engineering Intern and Microstation Technician. In his first two years with the team Harvey led the design effort for the Crescent Avenue SCRAP funded resurfacing project in Glades County. Harvey has also served as project engineer on a number of projects in Hendry, Lee and DeSoto Counties. Harvey continues to excel and expand his knowledge in roadway design and plan production and is proficient in 3D modeling of roadway improvements utilizing OpenRoads designer.

Tremayne Whitfield | Roadway Design/ Plan Production

Tremayne joined the firm in 2004 and works in the transportation group as a designer III. He has 23 years of experience and training in roadway design utilizing FDOT standardization. Along with his experience, Tremayne possesses excellent organizational skills, is highly motivated, creative and commended for being a hard working and resourceful employee. His skills include an array of software formats for roadway design and computer visualization.

Dave Trouteaud, PE | Utilities

Since joining our firm in 2005, Dave has become specialized in hydraulic analysis for water, wastewater, and irrigation systems. Modeling has become an essential tool in predicting any effects of future infrastructure on existing facilities along with efficiently analyzing deficiencies within the existing system. In addition to modeling, his responsibilities include: managing projects and designing utilities for various developments and municipalities in Southwest Florida, permitting of projects through local and state agencies, and overseeing projects throughout construction and closeout phases. Dave has considerable utility experience in Charlotte County.

Rick Daniels, PSM - Surveyor & Mapping

Rick joined our team as a survey technician in 2013 after 18 years of surveying in the public and private sector, working in the field and office. He started in the U.S. Army as a construction surveyor. He is currently a certified survey technician, Level III and proficient in AutoCad. He has earned a General A.A. degree from Edison State College, a B.A. degree in Geography from the University of South Florida and became a licensed Professional Surveyor and Mapper in 2019. During his time with Johnson Engineering, Rick has performed many services for our clients including: ALTA/ACSM surveys, subsurface utility engineering surveys, right-of-way mapping, topographic surveys, preparation of easement and parcel descriptions, digital terrain modeling, preparation of subdivision plats, and preparation of construction calculations.

Jennifer Korn, Ph.D, CWB - Environmental

Dr. Korn joined our team in 2017 as wildlife biologist. She has extensive experience working with the federally endangered Florida panther, other protected species, as well as coordinating with federal and state agencies, non-governmental organizations, and private landowners. She has given close to 100 outreach presentations to both professional organizations and the public on land management and living with panthers. She has been a certified wildland firefighter and is currently a certified burn boss in the State of Florida. She has authored almost \$50,000 in research grants for her work on ocelots in Texas and received \$5,000 in remote camera equipment funds for panthers from the Brevard Zoo. She provides clients with wildlife surveys, GIS analyses, habitat management plans, vegetation mapping, and wetland jurisdictional determinations. Dr. Korn is also an adjunct professor in natural resources at South Florida State College.

3. Consultants

Arcos Bridge, Inc. | Structural

Arcos specializes in providing bridge and structural engineering services to public and private clients in Florida's Land Development and Transportation sectors. The firm's services encompass a wide range of areas including bridge studies, design, plans, inspections, evaluations, and load ratings. Arcos has extensive experience with various types of structures, including signal mast arms, bridges, culverts, retaining walls, weirs, seawalls, sign/signal structures and more.

Lomski Engineering & Testing, Inc. | Geotechnical

Established in 2009, Lomski Engineering & Testing, Inc. (LET) is a local Professional Engineering DBE firm that offers a solid team of qualified professionals. LET specializes in construction materials testing, construction inspection, and geotechnical engineering services. With over 75 years of combined experience, LET's team members have been providing construction inspection and materials testing, as well as geotechnical engineering services throughout S.W. Florida. LET has a fully staffed geotechnical laboratory certified by CMEC and the Florida Department of Transportation. LET's materials testing program encompasses testing of concrete, soils, asphalt, masonry, steel, and other building materials. Additionally, LET provides geotechnical support and pavement section investigations to assure our clients that materials meet the demands of the project design. LET's current list of governmental agency clients includes the Florida Department of Transportation, Charlotte and Sarasota Counties, as well as the City of North Port and the City of Venice.

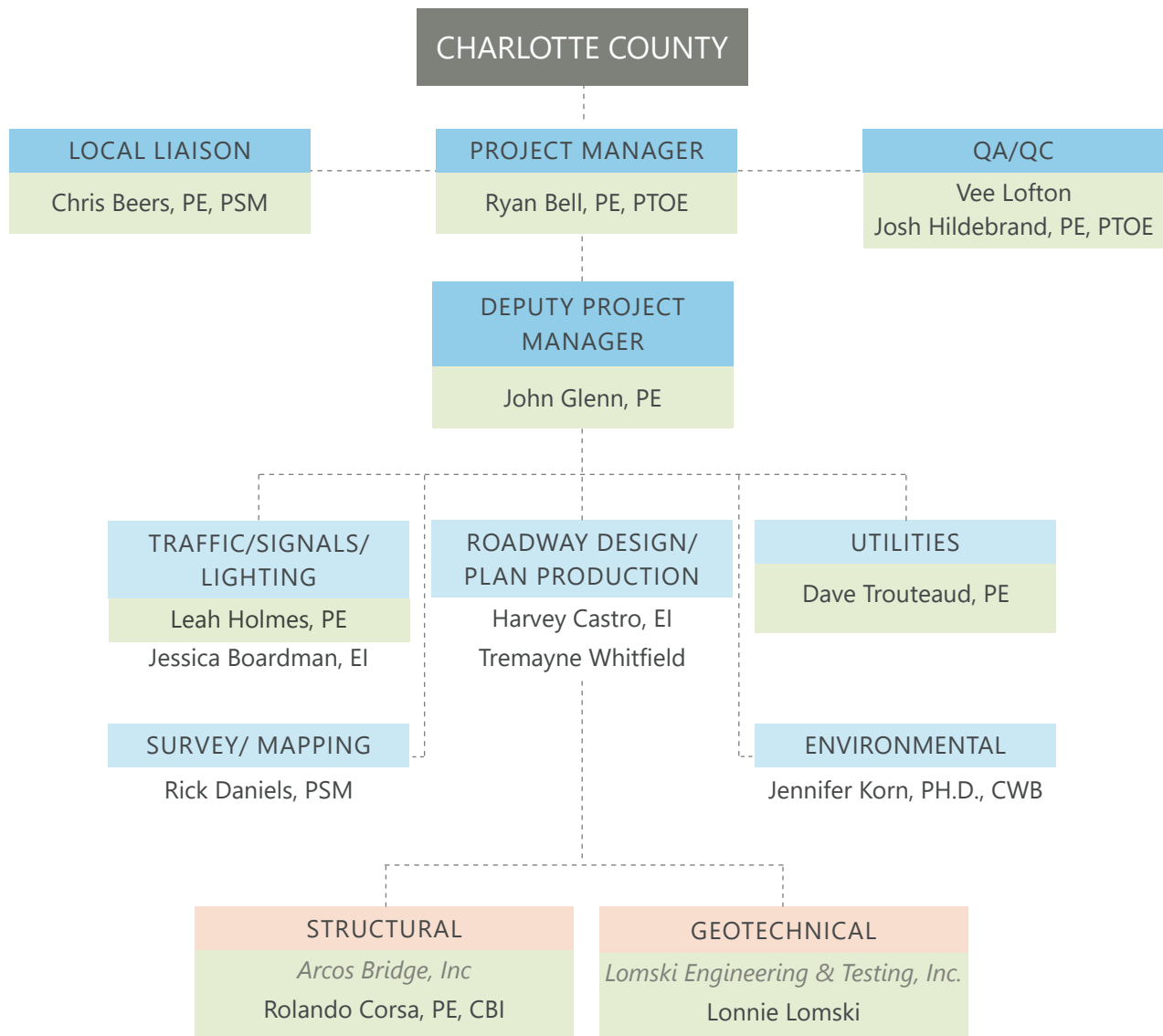


Proposed Management Plan

II. Proposed Management Plan

A. Team Organization

The organizational chart below outlines the general team structure during the **design phase**. Our team is also capable and willing to support the project during the **constitution phases**. Those folks highlighted in **green** below will be available to assist in their respective fields should any issues or concerns arise during construction. Our team is prepared to assist throughout the entire process.





Ryan Bell PE, PTOE

Transportation Engineering

Ryan joined Johnson Engineering in 1998 and currently serves as Senior Project Manager. He has worked on various projects throughout Southwest Florida and is familiar with the design and permitting procedures of the local municipalities as well as the Florida Department of Transportation (FDOT). Ryan's primary experience includes planning, traffic, design, permitting and construction engineering and inspection (CEI) of transportation improvement projects. He has served as design project manager as well as CEI project engineer on numerous projects. This range of experience provides him with a firm understanding of the overall process involved with transportation improvement projects from inception to final completion.

Experience

28 Years

Education

BS Civil Engineering,
University of Florida

Accreditation

Professional Engineer,
FL #60010

Professional Traffic
Operations Engineer
(PTOE)

Certified General
Contractor, FL
#CGC1539937

Associations

American Society of
Civil Engineers

National Society of
Professional Engineers

Florida Engineering
Society

Design Experience

Kings Highway, Charlotte County, Florida. Ryan served as project manager and EOR for the Kings Highway Widening project in Charlotte County. This project included .7 miles of 2 to 4 lane widening with associated drainage, utilities, signing and marking and street lighting. This project is currently under construction.

Edgewater/Flamingo Improvements, Charlotte County, Florida. Ryan is currently serving as project manager on this 4-mile, two-to four-lane roadway reconstruction and realignment project in Charlotte County. The phased project is nearing design completion and includes associated drainage, utilities, lighting, signing and marking and three bridges.

Gasparilla Road (CR 771), Charlotte County, Florida. Ryan served as project manager for 2.7 miles of two to four-lane roadway reconstruction from Rotunda Boulevard to SR 776 in Charlotte County. In addition to roadway improvements the project included associated survey, utilities, landscaping, signalization, signing and marking, all related permitting and a new bridge over the Butterford Canal.

Alico Connector, Lee County, Florida. Ryan is currently serving as project manager for this 10-mile new corridor design connecting Alico Road and Sunshine Boulevard in Lee County. This project includes extensive drainage and environmental considerations, lighting, signals, utilities, wetland creation and restoration, three wildlife crossings, a continuous Green-Tee and a Continuous Flow intersection.

Burnt Store Road South, Lee County, Florida. Ryan served as project manager on this 2-mile, two to four-lane roadway reconstruction project in Lee County. The project was the final phase of a three-phase capacity project in Cape Coral and included associated drainage, utilities, lighting, signing and marking and a bridge.

Alico Road, Lee County, Florida. Ryan served as project manager for this two to four-lane roadway reconstruction project from Ben Hill Griffin Parkway to Airport Haul Road in Lee County. In addition to roadway improvements the project included associated survey, utilities, landscaping, signalization and signing and marking and all related permitting.

CR 78, Hendry County, Florida. Project manager for two miles of resurfacing, shoulder construction and drainage improvement design.

Helms Road, Hendry County, Florida. Project manager for design of approximately three miles of new four-lane roadway in Hendry County including all associated drainage, permitting, signalization and signing and marking.

SR 739 (Michael G. Rippe Parkway), Lee County, Florida. Project manager for three miles of new six-lane roadway including a bridge over a railroad.

Aqui Esta Drive, City of Punta Gorda, Florida. Project manager for two miles of two-lane roadway reconstruction including bridge replacement over the Venice Canal.



Chris Beers PE PSM

Professional Engineer



Chris Beers joined Johnson Engineering in 2006 and is the branch manager of our Charlotte County office. His relevant experience includes years of managing civil engineering projects of all scopes and scales, including stormwater, utilities, transportation, aviation, and land development for both public and private clientele. During his time in Port Charlotte, Chris has provided leadership for several Charlotte County capital projects including stormwater, parks, and transportation projects. He can take a project from conception to as-built performing or managing the multiple disciplines needed to bring a project together. He has a diverse background in permitting and agency (Federal, State and local) compliance. He has represented projects and clients in a variety of public processes and led community involvement in meetings. He is a Charlotte County resident living in Deep Creek.

Experience

31 Years

Education

MBA, Indiana
University

BS Civil Engineering,
Brigham Young
University

Accreditation

Professional Engineer,
FL #64594

Professional Surveyor
& Mapper, FL #6664

Associations

Peace River
Engineering Society

Charlotte County
Economic
Development Partners

FES Myakka Chapter
Member

General Experience

Fire District #10, Charlotte County, Florida. Johnson Engineering performed the survey, site design, permitting, Charlotte County site plan review, utility design/permitting, environmental, and landscape design for this new fire station on Palm Island. This project was unique as it was on a barrier island and had to abide by the Bridgeless Barrier Island Land Development Zoning code and regulations. Also, the property selection due diligence portion was extensive with the County requiring public meetings and presentations to the Fire Marshal and Board of County Commissioners. The property had gopher tortoises which required extensive environmental studies and gopher tortoise permitting and relocation. The project was completed on time and within budget.

Eastport Master Planning, Charlotte County, Port Charlotte, Florida. Johnson Engineering provided professional planning and design services for approximately 691 acres located in the northwest quadrant of Interstate 75 and Harborview Road in Port Charlotte. The goal of this project was to create a long-term plan for future County facilities. Interviews were conducted with personnel of five Departments/Divisions to determine anticipated needs and trends over a 20-year horizon to accommodate future growth of: Facilities Construction and Maintenance, Utilities (Loveland Complex, Administration, Warehouse), Community Services Maintenance and Natural Resources, Public Works Administration, Operations and Engineering. The Master Plan provides a framework and vision for the County to ensure adequate access, parking, water management, building space, yard areas, and open space are allocated within the County's government facility campus so they can meet future demands.

Oyster Creek Regional Park, Charlotte County, Englewood, Florida. This marquee park for the Charlotte County Regional Park system is in Englewood on San Casa Road. It is a 175-acre park that includes 65+ acres of improvements consisting of three football fields, Cricket field, basketball, tennis, pool facilities, and 18,000 square foot 'state of the art' skate park, along with other amenities. The park has 3,700+ linear feet of nature trails and 3,000+ linear feet of pedestrian trails. Chris served as project manager, field engineer and engineer of record during the construction phase, completion, and agency close-out.

MURT Phase 2 & 3, City of Punta Gorda, Florida. Johnson Engineering is the engineer of record for Phase 2 and Phase 3 of the City's MURT along U.S. 41. These phases travel U.S. 41 from Airport Road to Aqui Esta and Monaco Drive to Taylor Road. It will also connect to the current Burnt Store/Jones Loop intersection improvements being constructed. This 10' wide path will help complete the City's master planned "Loop Around the City" and be a great resource for the City's residents. Chris Beers is the engineer of record and project manager and has been coordinating with City officials since the inception of the project. Much coordination with FDOT, FPL Fibernet, Railroad, Lighting and others is necessary for the completion of this project.



Vee Lofton

CEI Services

Vee Lofton has 37 years of experience working on FDOT and county transportation projects located in District One, Four, and Five, including five years combined with FDOT Maintenance and Construction. He has worked on a wide variety of transportation improvement projects with varying degrees of complexity as project administrator, contract support specialist and senior lead inspector. Vee currently holds, and is continuing to seek and renew, numerous certifications in the Construction Training Qualification Program (CTQP) qualifications as required by FDOT and FHWA. His extensive experience extends through all facets of roadway and bridge construction, project administration, and inspection in both traditional design-bid-build and design-build. Vee specializes in document control for both quality assurance and quality control testing. His previous experience as a consultant program manager with the Florida Department of Transportation (FDOT) gives him a unique perspective of the bidding process, construction techniques utilized, as well as an understanding of the maintaining agency's needs.

Experience

37 Years

Education

FDOT Advanced Work
Zone Traffic Control
Course

Troxler Nuclear Gauge
Safety Certification
RSO

ACI Concrete Field-
Testing Technician-
Grade I

FDOT Asphalt Paving
Technician I-II

FDOT Density
Earthwork Inspection
Training

FDOT Concrete Field
Technician- Level I

ACI Concrete
Transportation
Construction
Inspector Level II

CTQP: FDOT Qualified
Grouting Technician-
Level I

Accreditation

Certified General
Contractor, FL #CGC
1517567

General Experience

Bayshore Drive Redevelopment, Collier County, Naples, Florida. Vee provided daily construction oversight for this 17.25-acre Bayshore Drive Redevelopment project, delivering construction administration, verification testing, and stormwater management system oversight for a recreational corridor connecting Bayshore Drive to Sugden Regional Park. Services included monitoring 122 each prestress concrete pile, and structural concrete for a new elevated pedestrian boardwalk and bridge, coordinating PDA testing and geotechnical support, managing RFIs, RFMs, and submittals, and facilitating close coordination between the contractor, design team, and testing partners to ensure compliance and successful project delivery.

Vanderbilt Extension, Collier County, Naples, Florida. Vee served as Verification Project Manager for 9 miles of Vanderbilt Extension Roadway reconstruction project. This project includes extensive drainage and utility infrastructure improvements, complex maintenance of traffic schemes, roadway reconstruction, including new signalization improvements. Vee's roles include holding weekly field meetings, coordinating verification testing operations with quality control contractors, construction contract oversight, maintaining detailed logs of contract quantities and manpower. This work included driving and monitoring a total of 142 precast 18 inch by 18-inch concrete piles, coordinating with Terracon to develop pile driving criteria, monitoring pile driving operations, completing pile driving logs, and compiling electronic pile driving records for all pile locations. All substructure and superstructure inspections were completed, including steel placement, formwork, and all required concrete testing. Vee also served as the primary project liaison and reported directly to SFWMD representatives overall project permitting requirements.

Estero Boulevard, Lee County, Fort Myers, Florida. Vee served as project manager and CEI project administrator for 5 miles of roadway reconstruction. This project includes extensive drainage and utility infrastructure improvements, complex maintenance of traffic schemes, roadway reconstruction, and signalization improvements. Vee's roles include holding weekly construction meetings, coordinating verification testing operations, construction contract oversight, maintaining detailed logs of contract quantities and manpower and reviewing and approving all submitted pay applications.



Josh Hildebrand PE, PTOE

Transportation Engineering

Josh joined Johnson Engineering as an intern in 2005 working as part of a survey field crew and returned in 2006 for a second internship with the utility services department. In 2007, Josh began his professional career and has since served as design team member in transportation services at Johnson Engineering. Josh has worked on various projects throughout Southwest Florida and is familiar with traffic studies requirements, traffic modeling, roadway design and access permitting procedures of the local municipalities as well as the Florida Department of Transportation (FDOT). Josh's primary experience includes development of traffic studies, supervision of traffic data collection, site access permitting, and roadway design for transportation improvement projects. His experiences provide him with a unique understanding of the development of traffic studies and local access permitting requirements

Experience

28 Years

Education

BS Civil Engineering,
Purdue University

Accreditation

Professional Engineer,
FL #73952

Professional Traffic
Operations Engineer
(PTOE)

Intermediate MOT

Advanced MOT

FDOT Specifications
Package Preparation

FDEP Qualified
Stormwater Inspector

FDOT Level of Service

Design Experience

Cape Coral Bridge Project From Del Prado Blvd S. to McGregor Blvd. (SR 867), Cape Coral, Florida. Task project manager and team member for the topographic survey, drainage design, and utility disciplines of the ongoing design for the replacement of the existing 0.75-mile-long Cape Coral Bridges and widening of 0.6 miles of Cape Coral Parkway, 0.5 miles of College Parkway and 0.3 miles of McGregor Boulevard.

Vanderbilt Beach Road Bike Lanes (FPID #435118-1-38-01), Collier County, Florida.

Project manager and Engineer of Record (EOR) for the design of bicycle lane improvements on Vanderbilt Beach Road from Vanderbilt Drive (C.R. 901) to Gulf Pavilion Drive.

Corkscrew Road Phase 1 and Phase 2, Lee County, Florida. Team member for Corkscrew widening improvements. This phased project includes approximately 4.5 miles of roadway lighting, drainage, utilities, street lighting, and signalization.

Gasparilla Road (CR 771) Improvements, Charlotte County, Florida. Engineering team member for design of 2.3 miles of two- to four-lane sub-urban roadway from SR 776 to Rotonda Boulevard East. Work includes design, plan production, drainage improvements and permitting, utility coordination, and maintenance of traffic.

North Naples Various Sidewalks (FPID #-435117-1-38-01), Collier County, Florida. Project manager and Engineer of Record (EOR) for the design of approximately 1.2 miles of sidewalk and associated pedestrian signals on this LAP design project.

Golden Gate at Various Locations Sidewalks (FPID #434990-1-38-01), Collier County, Florida. Project manager and Engineer of Record (EOR) for the design of sidewalks on 51st Street, 20th Court SW, and 51st Terrace SW in Golden Gate City.

5th Avenue Sidewalks, City of Naples, Florida. Project manager and Engineer of Record (EOR) for the design of HUD-funded new sidewalks and associated drainage, permitting and service during construction.

Florida Southwestern State College, Lee County, Florida. Project engineer for the data collection/analysis and preparation of a traffic and pedestrian management plan. The project included data collection, Suncoast Arena access management, parking lot management plan and parking demand analysis, and pedestrian facility enhancements to improve the overall walkability of the campus

Piper Road North, Charlotte County, Florida. EOR of a new traffic signal at US 17 and Piper Road. Work includes analysis and design to determine signal operation plan, intersection geometry, signal retiming, capacity calculations, equipment placement, mast arm placement, phasing, and intersection analysis.



John Glenn PE

Director of Transportation

John Glenn is the Director of Transportation and serves as design project manager and CEI project administrator for the firm. John's experience includes both design and CEI on various projects throughout Okeechobee, DeSoto, Lee, Hendry, Glades and Charlotte counties. Serving as design engineer and CEI project administrator on many of these projects has given John an understanding of what it takes to successfully complete both the design and construction phases of a project.

Experience

14 Years

Education

BS Civil Engineering,
Florida Gulf Coast
University

Accreditation

Professional Engineer,
FL #84227

FDOT Advanced MOT

NRC Nuclear Gauge
Safety

General Experience

Micco Bluff Road, Okeechobee County, Florida. Project engineer for this 2.25-mile SCOP funded pavement rehabilitation project. This project was bid with multiple design alternatives including mill and resurface, and full depth reclamation. Additional improvements included drainage, shoulder grading, and signing and pavement marking.

NE 34, Okeechobee County, Florida. Project engineer for this 0.4-mile SCOP funded pavement rehabilitation project. Improvements consisted of milling and resurfacing with cross slope correction, drainage improvements, safety improvements, and signing and pavement markings.

East Ventura Avenue, City of Clewiston, Florida. Project manager and Engineer of Record for this 0.6-mile SCOP funded pavement rehabilitation project. Improvements consisted of full depth reconstruction, milling and resurfacing, drainage improvements, safety improvements, and signing and pavement markings.

Fort Denaud Road Phase II, Hendry County, Florida. Project manager and Engineer of Record for this 2.5-mile SCRAP funded pavement rehabilitation project. Improvements consisted of full-deep reconstruction, drainage improvements, safety improvements, and signing and pavement markings.

Alico Connector, Lee County, Florida. John is currently serving as the lead design engineer for both the Phase 1 and Phase 2 portions of this project that encompasses nearly 11 miles of two to four lane and new four lane roadway. This project will serve as a new major arterial providing a much-needed connection from Lehigh Acres to Fort Myers and I-75.

Countywide Drainage, Lee County, Florida. John is currently serving as the project manager and Engineer of Record for this CDBG-DR funded drainage improvement project. This project consists of surveying nearly 60 miles of residential roadway swales, culverts, and driveways. As well as designing drainage improvements to promote positive outfall to the Caloosahatchee River. The intent of this project is to aid in post storm recovery and increase resiliency of a drainage system that has been debilitated by recent storm events.

Three Oaks Parkway Phases I and II, Lee County, Florida. John served as the CEI Senior Project Engineer for this new four-lane roadway construction project. In addition to the Three Oaks extension this project also includes capacity improvements to Daniels Parkway, significant utility replacement and relocation, signalizations, lighting, and landscaping improvements.

Rehabilitation of Roads and Chamberlin Parkway Re-Alignment, Lee County Port Authority, Lee County, Florida. John served as project manager for this project that encompassed over 10 miles of landside roadway at the Southwest Florida International Airport. This project included re-aligning and safety improvement to Chamberlin Parkway, construction of a large roundabout, landscaping, and utility improvements. This project also consisted of developing a long-term phased rehabilitation plan for the roadways. Phase 1 of this project has recently been constructed.



Leah Holmes PE

Transportation Engineer

Leah Holmes currently serves as a transportation engineer in our transportation group. Leah graduated from Florida Gulf Coast University in 2012, with her Bachelor of Science in Civil Engineering. With her primary focus on signal design, roadway design, street lighting, traffic impact analysis, quantity takeoffs and cost estimations, Leah understands what must be done to successfully plan for and design roadway projects to serve both the clients and public's needs.

Experience

12 Years

Education

BS Civil Engineering,
Florida Gulf Coast
University

Accreditation

Professional Engineer,
FL #85359

FDEP Stormwater
Management
Inspector

General Experience

Edgewater/Flamingo Improvements, Charlotte County, Florida. Leah is currently serving as deputy project manager on this 4-mile, two to four-lane roadway reconstruction and realignment project in Charlotte County. The phased project is in the design stages and includes associated drainage, utilities, lighting, signalization, signing and marking and three bridges. Leah will be the Engineer of Record for the signalization and street lighting.

Piper Road North, Charlotte County, Florida. Team member for the design of approximately 1.5 miles of a new four-lane roadway including all associated drainage, permitting, signalization, lighting, and signing and pavement marking.

Burnt Store Road, Charlotte County, Florida. Team member for the design of approximately three miles of new roadway and associated drainage.

Corkscrew Road, Lee County, Bonita Springs, Florida. Leah was the Deputy Project Manager for the Corkscrew widening improvements. This phased project included approximately 4.5 miles of roadway lighting, drainage, utilities, street lighting, and signalization. Leah was the Engineer of Record for the signalization of four intersections as well as street lighting plans.

Riverdale High School, The School District of Lee County, Florida. Engineer of Record for the traffic analysis and design of offsite turn lane and signal design for the entrance to Riverdale High School.

Burnt Store Road, Lee County, Florida. Engineer of Record for street lighting along Burnt Store Road and signal modifications at Burnt Store Road and Pine Island Road in Lee County. Team member for the roadway design of Burnt Store Road.

Helms Road Phase 6 Widening, Helms Road, Hendry County, Florida. Deputy Project Manager for the Helms Road Phase 6 widening including drainage and permitting. Team member for the design of two traffic signals on Helms Road, at SR 80 and SR 29.

WC Owen Avenue, Hendry County, Florida. Team member for the milling and resurfacing design and signal modifications along WC Owen Avenue. This project also includes sidewalk design along a portion of the corridor.

North Naples Various Sidewalks, Collier County, Naples, Florida. (LAP - FPID #435117-1-38-01) Deputy project manager for the design of approximately 1.2 miles of sidewalk and associated pedestrian signals on this LAP design project.

Alico Road, Lee County, Fort Myers, Florida. Team member for the street light design and photometric analysis along Alico Road in Lee County.

Rural Bus Stop Improvements, Collier County, Naples, Florida. (LAP) Team member for the design of 30+ bus stop improvements located throughout Collier County.



Jessica Boardman El

Design Team

Jessica Boardman currently serves as an engineer intern in our transportation group. Before graduating from Florida Gulf Coast University in 2019, she worked as an intern prior to joining Johnson Engineering. With her primary focus on roadway design, traffic impact analysis, quantity analysis and cost estimations, Jessica understands what must be done to successfully plan for and design roadway projects to serve both the clients and public's needs.

Experience

5 Years

Education

BS Civil Engineering,
Florida Gulf Coast
University

Accreditation

Engineering Intern, FL

General Experience

Crayton Road and Harbour Drive, Collier County, Florida. Team member for the roadway improvements at the intersection including roundabout and sidewalk design, lighting, and quantity analysis.

Rural Bus Stop Improvements, Collier County, Florida. Team member for the design of 34 bus stops, including sidewalk design, associated drainage, signing, pavement markings, quantity analysis, and cost estimation.

2019 County Wide Non-Motorized Pathway Constructability Study, Collier County Transportation Department, Collier County, Florida. Team member in analyzing specific locations for the construction of pedestrian facilities and/or bicycle lanes for Collier County Transportation Department, including preliminary design of sidewalks, bicycle lanes, and cost estimation.

Alico Road, Lee County, Florida. Collected and analyzed traffic data for the preparation of a traffic impact study and analyzed traffic crash data for the roadway.

Burnt Store Road, Lee County, Florida. Team member for the design of approximately two miles of new construction roadway, associated drainage, lighting, intersection signalization, and quantity analysis.

Maddox Lane, Lee County, Florida. Team member for the design of approximately one-quarter mile of new construction sidewalk, roadway improvements, associated drainage, signing, pavement markings, quantity analysis, and cost estimation.

Helms Road, Hendry County, Florida. Team member for the design of intersection signalization and quantity analysis.

The Enclave at Shell Point, Lee County, Florida. Analyzed traffic data for the preparation of a traffic impact study.

Camden Apartments, Lee County, Florida. Collected and analyzed traffic data for the preparation of a traffic impact study.

Captiva Drive, Lee County, Florida. Team member for the design of new construction sidewalk, associated drainage, signing, pavement markings, and quantity analysis.

MM Middle School, Lee County, Florida. Collected and analyzed traffic data for the preparation of a traffic impact study.

Sunseeker Resort, Charlotte County, Florida. Team member for the design of approximately one-half mile of new roadway and sidewalks and analyzed traffic data for the preparation of a traffic impact study.

SR 31 (Babcock), Lee/Charlotte County, Florida. Team member for the preliminary design of approximately six miles of a new six-lane roadway including concept exhibits for roadway typical sections, environmental impacts, pond areas, and FPL Owl Creek Substation location.



Harvey Castro El

Roadway Design

Harvey joined the transportation group full time as an Engineering Intern and Microstation Technician in 2022. Harvey led the design effort for the Crescent Avenue SCRAP funded resurfacing project in Glades County and has also served as project engineer on a number of projects in Hendry, Lee and DeSoto Counties. Harvey continues to excel and expand his knowledge in roadway design and plan production and is proficient in 3D modeling of roadway improvements utilizing OpenRoads designer.

Experience

4 Years

Education

BS Civil Engineering,
Florida Gulf Coast
University

Training

FDOT Asphalt Paving I
&II

FDOT Earthwork I&II

FDOT Intermediate
Work Zone Traffic
Control

General Experience

County Road 835 Resurfacing, Hendry County, Florida. Harvey served as a design team member for this project which includes approximately three miles of roadway which is to undergo milling and resurfacing. The design is still underway.

County Road 760A, Desoto County, Florida. Harvey served as a design team member for this project which included approximately half a mile of new sidewalk along the existing road. The design is complete and awaiting construction.

S.W. Welles Avenue, Desoto County, Florida. Harvey served as a design team member for this project which included approximately half a mile of new sidewalk along the existing road. This project design also included milling and resurfacing. Design is complete and awaiting construction.

Gateway and Griffin Roundabout, Lee County, Florida. Harvey served as inspector for this intersection improvement project consisting of construction of a two by one roundabout. This project included the construction of drainage, utilities, roadway, sidewalk, and lighting facilities.

S.W. Hull Avenue Resurfacing, DeSoto County, Florida. Harvey served as an inspector for this 5-mile SCOP and SCRAP funded resurfacing project. Work duties included drainage inspection and verification testing.

Stoney Brook Resurfacing, Lee County, Florida. Harvey served as inspector for this 9-mile-long resurfacing and ADA improvement project.

Crescent Avenue Intersection Improvement, Lee County, Florida. Harvey assisted in the inspection of this signal and intersection improvement project.

Alico Connector, Lee County, Florida. Harvey served as a design team member for Phases 1 & 2. Harvey is responsible for drainage modeling on both phases and modeling of the intersection for Phase 1. This project is currently underway.

Crescent Ave SW, Hendry County, Florida. Harvey is a design team member for milling and resurfacing of a mile of roadway in Labelle.

Golden Gate Parkway, Collier County, Florida. Harvey is a design team member for Golden Gate Pkwy bridge replacement and its adjacent roadway approaches.

Burnt Store Road, Charlotte County, Florida. Harvey is a design team member for road located in Charlotte County, handling the record drawings.

Eden Park Elementary, Immokalee, Florida. Harvey is a design team member for 4000 feet of roadway located in Immokalee. Mainly handled adjustments suggested/requested from small comments on work from other techs.



Tremayne Whitfield

Roadway Design

Tremayne joined the firm in 2004 and works in the transportation group as a designer III. Tremayne has 24 years of experience and training in roadway design utilizing FDOT standardization. Along with his experience, he possesses excellent organizational skills, highly motivated, creative and commended for being a hard and resourceful employee. His skills include an array of software for not only roadway design, but also computer visualization.

Tremayne is also responsible for the preparation of driveway connection permit application packages for site development connection to state highways. His projects include sites requiring additional turn lanes and modifications of roadway signs on state highways. He also analyzes the traffic data and traffic reports in order to prepare recommendations for entrance design.

Experience

25 Years

Education

BS Computer
Visualization
Technology, ITT
Technical Institute

General Experience

Piper Road Improvements, Charlotte County, Florida. Lead design technician responsible for plan production for roadway and drainage on this widening and new roadway design project.

Aqui Esta Drive Improvements, Charlotte County, Florida. Lead design technician responsible for roadway and drainage plan production on this modified roadway project

Hardin Combee Road Sidewalk, Polk County, Florida. Tremayne was the lead design technician for this sidewalk project in Lakeland that included drainage improvements, right-of-way constraints, and a crossing at a 4-way stop intersection.

Idlewild Street Sidewalk, Polk County, Florida. Tremayne was the lead design technician on this sidewalk project that included a significant amount of drainage modifications and grading issues that needed to be accommodated within a constrained right-of-way. This project also included bus stops which needed to be considered as part of the design.

Griffin Avenue Drainage Improvements, Polk County, Florida. The purpose of this drainage project in Lakeland was to alleviate roadway ponding issues. The design consisted of the restoration of historical drainage in order to convey surface runoff to an existing wetland. Tremayne was the lead design technician on this project.

Gordonville Sidewalk, Polk County, Florida. Tremayne was the lead design technician for this nearly 1-mile long multi-phase sidewalk pro1-mile-long Gordonville area. This sidewalk design included areas with minimal and significant conflicts along the frontages of property owned by the County as well as privately-owned residential properties. The sidewalk was designed to meet Americans with Disabilities Act (ADA) requirements.

Congress Street Sidewalk, Pasco County, Florida. Tremayne was the lead design technician for this three-quarter mile long meandering sidewalk in New Port Richey. Design elements that were part of the project included drainage modifications and utility adjustments within a partially constrained right-of-way.

Bell Lake Road Safety Improvements, Pasco County, Florida. The Bell Lake Road project from east of U.S. Highway 41 to Alpine Road consisted of a road widening, new sidewalk, watermain adjustments and drainage improvements within a constrained right-of-way. Tremayne was the lead design technician responsible for roadway, drainage, and utility plan production.

U.S. 301 and County Road 54 Intersection Improvements, Pasco County, Florida. The U.S. 301 and County Road 54 project consists of adding left turn lanes to County Road 54 on both sides of U.S. 301, a dedicated westbound right turn lane on the east side of U.S. 301 and the redesign of the existing traffic signal as a result of the additional lanes. Tremayne is the lead design technician responsible for roadway, signal, and drainage plan production.

10th Street Sidewalk, Dade City, Florida. Tremayne was the lead design technician of this half mile long sidewalk meeting Americans with Disabilities Act (ADA) requirements. Challenges related to this project through an established residential area included (existing) steep driveways and a significant amount of existing fences and landscaping in conflict with the design.



David Trouteaud PE

Utility Project Engineer

David Trouteaud joined Apex (formerly Johnson Engineering) in 2005 and manages various utility-related projects. As a project manager with 21 years of experience, he specializes in utility master planning, hydraulic modeling, design of water distribution systems, wastewater collection systems, and irrigation systems. Dave frequently works with Lee County staff, starting from the contract negotiation and continuing through construction and certification. Recent projects Dave has managed include 3rd & Alabama Force Main, Force Main & Reclaimed Main Replacement, and Bell Avenue Water Main. Other projects that Dave has been involved and are similar to this RFP include being an Engineer of Record (EOR) for BSU East Terry Street RO WTP Raw Water Transmission Main, EOR for City of Cape Coral's Southwest 6 & 7 Utility Extension Project, EOR for FGUA's Del Prado Reuse Main, and Engineer of Record (EOR) for the City of Fort Myers' McGregor Area Waterlines.

Experience

21 Years

Education

BS Civil Engineering,
University of
Cincinnati

Accreditation

Professional Engineer,
FL #69783

OSHA 10 Hour
Certification

Associations

Florida Engineering
Society (Past Member)

Young Professionals
(Past Member)

Coastal Conservation
Association (Past
Member)

General Experience

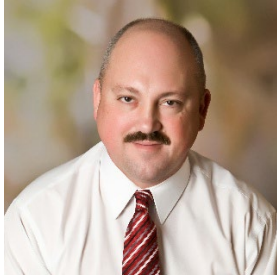
Utility Extension Project, Southwest 6 and 7, Cape Coral, Florida. Dave was EOR for Areas 1 and 2 and the inspection team's project manager for Areas 1, 2, 9 and 10. Combined, the four areas included installation of approximately 16.2 miles of gravity sewer, 17.4 miles of water main, 18.7 miles of irrigation main, 3.7 miles of force main, and replacing 2.4 miles of storm culverts. This project was funded using a State Revolving Fund (SRF) loan. Construction of this project required ongoing compliance with SRF rules and regulations.

Storage and Re-Pumping Facility Improvements, Palm Tree Boulevard Potable Water Main, Cape Coral, Florida. This project included route analysis, design, and permitting of water main improvements that serve south Cape Coral. The goal of this project was to maximize the use of the existing Palm Tree Storage Facility. Phase 1 consisted of the design, permitting and construction of approximately 9,000 feet of 20-inch water main directed to the storage tank. Phases 2 and 3 consist of approximately 13,400 feet of 12-inch water main for water distribution. The team was responsible for environmental permitting and species management for all three phases. In addition, review of the existing onsite pumps, valves, and instrumentation were performed and recommendations for upgrades were made.

McGregor Area Waterlines - CEI, Fort Myers, Florida. David served as the project manager for inspection of the installation of approximately 9,800 linear feet of water main with sizes varying from 10" to 4". This project is within extremely tight corridors of construction. Maintenance of traffic and public relations were key components to making this project a success.

Phase III-C Utility Improvements, Fort Myers, Florida. This project consisted of the design of approximately 90,000 linear feet of gravity sewer main, 26,000 linear feet of potable water main and improvements to the existing drainage system. This project was a one square mile area involving residential, multi-family, commercial and light industrial properties and involved \$20 million in water and sewer improvements. The team provided survey, design, permitting, hydraulic modeling, bidding assistance, and construction phase services. Various sub-phases of this project included assistance in obtaining SRF Loans for the City of Fort Myers.

Ben Hill Griffin/Alico Road 36-inch Potable Water Main, Lee County, Fort Myers, Florida. This project included the design, permitting, bidding and approximately 10,050 linear feet of 36-inch water main. The water main was designed in conjunction with the Roadway Widening of Alico Road.



Rick Daniels PSM

Professional Surveyor & Mapper

Rick Daniels joined Apex (formerly Johnson Engineering) as a survey technician in 2013 after 18 years of surveying in the public and private sector, working in the field and office. He started in the U.S. Army as a construction surveyor. He is currently a certified survey technician, Level III, and proficient in AutoCAD. During his time with the firm, Rick has performed many services for our clients including ALTA/ACSM surveys, subsurface utility engineering surveys, right-of-way mapping, topographic surveys, preparation of easement and parcel descriptions, digital terrain modeling, preparation of subdivision plats, and preparation of construction calculations.

Experience

35 Years

Education

BA Geography,
University of South
Florida

Accreditation

Professional Surveyor
& Mapper, FL
#LS7229

AutoCAD Civil 3D

NSPS/ACSM
Sponsored Certified
Survey Technician
Levels II & III

General Experience

Right-of-Way Acquisition, Florida Power & Light Company, Charlotte & Lee County, Florida. Rick was responsible for preparing right-of-way parcel maps of 70+ miles of transmission lines for acquisition by the client.

Southwest Florida International Airport, Lee County Port Authority, Lee County, Florida. Rick was responsible for overseeing and preparing base maps from field locations, and digital terrain models for 10+ miles of roadway throughout the airport complex.

Corkscrew Road, Lee County, Florida. Rick was responsible for creating a base map from field locations, preparing a digital terrain model, and boundary survey for 4+ miles of roadway.

University Plaza West, Lee County, Florida. Rick was responsible for preparing construction layout calculation drawings, computing field stake out points, and preparing various sketch and descriptions for the project.

Bridgetown, Lee County, Florida. Rick was responsible for preparing construction layout drawings, computing field stake out points, preparing various sketch and descriptions, and preparing subdivision plats for the project.

Hopedelagee Ranch, Hendry County, Florida. Rick was responsible for preparing a boundary survey for a 7,800-acre parcel.

SE Renewable Fuels, Hendry County, Florida. Rick was responsible for creating a base map from field locations and preparing a digital terrain model for the site.

Hilliard Parcel, Hendry County, Florida. Rick prepared a 300+ acre boundary survey including the preparation of several easement sketch and descriptions.

Right-of-Way Acquisition, Florida Power & Light Company, Charlotte & Lee County, Florida. Rick was responsible for preparing right-of-way parcel maps of 70+ miles of transmission lines for acquisition by the client.

Micco Bluff Road, Okeechobee County, Florida. Rick was responsible for creating a base map from field locations and preparing a digital terrain model for 2.4+ miles of roadway.

Orangetree Utility Site, Collier County, Florida. Rick was responsible for preparing a boundary and topographic survey for the site with subsurface utility engineering data and prepared legal descriptions for the boundary and a well easement to the south.



Jennifer Korn PhD CWB

Wildlife Biologist

Jennifer Korn joined the firm in 2017 as a wildlife biologist. Dr. Korn has extensive experience working with the federally endangered Florida panther and other protected species, as well as coordinating with federal and state agencies, non-governmental organizations, and private landowners. Previously with the Florida Fish and Wildlife Conservation Commission (FWC) Office of Conservation Planning and Services, she reviewed state and federal permitting including inland and coastal projects. She has given close to 100 outreach presentations to both professional organizations and the public on land management and living with panthers. Dr. Korn has been a certified wildland firefighter and is currently a certified burn boss in the State of Florida. She has authored nearly \$50,000 in research grants for her work on ocelots in Texas, received \$5,000 in remote camera equipment funds for panthers from the Brevard Zoo, and co-authored the awarded \$830,000 Natural Resources Conservation Service (NRCS) Regional Conservation Partnership Program (RCP) "Working lands for Florida Panther Conservation." She provides clients with wildlife surveys, GIS analyses, habitat management plans, vegetation mapping, and wetland jurisdictional determinations. Dr. Korn is also an adjunct professor in natural resources at South Florida State College.

Experience

21 Years

Education

PhD Wildlife Science,
Texas A&M
University-Kingsville

MS Wildlife Ecology,
Texas State
University-San Marcos

BS Biology, University
of Texas at Arlington

Minor Anthropology,
University of Texas at
Arlington

Accreditation

Crested Caracara
Qualified Observer, FL
#USFWS

Associations

IUCN Cat Specialist
Group (Member)

Florida Chapter of the
Wildlife Society
(Education/
Information Chair,
Newsletter Editor, &
Southeastern
Representative)

The Wildlife Society
(Certified Wildlife
Biologist)

Certified Burn Boss
State of Florida

General Experience

FDOT District One Wildlife Crossing Study, Florida. Lead biologist for a wildlife crossing study for FDOT District One. The project uses widespread remote camera monitoring and GIS analysis of Florida panther and Florida black bear movements to provide FDOT with information on the best crossing designs for panthers and bears. Coordinates closely with US Fish and Wildlife Service (FWS), FWC, state lands and agencies, private landowners and other researchers. (Reference: Mr. Brent Setchell P.E., 863.519.2557)

Florida Panther Monitoring North of Caloosahatchee River, Florida. Lead biologist for a 7+ year remote camera survey across 14 counties from the Caloosahatchee River to just north of I-4. The survey monitors for the presence of Florida panthers north of their known breeding range. Up to 35 cameras in place on public and private lands, requiring extensive coordination with state agencies and private landowners. Assists as a volunteer with panther captures, radio-collar monitoring, and spatial analyses.

Wildlife Monitoring, Babcock Ranch, Lee & Charlotte Counties, Florida. Long-term monitoring of panthers on the Babcock Ranch Preserve with remote cameras since 2014. Expanded the survey on state and private lands across 14 counties and taken over panther monitoring and mitigation projects for the Babcock Ranch Community. The monitoring survey documented the first female panther north of the Caloosahatchee River since 1973 by capturing photos in 2015, with subsequent confirmation of the female panther in November 2016. The monitoring collected photographic evidence of breeding when photos of at least 2 panther kittens were collected in March 2017 and again in November 2017. Panther monitoring efforts are ongoing on state lands, conservation easements, and mitigation areas at Babcock Ranch.

Bridge over C-21 Canal, Clewiston, Hendry County, Florida. Conducted South Florida Water Management District (SFWMD) and U.S. Army Corps of Engineers (USACE) environmental resource permitting, protected species surveys, habitat mapping, and wetland delineation for the construction of a new bridge over the C-21 Canal to provide vehicular access for commercial, governmental, and recreational use to the Herbert Hoover Dike and Lake Okechobee.



Lonnie L. Lomski
Vice President

EDUCATION

High School Diploma
Associate in Arts, Civil Engineering

YEARS OF EXPERIENCE

Total: 28

TIN#

L52053274

FDOT QUALIFICATIONS

Earthwork Construction Inspector, Level 1 and 2
Asphalt Paving, Level 1 and 2
Final Estimates, Level 1 and 2
QC Manager
Concrete Field Technician, Level 1
Drilled Shaft Inspection
Qualified Sampler
LBR Technician

CERTIFICATIONS

ACI Concrete Field Level 1
ACI Aggregate Base Technician
ACI Concrete Transportation
Construction Inspector
ACI Aggregate Inspector Level 1
NICET - National Institute for
Certification of Engineering
Technologies, Level II - Soils
NICET - National Institute for
Certification of Engineering
Technologies, Level II - Concrete
NICET - National Institute for
Certification of Engineering
Technologies, Level II - Asphalt
FDOT Information Management
Module 2, Lims Laboratory
CPN Nuclear Gauge Safety Course
Humboldt Scientific Radiation Safety
Officer
FDOT Advanced MOT
FDEP Erosion Control Inspector
MSE Wall Inspector Course
Auger Cast Pile Inspector
IMSA – Associate Member #99597

Mr. Lomski has over 30 years of experience involving geotechnical design parameters, construction materials testing, and construction inspection services. Mr. Lomski is currently acting as the Vice President in charge of construction and geotechnical services. Prior to this he held a variety of project management positions, including office leader, construction services manager, profit center managing leader, project manager, laboratory manager, CEI project administrator, and construction inspector. He has exceptional project management skills that have resulted in consistently completing major projects on-time and within, or under budget. During his career he has been recognized as a leader by partnering with clients and contractors to building exceptional relationships based on trust, responsiveness, and integrity

Construction Quality Control Manager, Naples Airport Taxiway D Realignment, Naples, Florida, 2018-2019.

Mr. Lomski served as the construction Quality Control Manager and was responsible for day-to-day communication with the contractor. The project consisted of the extension of the existing Taxiway D. Construction elements included stormwater drainage improvements, soil stabilization, lime rock base, lighting, and P401 asphalt placement

Geotechnical Project Manager, RSW Airside Pavement Rehabilitation - Fort Myers, Florida, 2016-2018.

Mr. Lomski was the geotechnical project manager responsible for project coordination, sample data analysis, and report preparation. Lomski Engineering's scope of work included performing 161 Standard Penetration Test borings, as well as 179, 6-inch pavement cores to evaluate the existing pavement and subsurface condition as the relate to possible rehabilitation parameters.

Geotechnical Project Manager, RSW Terminal Access Road -Fort Myers, Florida, 2019.

Mr. Lomski was the geotechnical project manager responsible for project coordination, sample data analysis, and report preparation. Lomski Engineering's scope of work included performing 6-inch pavement cores to evaluate the existing pavement section, as well as providing recommendation for rehabilitation parameters.

Additional Representative Projects:

- Quality Control Manager, Punta Gorda Taxiway Extension, Punta Gorda, Florida, 2016
- Geotechnical Project Manager, Punta Gorda Apron Expansion, Punta Gorda, Florida, 2018
- Quality Control Manager Page Field Pavement Rehabilitation, Fort Myers, Florida, 2018-2019
- Quality Control Manager, Venice Airport T-Hangar and Parking Area Expansion, Venice, Florida, 2018
- Quality Control Manager, Labelle Airport Airside Parking Expansion, Labelle, Florida, 2019

ROLANDO CORSA, PE, CBI

BRIDGE ENGINEER

26 YEARS TOTAL EXPERIENCE

CERTIFICATIONS & REGISTRATIONS

Professional Engineer
FL 73191

Certified Bridge Inspector
FL 00408

Certified General Contractor
FL 1514165

EDUCATION

BS Civil Engineering / University
of South Florida

Mr. Corsa graduated from the University of South Florida in 2000. He has been responsible for the design of new and replacement bridges and the inspection, evaluation, and rehabilitation design of existing bridges. His bridge experience includes the design of timber/composite boardwalk and pier structures, cast-in-place concrete box post-tensioned bridges, composite steel rolled beam and welded girder bridges, steel truss bridges, prestressed concrete AASHTO, Florida-I Beam and Florida Slab Beam bridges, cast-in-place slab bridges, Fiber Reinforced Polymer (FRP) beam bridges, Geosynthetic Reinforced Soil-Integrated Bridge System (GRS-IBS) bridges, 3 and 4 sided concrete box culverts, precast concrete frame bridges, and inspection and load rating of conventional and moveable bridges. His experience also includes designing miscellaneous transportation structures such as sign and mast arm structures, weirs, seawalls, temporary bridge steel support towers and sheet pile, cantilever, and anchored walls.

PROJECT EXPERIENCE

Charlotte Flatwoods Environmental Park Bridge Replacement Design – Charlotte County, FL. Bridge EOR. Perform design, permitting, and construction oversight services for the demolition and complete replacement of the timber bridge used primarily as a pedestrian bridge but needed to provide adequate width and capacity for maintenance vehicles. The bridge was a three-span, pressure treated timber boardwalk structure supported on timber pile bents.

Oscar Scherer Park Bridge Repairs – Sarasota, FL. Bridge EOR. This project involved the inspection, evaluation, and design of repairs to a 60-foot-long timber vehicular bridge that provides access to the campgrounds in the Oscar Scherer State Park. It consists of 5 – 12-foot-long spans and was constructed in 1987. The repairs included the repair and replacement of timber stringers, bent caps, piles and bearings.

Barefoot Beach Boardwalks – Collier County, FL. Bridge EOR. Inspection, evaluation report and construction drawings and specifications for the replacement of four (4) connected boardwalks. Performed detailed condition inspections by documenting the condition of the timber elements using field notes and photographs.

Clam Pass Boardwalk – Collier County, FL. Bridge EOR. Inspection, study report, final design, and final inspection services for Clam Pass timber boardwalk in Collier County, FL. Performed detailed condition inspections by documenting the condition of the timber elements using field notes and photographs.

Ann Olesky Dock Replacement – Collier County, FL. Bridge EOR. Inspection, evaluation report, final design and CEI services for the replacement of the dock at Ann Olesky Park on Lake Trafford for Collier County Facilities Management Department. The 265-foot-long dock facility was designed using pressure treated southern yellow pine timber 12" diameter butt piles and 3X10 stringers. The decking and railing systems were design using a Brazilian hardwood called Ipe to provide a low maintenance timber structure. Performed the checking of structural design calculations and prepared CAD construction drawings for the new dock. Provided inspections during construction to confirm conformance with the design drawings and specifications.

Cocohatchee Marina Dock Replacement – Collier County, FL. Bridge EOR. Preliminary and final design plans for the replacement of the docks at this marina for the Collier County Parks Department. The new docks were designed to meet ADA access requirements using treated timber and 12" diameter pressure treated timber piles. Provided inspections during construction to confirm conformance with the design drawings and specifications.

Timber Bridge Inspection and Evaluation – Orlando, FL. Lead Inspector. Bridge inspection and evaluation services to an existing 3 span timber bridge. The bridge consists of nail laminated slabs supported on timber pile





Previous Experience of Team

III. Previous Experience of Team



Helms Road Improvements, Hendry County | Hendry County, FL

Apex provided full design, permitting, and CEI services for this FDOT funded project consisting of nearly three miles of new four-lane roadway in Hendry County. The project included a new roadway alignment with four major box culverts, drainage, signing and marking and two new traffic signals. As a new corridor through panther habitat, the project required significant permitting efforts through SFWMD, USFWS, and FWC. This project has been constructed in multiple phases and was funded entirely by FDOT.

REFERENCE:

Shane Parker, PE | *Hendry County Engineering Department* | P: 863.675.5222 | E: sparker@hendryfla.net



Gasparilla Road (CR771), Charlotte County | Charlotte County, FL

The CR 771 (Gasparilla Road) widening project was a sales tax funded project to provide additional capacity to the existing roadway from approximately Rotonda Boulevard East to the intersection at SR 776 (McCall Road). Johnson Engineering provided public involvement, design alternatives, design, permitting, and project management. Improvements included two miles of new four-lane roadway with associated drainage, lighting, signalization, nearly 12 miles of new utility lines, and a new bridge at Butterford Canal with both aerial utility crossings and directional bored crossings. The project was constructed via CM at Risk. Apex was retained by the CM firm to provide all construction inspection services.

REFERENCE:

Jeff Keyser | *Charlotte County Public Works* | P: 941.575.3644 | E: jeff.keyser@charlottecountyfl.gov

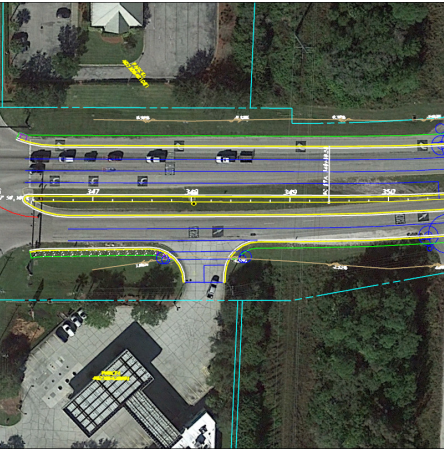


Burnt Store Road South, Lee County | Lee County, FL

Apex performed the design for the widening of Burnt Store Road from 2 lanes to 4 lanes, from Pine Island Road (SR 78) to NW 5th Terrace in Lee County. Johnson Engineering provided all aspects of roadway, drainage, and utility design and permitting. Additionally, as part of this project, lighting analysis and design was provided for Burnt Store Road South from Pine Island Road (SR 78) to Delilah Drive along with signal improvements at the intersection of Pine Island Road to accommodate new turn lanes. The project included one mainline bridge on Burnt Store Road.

REFERENCE:

Vince Miller, PE | *Lee County Transportation* | P: 239.533.8577 | E: vmiller@leegov.com



King Highway, Charlotte County | Charlotte County, FL

Our team provided full design and permitting for approximately .7 miles of two to four lane widening in Charlotte County. The project includes drainage, signing and marking and utility improvements. This project was completed under budget and is currently going to construction.

REFERENCE:

Jeff Keyser | *Charlotte County Public Works* | P: 941.575.3644 |
E: jeff.keyser@charlottecountyfl.gov



IV. Project Control

IV. Project Control

A. Schedule



1. What techniques are planned to assure that schedule will be met?

Maintaining a schedule depends on planning and persistence. Planning means taking time on the front end to consider all possibilities, identify the ultimate goal, then visualize through it, subdividing the larger picture into lesser, more tangible goals. The next step is to determine the best course to meet these milestones in a timely manner. Having performed numerous roadway and intersection improvement designs, we have a good idea what it takes and what comes next.

The second aspect to schedule adherence is persistence. The most important thing a project manager can do is to make sure everyone on the team is moving forward. To keep moving forward, you need to make sure all the team members have the information, the answers, and the direction they need to keep moving. You need to make sure they are not waiting on anyone, if they are, you make sure that other person knows they are the critical path. **Taking away excuses eliminates delays.**

We are no stranger to persistence and are not scared to put forth the effort. In roadway projects such as this the right-of-way acquisition phase is typically the critical path. In this case, however, the improvements should be able to fit within the existing ROW and ROW acquisition should not be necessary. The other critical item will be permitting. As all improvements are turn-lanes less than .25 miles or signal hardening improvements with no net impact the improvements should be exempt from SWFWMD permitting. We will have a pre-app with them early on to confirm. The primary permitting effort that may be time consuming will be with FDOT at the Enterprise/SR776 intersection. Again, we will ask for a pre-app early on to confirm the permitting effort necessary. Given how long any permitting with FDOT takes we propose to start that intersection first so that the application can be “soaking” while we work on the other intersections. Beyond permitting its just matter of manpower to get the actual surveying and plan production efforts. We are in a better position now than we were a year or two ago as far as personnel and current production capacity.

2. Who will be responsible to assure that schedule will be met?

Every team member is responsible for maintaining the schedule. It is not something that can be covered in a check list and applied at intervals. It needs to be constantly followed. As Senior Project Manager Ryan has the experience to know what comes next and to anticipate where the delays will occur. Ryan will ask the questions and make the calls necessary to keep the team moving forward. As Senior Designer, Tremayne Whitfield will oversee the day-to-day production, making sure the questions get answers and that deadlines are being met. Having an established schedule is one thing but being able to maintain it is another. Tremayne has also been the lead designer for other Charlotte County projects including Edgewater/ Flamingo, Kings Highway and Sandhill. He knows what your plan requirements are which will help expedite matters. Ryan and Tremayne have both, quite literally, been down that road before.



B. COST

In this day and age, when construction costs are rising faster than the funds that support them, it is important to manage our dollars wisely. When using tax dollars, it is imperative. Our team members are always mindful of costs, both with current costs associated with design and construction as well as the future cost of maintenance.

1. What control techniques are planned?

There are several mechanisms inherent to our standard design processes that help us to control costs. The simplest, and probably most effective, is to lean on our past construction experience. Our designers are constantly consulting our in-house CEI staff to determine the most viable and cost-effective construction methods. We have a full complement of seasoned construction project administrators and inspectors that have seen many miles of roadway constructed. For this project James "Vee" Lofton and Joshua Hildebrand will assist in providing constructability reviews and practical design assistance. One of our first orders of business would be to conduct initial site assessments to look for any potential constructability issues. By illuminating the pitfalls up front we can design around these issues and reduce the ultimate project cost.

Another important cost control item during design is simply coordination. All team members, County staff included, must be on the same page at all times. With our approach we propose to start chipping away from several different angles. Regular coordination meetings and open lines of communication, both internal and with County staff, are necessary to keep everyone moving in the same direction.



2. Demonstrate ability to meet project cost control

From a fee standpoint our team has managed our budgets quite well on past County projects. We realize that "Change Order" is a four-letter word in Charlotte County. We are all in the same position personally, we never have as much as we would like but we find a way to work with what we have. It starts with up front understanding, if we have the same expectations, we can all appropriate our time and efforts accordingly. On several past projects we've been able to either return unused consulting fees or expand our services to provide greater benefit for the same cost. See below regarding cost control for recent Charlotte County roadway projects:

- **Burnt Store Road (Ph 2)** – returned approximately \$200,000 in unused design fees
- **Kings Highway (under construction)** – have nearly \$100,000 in unused design fees that will likely be returned
- **Edgewater/Flamingo Blvd (design approximately 95% complete)** – have approximately \$500,000 in unused design fees that will likely be returned
- **Sandhill Blvd (60% design complete)** – currently within expected budget

Charlotte County has always been good at paying for what is needed. We respect that and believe it goes both ways. If you are going to pay what is needed, we are going to give back what is not needed.

Our history of cost control also applies to the construction costs. By maintaining a cost-conscious and constructable design mentality we have generally been able to deliver design plans with bids that come in right where they should be. With the high cost fluctuations in recent years this has become increasingly harder to do. Our latest completed design on King Highway came in with reasonable costs. We have had contractors tell us that when they see our plans they feel more comfortable as they know they're working with decent set up plans, with no surprises. We believe this comfort translates to better bids.

3. Who will be responsible for cost control?

Like schedule control, every team member is responsible for cost control. It needs to be a constant concern, something in the back of everyone's mind. Ryan will work to ensure cost is **held paramount throughout the design process**. Putting it down on paper is one thing, being able to construct it for a reasonable cost is another.

C. RECENT, CURRENT & PROJECTED WORKLOAD

Our Transportation Group at Apex does nothing but roadway design and CEI. With our current staff size we need 2 to 3 large roadway design projects at any given time to keep everyone busy. We are currently on the back-end of a large design project in Lee County, the Alico Road Connector. In Charlotte County our Kings Highway project is under construction. 100% of the plans have been submitted and permits obtained on the Edgewater/Flamingo projects, and we are moving towards 90% of the plans on Sandhill Blvd, as they are pending some decisions on drainage options. That said, we do not have what we would consider a large backlog of design work.

Also note, the people listed on our organization chart and key personnel bio's do not constitute our entire team. We list those proposed for primary involvement on the project. Now as an Apex Company we have nearly 2,000 employees country wide that we can pull from when and if local staff needs a little help. We are confident we have the capacity to perform these services in a timely manner.





Proposed Design Approach

V. Proposed Design Approach

In roadway design it is important to note the end goal is not just a solid set of plans. Design is a continual and dynamic process. The ultimate goal is to give the taxpayers a new, more effective roadway facility, delivered in a reasonable time frame and at a reasonable price. Engineers are notorious for losing focus on the bigger picture and harping on plan details. Putting a roadway design on paper is one thing but putting a functional roadway on the ground is another. This is where we can help.

Our design approach is to always keep focus on the end goal. We will provide the necessary details and quantities to get the plans generated, the project permitted and out to bid, but that should not be the Engineer's finish line. That is when you find out how good your Engineer is. With considerable roadway construction experience we are prepared to stand by your side as Design Engineer and help you get this project thru the "theory and paper" portion and put it on the ground. Having someone on your side that can help you all the way to the real finish line is important.

A. PROPOSED DESIGN PHILOSOPHY

In roadway design it is important to note the end goal is not just a solid set of plans. Design is a continual and dynamic process. The ultimate goal is to give the taxpayers a new, more effective roadway facility, delivered in a reasonable time frame and at a reasonable price. Engineers are notorious for losing focus on the bigger picture and harping on plan details. **Putting a roadway design on paper is one thing but putting functional improvements on the ground is another.** This is where we can help.



Our design approach is to always keep focus on the end goal. We will provide the necessary details and quantities to get the plans generated, the project permitted and out to bid, but that should not be the Engineer's finish line. That is when you find out how good your Engineer is. With considerable roadway construction experience we are prepared to stand by your side as Design Engineer beyond the design phase and help you put it on the ground. These turn lane improvements are simple in theory but there are often site specific "fit and finish" type issues that need to be addressed. This is where having someone on your side that understands the constructability aspects is helpful.

We have reviewed the proposed improvements and visited each site specifically. There are some unique circumstances and challenges that will be faced with this project. Our project specific approach is tailored accordingly.

Survey

A good design starts with a complete survey. Apex will provide all survey services in-house. Our team has a full and capable survey department familiar with this corridor. Our surveyor for this project, Rick Daniels, PSM, lives in Charlotte County and has provided roadway related surveys on numerous County projects including Edgewater/Flamingo Boulevard and Sandhill Boulevard. Our team can also provide full Subsurface Utility Engineering (SUE) services in-house as well. This is critical where additional drainage, utility or relocated signal pole improvements are required. Having provided survey services in Charlotte County for many years, we have a significant amount of existing ROW and control data on hand to expedite the surveying process and save the County money.



Roadway

The roadway design for this project is relatively straight forward. Adding turn lanes and providing new traffic signals is not hard, per se, but there are important aspects to watch out for. The primary effort from a roadway design is figuring out

how to get everything to fit within existing ROW where it can, and minimizing offsite impacts and additional ROW required where it can't. We will need to confirm actual ROW location of course but having looked at these sites, we believe the desired improvements can be made without requiring additional ROW.

Our team, and specifically our Project Manager, Ryan Bell PE, has designed numerous roadway improvements within Charlotte County. We understand Charlotte County is not FDOT and you have your own design requirements, specifications, and preferences in how you handle certain bid items. We acknowledge and appreciate that and we know how the County has handled and bidden these improvements in the past. **You will not hear us say "well this is how FDOT does it". We are going to do it how Charlotte County does it** (except of course within the SR776 ROW at Enterprise...where you don't have much choice if you want an FDOT permit). Ryan Bell also serves as the District 1 consultant representative for the FDOT Greenbook committee, i.e. the document that sets forth the design requirements for non-state-owned roadway. Ryan knows better than most what the requirements are and when you need to use Greenbook criteria versus the more restrictive FDM criteria.

Drainage

Roadway design in Southwest Florida often revolves around drainage. This project is no exception. Even though we are just adding turn lanes, drainage is important. Right turn lanes are easy to add to an existing thru lane, but the area they take up on the side road is typically the same area that collects and conveys that roadways runoff. Maintaining existing drainage is one of your main concerns with turn lane improvements. Some drainage improvements will be needed on this project, but we know how to handle them.



Utilities

Another design focus must also be the utilities. Granted these are just intersection improvements but CCU has existing facilities at most of these locations. Right turn lanes can and will encroach into areas where CCU has existing above ground features such as valves, hydrants, ARV's etc. New mast arm foundations will need to be thoughtfully and intentionally located. CCU has a very good GIS database to give us an idea of what is out there. We will work with CCU to identify, and SUE will locate where necessary, and facilities that may be in conflict. If required, David Trouteaud will be handling any utility design/relocation efforts on this project. Dave is very familiar with CCU including their procedures, standard practices, and specifications. **We will make a conscious effort to minimize any impact to CCU facilities.**



The Private Utility Agency Owners (UAO's) must also be coordinated with. This admittedly has been a struggle in the past. The private UAO's are required to relocate their facilities within the ROW in County roadway improvements. Those UAO's need to do this on their own dime so getting them to respond in a timely manner sometimes is easier said than done. We have made a more concentrated effort recently to coordinate earlier and stay on top of those UAO's to get their Greenline's, RGB's and Utility Work Agreements submitted. The improvements in this case should not be terribly imposing on the private facilities but the fact that there are seven different locations will make it a little more cumbersome on their part. Our plan here is to "bug" the UAO's early and often. If that doesn't work, we may solicit help from the County Project Manager Jeff Keyser. Jeff can be very persuasive when he needs to be.

B. ANTICIPATED PROBLEMS & SOLUTIONS

“Problem” is a relative term. The optimist in us likes to consider them “challenges.” The realist in us understands this project will have its fair share of “challenges.” But that is why you hire consultants, and this is what you pay us for. As mentioned previously we have looked at each intersection and have a good feeling for the challenges that will be faced. With considerable experience in such matters, we also have a plan to address them. With multiple project sites, the specific problems, solutions, and alternatives, are best described individually by intersection in Section C below:

C. SITE-SPECIFIC ALTERNATIVES

INTERSECTION: Gasparilla Road at Keystone Boulevard

IMPROVEMENTS: Add a west bound right turn lane

ISSUES: We are very familiar with this intersection. Our firm, and Project Manager Ryan Bell, designed the existing Gasparilla Road at this location (County PM Jeff Keyser built it). This was the southern terminus of the Gasparilla Road widening project. We will need to pick up updated survey info but we already have the Gasparilla Road base linework in CAD and all the surrounding survey control. We can prepare plans for these improvements very easily.

Adding a west bound right here is pretty simple, with one exception. Having worked in this neighborhood before we understand the good folks in South Golf Cove are quite fond of their palm trees. There is a cluster closer to Gasparilla Road that we can avoid but there is another single tree about 155’ east of the existing stop bar at Gasparilla that would need to be removed if the turn lane extends that far. The total decel length for a 45-mph road is 185’, which would necessitate removal of that tree. We will need to discuss it internally, but it would be possible to reduce the turn lane length by reducing the speed on the approach. This is reasonable considering this is a Tee intersection and will always be a stop condition.

Another consideration here is the location of the Gasparilla Road sidewalk crossing across Keystone. When Gasparilla Road was widened the associated pathway terminated at Keystone. A subsequent sidewalk project was built and connected to a sidewalk on the south side of Keystone. Given the additional turn lane and increase in overall traffic we feel the County should consider realigning and pushing the crossing closer to Gasparilla Road so that it is in front of the stop bar as an added measure of safety for pedestrians and bicyclists. If elected, moving the crosswalk would also impact the stop bar location and the consequent begin point of the right turn lane.



INTERSECTION: Gasparilla Road at San Domingo Boulevard

IMPROVEMENTS: Add a west bound right turn lane

ISSUES: This intersection is also within the portion of Gasparilla Road we designed, so we also have the design files and survey control at this location. Again, there is another palm tree on the north side of San Domingo approximately 165’ in front of the existing stop bar. Same argument applies here as at Keystone. The speed limit can be reduced on the westbound approach if we need to shorten up the decel length to save a tree. The crosswalk is already in front of the stop bar here, so crosswalk relocation is not needed.

At this location, however, you do have the Wiltshire Drive frontage road intersection that would fall within the turn lane length. This is unavoidable though, we would suggest a “do not block intersection” sign just east of Wiltshire on the approach so the queue does not block that intersection.



INTERSECTION: Paulson Drive/Murdock Circle at Veterans Boulevard

IMPROVEMENTS:

- a. Add a south bound thru lane
- b. Add a west bound right turn lane
- c. Extend the west bound left turn lane

ISSUES: This one can be simple...or complicated...depending on what you are looking for. Paulson already has a Southbound shared thru-right. The easiest options are to simply convert that shared thru-right to a thru-only and add the pavement on the west side to serve as either another shared thru-right or just a dedicated right. With the way the signal is configured currently you can have a southbound thru and an additional southbound right or southbound shared right-thru with out physically touching the signal, you'll just need to adjust the timings. If you need two southbound thrus and a dedicated right, you will need to modify the signal extensively, likely requiring two new mast-arms. If selected we would need to do traffic counts, unless the county already has them, to determine turning movements and see how heavy those respective southbound movements area.



Extending the existing westbound left makes perfect sense and is easy to do. That is a no-brainer. Again, once we get the turning movement data we will analyze the options from an operational standpoint, run a Syncro model and discuss the southbound options and cost vs benefit aspects with County staff to determine the best solution.

INTERSECTION: Enterprise Drive at El Jobean Road (SR 776)

IMPROVEMENTS: Add a south bound right turn lane

ISSUES: This one should be simple, but El Jobean (SR776) is a state-owned roadway so FDOT will be involved...which means they will make it more difficult than it needs to be. A dedicated southbound right turn lane makes sense here. There is a swale that will need to be regraded but there appears to be sufficient ROW. There is what appears to be a communications pull box that will be needed, and at the intersection itself you'll need to reconfigure the curb ramps and move a bench, but that is easy. The fact that you need a permit from FDOT is the only issue here. We want to push for a Construction Agreement rather than an Access Permit. Simply adding a right turn lane should not trigger an ICE analysis. And since right turn lanes don't require dedicated signal heads we shouldn't have to touch the signals or mast arms.

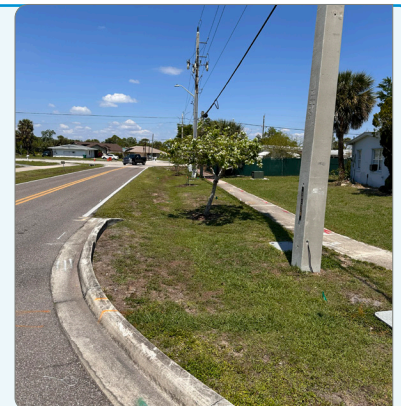


As a local government doing minor work in their ROW for safety upgrades purposes, we should be able to get by with a Construction Agreement. This would greatly expedite the FDOT permitting process. We suggest a pre-app meeting with FDOT early on to confirm this permitting process.

INTERSECTION: Elkcam Boulevard at Midway Boulevard

IMPROVEMENTS: Add a north bound right turn lane

ISSUES: There is an existing swale on the east side of Elkham that will likely need to be closed in. The existing ditch bottom inlet will likely need to be converted into a manhole. Depending on the vertical clearance the structure may need to be replaced entirely and the southern pipe invert dropped. There are several utilities in this area, including CCU facilities. We suggest performing SUE on at least CCU's facilities to minimize utility impacts or service interruptions. It also appears there is some landscaping in the ROW that will likely need to be removed. The adjacent property owners may not be too happy about it, but it is the County's property.



INTERSECTION: Education Way at Murdock Circle

IMPROVEMENTS: Signal hardening

ISSUES: There is currently a box span-wire configuration at this location. Hardening this signal and replacing with a mast arms is pretty straight forward. The primary trick is just locating the poles such that they are out of the clear zone while making sure the foundations miss any buried utilities and the poles/arms don't encroach into the OSHA clearances associated with the OH Power Lines on the south side. All of this is fairly routine. Given the existing span wire locations we believe it is possible to construct the new mast arms with the existing signal in place and operational allowing for an easy switchover.



INTERSECTION: Education Way at Cochran Boulevard

IMPROVEMENTS: Signal hardening

ISSUES: There is currently a single diagonal span-wire configuration at this location. Hardening this signal and replacing with a mast arms is also pretty straight forward. Given the comparatively narrow road widths and tight lane configuration we believe we can mimic the same diagonal configuration with a single mast arm. This would reduce costs well below the typical 3-pole configuration needed at larger Tee intersections and again will allow for easy maintenance and switchover. At both locations on Education way we would coordinate with Jody Mansel to see if there is any of the existing equipment, i.e. controller cabinets, that we would want to replace with new or if it is preferred to utilize existing as much as possible to save costs.



D. INNOVATIVE APPROACHES

We are constantly trying to find ways to improve the services we provide for our clients. Doing so requires an open mind and innovative thinking; however, thinking of improvements often proves the easy part. Putting ideas on paper is one thing, putting them into successful practice is another. **Innovation must be tempered with practicality and experience.** While we push for new and better ways, we remain mindful that we are working on fixed budgets, tight schedules and shrinking maintenance resources. A great idea is only great if you can afford to implement it. Conversely, some of the best ideas are often the simplest. Even small differences in the way something is designed and built can have a profound impact on future maintenance costs.

Throughout the design process we are constantly evaluating and asking ourselves: How much is this going to cost? Can we get it permitted in a timely fashion? What are the long-term maintenance implications? Is the contractor going to understand this detail? Can they even read the details? Granted, minor intersection improvements are not rocket science so there may not be as much room for innovation as you'd have on a new roadway corridor. But we always keep an open mind and are always on the lookout for a "better way".

Practical Design and Constructability

Unfortunately, practical and constructible plan sets are not as common as they should be. Too often design engineers stick their nose in a book, let the manual design the road for them, then expect the CEI to fix it. If you want a good road you have to understand both the setting you are working in, and you need to know how to actually build the road. Our project manager, Ryan Bell, spent several years in CEI, focusing on the actual construction of roadways. He will be the first to tell you that you learn more about roadway design by actually building someone else's plans than you ever can by reading a book. For this reason, we make a conscious effort to **always remain mindful of the construction itself.** To help provide the insight that only construction experience can provide we make a conscious effort to get our younger engineers out of the office, have them work with our CEI folks in resolving real construction issues and taking them to active project

construction sites as much as possible. Similarly, we lean very heavily on the advice of those who have spent their years in construction, building these same roads and making these plans actually work. Whether you have a P.E. or not, **if you've built roads you know what works and what doesn't**. Having a P.E. doesn't make you smarter, it just makes you liable. A P.E. that does not at least listen to the salty construction veteran is doing himself and his employer a disservice. We learn the other way.



Another simple but important concept is in plan clarity. **Construction plans should be clear, concise and easy to understand**. Engineers sometimes outsmart themselves and make a situation more complicated than it needs to be. We don't want cluttered plans. If the contractor has to search for the information, there is a better chance he won't find it, or worse yet, find something else and think he's got what he needs. We try to keep the plans clean and free of superfluous information, only showing information needed. You also want to keep things simple. If it's easier, there is less chance for a mistake. Yes, the contractor would need to correct any mistakes they make, but dealing with a contractor who is trying to make up time and budget because of their own mistakes is not fun. Just as taking away excuses minimizes delay, **taking away unnecessary complications and providing clear, concise direction minimizes chances for mistakes**.



Submittal Meetings

With each phased design submittal, we recommend a submittal meeting. In this meeting we will present the plans, along with an explanation of where we are and how we arrived there. We will present our design criteria and base assumptions and identify any potential conflicts or issues. Most importantly, we will identify the issues and ask the questions that must be addressed for us to proceed with the design. Often times we can address the issues right then and there and leave the meeting with the information we need to keep moving forward. This does not preclude the official review process but rather allows it to run concurrently without slowing down plan production. This also significantly reduces staff's necessary review time. We have used this process successfully in the past, saving time and promoting shared understanding.

Along these same lines, with existing roadways already dictating your line and grade you probably don't need a true 30% plan set. To save time and money we suggest forgoing formal 30% plans and instead providing concept plans that show the proposed improvements and the extent of the proposed impacts, perhaps with cross sections at key locations where necessary. Once agreed on concept we can go straight to 60% plans.





VI. Examples of Similar Projects

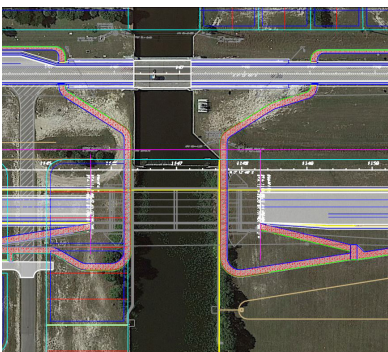
VI. Examples of Similar Projects



Burnt Store Road, Phase II | Charlotte County, FL

Apex has recently finished design on four miles of 2 to 4 lane widening on Burnt Store Road in Charlotte County. Johnson Engineering provided all aspects of roadway, drainage and utility design and permitting. The roadway design included five box culverts, street lighting and an extensive historical basin storage compensation pond system.

1. **Schedule Control:** Worked closely with staff to address numerous issues. Design submittals were made on time.
2. **Cost Control:** Design fees came in under budget. Construction is in process with no major change orders to date.
3. **Construction problems & means taken to solve them:** We had an issue with cover over a force main. We revised the design to make it work and covered additional expenses so there were no cost or time delays to the County.
4. **Any additional construction costs caused by design deficiencies, not program changes:** No additional construction costs caused by design deficiencies, not program changes.



Burnt Store Road South | Lee County, FL

Apex provided the lighting analysis and design for Burnt Store Road South in Lee County from Pine Island Road (SR 78) to Delilah Drive. The lighting analysis consisted of creating photometric point files and a lighting design analysis report. Additionally, our team also provided design for 2 to 4 lane widening from Pine Island Road (SR 78) to NW 5th Terrace.

1. **Schedule Control:** Conducted monthly status meetings with County staff to maintain progress on critical path items.
2. **Cost Control:** Design fees came in under budget. Construction is in process with no major change orders to date.
3. **Construction problems & means taken to solve them:** No problems to date.
4. **Any additional construction costs caused by design deficiencies, not program changes:** No additional construction costs caused by design deficiencies, not program changes.



Piper Road | Charlotte County, FL

This project for Charlotte County encompassed a new urban four-lane design. Consisting of 1.5 miles of new roadway, this project also entailed LED lighting design, and traffic signal design. The project included a FDOT permitted connection at U.S. 17. Apex provided survey, SUE, permitting, roadway, signalization and lighting design. Construction was completed on time and on budget.

1. **Schedule Control:** Design and Construction was completed on time.
2. **Cost Control:** Design and Construction was completed on budget.
3. **Construction problems & means taken to solve them:** Any issues were minor and resolved quickly without extra cost.
4. **Any additional construction costs caused by design deficiencies, not program changes:** No additional construction costs caused by design deficiencies, not program changes.



Corkscrew Road Widening | Lee County, FL

Apex has recently completed the design of Corkscrew Road Phase I, consisting of widening approximately 2.8 miles of roadway from 2-lanes to 4-lanes. Design consisted of roadway, drainage, signals, and utility design. Construction has just begun and is anticipated to be completed late 2023.

1. **Schedule Control:** Conducted monthly status meetings with County staff to maintain progress on critical path items.
2. **Cost Control:** Design completed under budget..
3. **Construction problems & means taken to solve them:** Minor issues have been resolved quickly.
4. **Any additional construction costs caused by design deficiencies, not program changes:** No additional construction costs caused by design deficiencies, not program changes.



Harbor Boulevard Enhancements | Charlotte County, FL

Harbor Boulevard at US 41 is the main gateway entrance for the Parkside district, the oldest section of Port Charlotte also known as the medical district. Improvements included upgraded lighting/regulatory signs, extensive landscaping with tree shading, addition of 10' multi-use paths on both sides, reconstruction of the roadway, drainage, curbs, gateway signage, and comfort stations with a bicycle repair station.

1. **Schedule Control:** Prior to project kick-off, conducted multiple public meetings, BCC presentations, and pre-planning with staff/stakeholders. Our team worked hand-in-hand with CCPW staff to assure the project continued forward. Achieved a SWFWMD ERP permit on a single submittal.
2. **Cost Control:** The general contractor did have quantity adjustments; but no major COs which required a BCC action item. This is attributed to several factors, i.e. quality plans, thorough specifications/bid schedule, and weekly progress meetings.
3. **Construction problems & means taken to solve them:** No problems to date.
4. **Any additional construction costs caused by design deficiencies, not program changes:** No additional construction costs caused by design deficiencies, not program changes.

VII. Experience & Capabilities

VII. Experience & Capabilities

A. VALUE ENGINEERING

Value engineering, in the traditional sense, was the name given to a process initiated once you figured out you can't afford what you really want. The process itself costs time and money. Though noble in concept, value engineering should not be a separate process. It should be something you do all the time, the entire time. **Value engineering should be inherent and continuous.** In our approach to design, it is. Cost is considered in every decision. It is controlled by design and assured through continuous constructability reviews. During QC our reviewers are **always looking for ways to save money** and avoid costly problems. We believe, with our experience and cost-conscious approach **we can save Charlotte County and its taxpayers money while still providing the quality product they desire.**

B. UTILITY COORDINATION

Utility coordination is critical on any roadway project. Dealing with County owned utilities, such as CCU, is not bad. Public Works and CCU do a decent job of communicating and are usually aware of and on the same page when these projects. Our team has extensive experience with utility design associated with roadway and CCU. If utility relocations are needed, we will coordinate with CCU staff to figure out what is needed and how best to address the utilities. This coordination works well because both Public Works and CCU are reporting to the same bosses, the Charlotte County BOCC.



With the Private Utility Agency Owners (UAO's) it's not quite that easy. They are required to relocate any facilities they have in the way that may be in the way of County initiate roadway improvements...but because it is on their own dime they are usually not real excited about doing so. FDOT has a process spelled out in their Utility Accommodations Manual that works great in theory, when the UAO's respond. I'm not sure why, but for FDOT the UAO's are more responsive. Charlotte County has their own similar process but it's often like pulling teeth to get them to respond in a timely manner. We have had mixed successes in the past but understand it is a critical component to the project. Our goal, as stated previously is to "bug them" early and often.

The process in general is fairly simple and summarized below:

- **After 30% Submittal** – request Greenlines from UAO's showing known existing utility locations
- **After 60% Submittal** – identify potential conflicts in a conflict matrix and request RGB's (Red-Green-Browns) showing what existing utilities are to remain, to be removed and what it proposes to be installed.
- **After 90% submittal** – submit draft Utility Adjustment Sheets incorporating the RGB's over the 90% roadway plans and address any remaining conflicts
- **After 100% Submittal** – Submit final plans to UAO's and request finalized Utility Work Agreement.

The process itself is logical. The trick however is getting the UAO's to respond and provide these items. We've been through it before and are committed to staying on the UAO's until we get what we need.

C. CRITICAL PATH METHOD

The Critical Path Method (CPM) of scheduling simply identifies those tasks within a project that must be completed before subsequent tasks may be performed. Identifying what those tasks are and then placing them in order, typically in a Gantt chart format, gives you a CPM schedule. The main "spine" of critical items is in fact your critical path. These are the sequential tasks that will determine your overall project duration.

We can create a CPM schedule of the project to outline the intended schedule. That part is easy. Maintaining that schedule, however, typically is not. The reason is schedules are created in a vacuum, before the project actually starts, when everything is theoretical. It sounds simple when you first put it on paper. Then you get into it and find out all the "if's, and's, or but's"...many of which are beyond your control. The Commissioners asking for something different, unforeseen design complications, overzealous permit reviewers requiring more than they should, etc.

Those are rarely known at the time the schedule is made, but they always happen. All you can do is keep your head down, keep going, and push through it. We always do our best to stay on schedule and feel our experience helps us anticipate potential pitfalls and avoid veering off the proper path as much as others. In this case, the critical path will be survey, then plan production, and then permitting.

D. TRAFFIC SIGNAL ITMS SYSTEMS & TIMING

We don't believe true ITMS will be required for this project, however there will need to be timing adjustments. For signal timings we utilize Syncro software that, based off assigned movements and anticipated traffic volumes, determines the optimized timings and resulting delays. We are very familiar with this process. These timings are typically included with any signal design. With the addition of select turn lanes as proposed at signalized intersections we can also offer suggestions for adjustments to the existing timings. The extra lanes allow more cars to move on a typical cycle, thus allowing for more green time on the more critical movements. We will work with Jody Mansell and his folks to provide any timings required.



E. SPECIALIZED EXPERIENCE

The improvements proposed are fairly common and don't require what we typically consider "specialized experience". Our experience in the specific tasks needed here however does provide a benefit over others in that we can provide most services in-house quickly and efficiently.

- **Roadway Design** – We have a full transportation team that does nothing but traffic analyses, roadway design and construction.
- **Survey** – We have a full survey team that can provide all the topographic, ROW and SUE services needed.
- **Utilities** – We have a full utility design staff that can provide any utility relocation design and permitting necessary.
- **Permitting** – Whether it is local, drainage, environmental or FDOT permitting, we have folks that have done that specifically in Charlotte County.

Having a very strong understanding and history of performing these exact services in this exact locale allows our team to provide all the specialized experience that is needed for this project.

VIII. Volume of Work

VIII. Volume of Work



Apex Companies total amount of payments received from the County within the past 24 months: \$52,130.

The logo for 'IX. Location' features the Roman numeral 'IX' in a bold, blue, sans-serif font. To the left of the 'IX' is a vertical bar composed of three stacked rectangular segments: a blue segment at the top, a green segment in the middle, and an orange segment at the bottom. A period follows the 'IX'.

IX. Location

IX. Location

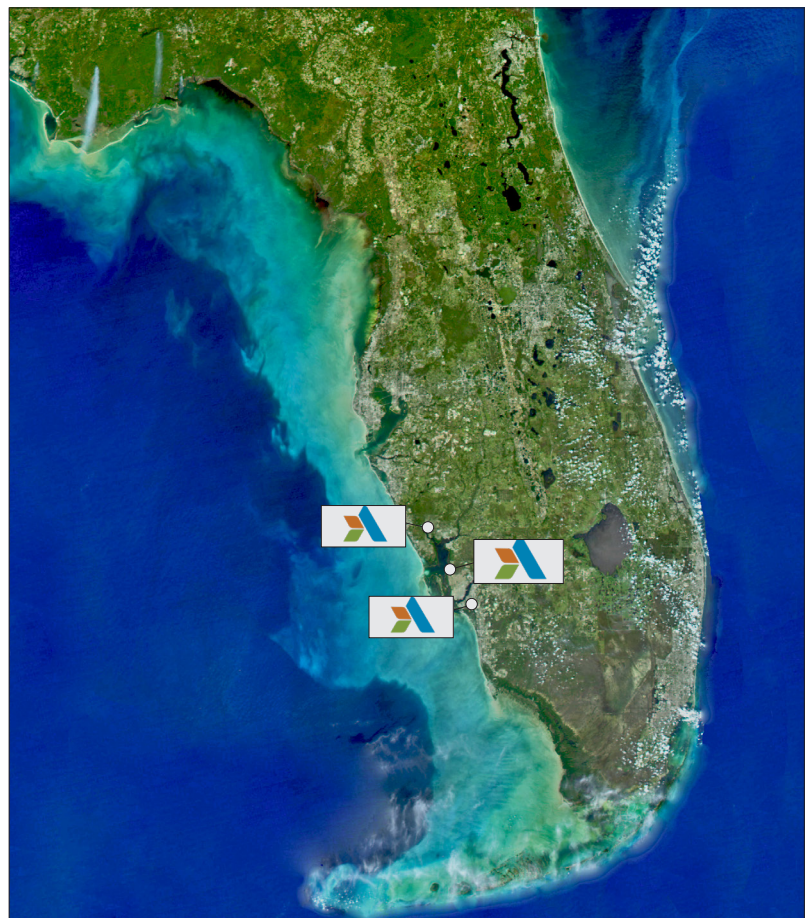
Local Presence

This project will be led by our Charlotte County office, where the majority of key proposed team members, including the Project Manager, are based.

Our Apex team has maintained a strong presence in Florida since the late 1990s. This project will be managed from **Apex's local Port Charlotte office**, providing direct access to experienced engineers, inspectors, and designers with in-depth knowledge of local conditions in Charlotte County. Apex maintains 12 offices throughout Florida, offering a deep bench of qualified professionals who are available to support the project as needed.

These same local engineers and technical staff, long established in the community, now operate as part of the Apex team, ensuring continuity of personnel, institutional knowledge, and client service under a single, unified organization.

Together, our integrated Apex team provides a broad and coordinated range of services identified in the RFQ, including roadway design, civil, structural, surveying, environmental, and utilities. These core disciplines form the backbone of Apex's practice in Florida and represent the majority of services provided statewide.



Local Apex offices

- 17833 Murdock Circle, Port Charlotte, FL (Johnson Engineering)**
- 201 W. Marion Avenue, Suite 1306, Punta Gorda, FL (Weiler Engineering)**
- 2122 Johnson Street, Fort Myers, FL (Johnson Engineering)**



Litigation

X. Litigation

Apex is a large organization with a nationwide presence. It currently is party to thousands of professional service contracts. On occasion a dispute arises regarding the performance of work under those contracts. Even more rarely does such a dispute progress to the point where Apex is a defendant in a court case. In such matters, Apex categorially denies and vigorously defends against the allegations. Fortunately, most of these matters are amicably resolved between the parties. Any settlement that is reached contains no admission of liability and any compensation paid is strictly done so as a business decision, to forgo the continued expense of litigation. Further, at present, or within the last five years, there is no outstanding litigation, nor has there been any outstanding litigation, arbitrated matter or other dispute to which Apex is, or was, a party which, if decided unfavorably to Apex, would reasonably be expected to have a potential or actual material adverse effect on Apex's ability to fulfill its respective obligations under the submitted proposal.

The logo for Ixi features the letters 'IXI' in a bold, blue, sans-serif font. To the left of the 'X', there are three small, stacked squares: a blue one on top, a green one in the middle, and an orange one on the bottom. A period follows the 'I'.

Minority Business

XI. Minority Business



FLORIDA DEPARTMENT of MANAGEMENT SERVICES

office of supplier
DIVERSITY
We serve those who serve Florida

Apex Companies, LLC is not a certified minority business. However, we take great pride in being an equal opportunity employer. Our goal is to establish a team in the best interest of our clients, while maintaining the standard of quality our firm and clients demand.

Once selected, we will work closely with Charlotte County in identifying other potential minority teaming opportunities.

XII. Forms

Team Licenses

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

CORSA, ROLANDO
8112 CHAMPIONS FOREST WAY
TAMPA, FL 33625

LICENSE NUMBER: PE72191
EXPIRATION DATE: FEBRUARY 28, 2027
Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.
This is your license. It is unlawful for anyone other than the licensee to use this document.

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

GLENN, JOHN TYLER
1513 MANCHESTER BOULEVARD
FORT MYERS, FL 33919

LICENSE NUMBER: PE24237
EXPIRATION DATE: FEBRUARY 28, 2027
Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.
This is your license. It is unlawful for anyone other than the licensee to use this document.

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

BELL, RYAN K
2507 47TH AVE E
MYAKKA CITY, FL 34251

LICENSE NUMBER: PE60010
EXPIRATION DATE: FEBRUARY 28, 2027
Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.
This is your license. It is unlawful for anyone other than the licensee to use this document.

GIS Certification Institute

This is to certify that The Board of Directors of the GIS Certification Institute, Upon the recommendation of the Executive Director, has conferred upon

Jennifer Korn

The distinction of
Geographic Information Systems Professional

GISP

Certificate Number 162511
Date of initial Certification 12/25/25
Date of Expiration 12/25/28

Allen Ibaugh
GISCI President

Tony Spicci
Executive Director

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

HOLMES, LEAH MARIE
2112 SW 19TH AVE
CAPE CORAL, FL 33991

LICENSE NUMBER: PE25359
EXPIRATION DATE: FEBRUARY 28, 2027
Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.
This is your license. It is unlawful for anyone other than the licensee to use this document.

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

BEERS, CHRISTOPHER DAVID
524 W. VIRGINIA AVE
PUNTA GORDA, FL 33950-4849

LICENSE NUMBER: PE64594
EXPIRATION DATE: FEBRUARY 28, 2027
Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.
This is your license. It is unlawful for anyone other than the licensee to use this document.

THE WILDLIFE SOCIETY
INCORPORATED IN WASHINGTON, D.C.

grants the designation

Certified Wildlife Biologist

to

Jennifer Marie Korn

in recognition of fulfillment of all the professional requirements approved by The Wildlife Society and certified by the Society's Certification Review Board. This designation is valid for 4 years, beginning the first day of June 2017, provided membership in the Society remains in good standing.

Scott P. Leitch
Chairman, Certification Review Board

Jason K. Williams
Executive Director, The Wildlife Society

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

HILDEBRAND, JOSHUA JAMES
3305 15TH AVENUE SW
NAPLES, FL 34117

LICENSE NUMBER: PE29952
EXPIRATION DATE: FEBRUARY 28, 2027
Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.
This is your license. It is unlawful for anyone other than the licensee to use this document.

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

TROUTEAUD, DAVID BRICE
6475 P G A DRIVE
NORTH FORT MYERS, FL 33917

LICENSE NUMBER: PE09783
EXPIRATION DATE: FEBRUARY 28, 2027
Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.
This is your license. It is unlawful for anyone other than the licensee to use this document.

Transportation Professional Certification Board Inc.

certifies that

Ryan K. Bell

has met all of the requirements established by the Certification Board to use the title of

PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

unless withdrawn by the Certification Board and subject to the provisions for renewal. Certificate number 2832 issued in Washington, D.C. U.S.A. April 14, 2010

Chair

Executive Director

Transportation Professional Certification Board Inc.

certifies that

Joshua James Hildebrand

has met all of the requirements established by the Certification Board to use the title of

PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

unless withdrawn by the Certification Board and subject to the provisions for renewal. Certificate number 3538 issued in Washington, D.C. U.S.A. November 20, 2013

Chair

Executive Director

Florida Department of Agriculture and Consumer Services
Division of Consumer Services
Board of Professional Surveyors and Mappers
2065 Apalachee Pkwy Tallahassee, Florida 32399-6500

License No.: LS6664
Expiration Date: February 28, 2027

Professional Surveyor and Mapper License
Under the provisions of Chapter 472, Florida Statutes

CHRISTOPHER D BEERS
1783 MURDOCK CIR.
PORT CHARLOTTE, FL 33948-4000

WILTON SIMPSON
COMMISSIONER OF AGRICULTURE

This is to certify that the professional licensee and person whose name and address are shown above is licensed as required by Chapter 472, Florida Statutes.

Florida Department of Agriculture and Consumer Services
Division of Consumer Services
Board of Professional Surveyors and Mappers
2065 Apalachee Pkwy Tallahassee, Florida 32399-6500

License No.: LS7229
Expiration Date: February 28, 2027

Professional Surveyor and Mapper License
Under the provisions of Chapter 472, Florida Statutes

RICHARD G DANIELS
21009 EVANSTON AVE
PORT CHARLOTTE, FL 33953-1416

WILTON SIMPSON
COMMISSIONER OF AGRICULTURE

This is to certify that the professional licensee and person whose name and address are shown above is licensed as required by Chapter 472, Florida Statutes.

**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
	Ryan Bell, PE, PTOE, Project Manager	28	Port Charlotte	Fort Myers	Myakka City
	Christopher Beers, PE, PSM, Local Liaison	32	Port Charlotte	Port Charlotte	Punta Gorda
	John Glenn, PE, Deputy Project Manager	14	Fort Myers	Fort Myers	Cape Coral
	Leah Holmes PE, Traffic/Signal/Lighting	12	Fort Myers	Fort Myers	Cape Coral
	Harvey Castro, EI, Roadway Design/ Plan Production	4	LaBelle	LaBelle	LaBelle
	Tremayne Whitfield, Roadway Design/ Plan Production	25	Tampa	Tampa	Tampa
	Dave Trouteaud, PE, Utilities	21	Fort Myers	Fort Myers	North Fort Myers
	Jennifer Korn, PH.D, CWB, Environmental	19	Fort Myers	Fort Myers	Lake Placid
	Josh Hildebrand, PE, PTOE, QA/QC	19	Fort Myers	Fort Myers	Naples
	Vee Lofton, QA/QC	38	Fort Myers	Fort Myers	LaBelle
	Rick Daniels, PSM, Survey/ Mapping	35	Fort Myers	Fort Myers	Port Charlotte
	Jessica Boardman EI, Traffic/Signal/Lighting	7	Fort Myers	Fort Myers	Fort Myers
2.	Magnitude of Company Operations				
	A) Total professional services fees received within last 24 months:			\$	\$883,947,717
	B) Number of similar projects started within last 24 months:				589 Transportation projects
	C) Largest single project to date:			\$	76,227,872
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).			\$	52,130
4.	Sub-Consultant(s) (if applicable)	Location	% of Work to be Provided	Services to be Provided	
	Arcos Bridge, Inc.	8112 Champions Forest Way Tampa, FL 33635	5%	Structural	
	Lomski Engineering & Testing	17210 Toledo Blade Blvd Port Charlotte, FL 33954	5%	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 Apex Companies, LLC

(This form must be completed and returned)

6. Minority Business:	Yes _____ No <input checked="" type="checkbox"/>
The County will consider the firm's status as an MBE or a certified MBE, and also the status of any sub-contractors or sub-consultants proposed to be utilized by the firm, within the evaluation process.	
Comments or Additional Information:	

The undersigned attests to his/her authority to submit this proposal and to bind the firm herein named to perform as per contract, if the firm is awarded the Contract by the County. The undersigned further certifies that he/she has read the Request for Proposal, Terms and Conditions, Insurance Requirements and any other documentation relating to this request and this proposal is submitted with full knowledge and understanding of the requirements and time constraints noted herein.

By signing this form, the proposer hereby declares that this proposal is made without collusion with any other person or entity submitting a proposal pursuant to this RFP.

In accordance with section 287.135, Florida Statutes, the undersigned certifies that the company is not on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, and does not have business operations in Cuba or Syria (if applicable) or the Scrutinized Companies that Boycott Israel List, or is not participating in a boycott of Israel.

As Addenda are considered binding as if contained in the original specifications, it is critical that the Consultant acknowledge receipt of same. The submittal may be considered void if receipt of an addendum is not acknowledged.

Addendum No. _____ Dated _____ Addendum No. _____ Dated _____ Addendum No. _____ Dated _____
 Addendum No. _____ Dated _____ Addendum No. _____ Dated _____ Addendum No. _____ Dated _____

Type of Organization (please check one): INDIVIDUAL () PARTNERSHIP ()
 CORPORATION (X) JOINT VENTURE ()

Apex Companies, LLC (941) 505-1700
 Firm Name Telephone

 Fictitious or d/b/a Name 52-1562320
 Federal Employer Identification Number (FEIN)

17833 Murdock Circle
 Home Office Address

Port Charlotte, FL 33948 38
 City, State, Zip Number of Years in Business

Same as Above
 Address: Office Servicing Charlotte County, other than above

Ryan Bell, PE, PTOE (239) 461-3310
 Name/Title of your Charlotte County Rep. Telephone

Ryan Trahan, Vice President
 Name/Title of Individual Binding Firm (Please Print)


 Signature of Individual Binding Firm April 16, 2026
 Date

ryan.trahan@apexcos.com
 Email Address

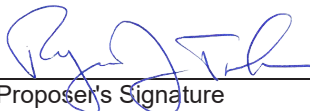
(This form must be completed & returned)

DRUG FREE WORKPLACE FORM

The undersigned vendor in accordance with Florida Statute 287.087 hereby certifies that Apex Companies, LLC
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

April 16, 2026
Date

NAME OF FIRM Apex Companies, LLC
(This form must be completed and returned)

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

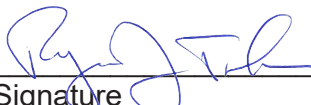
Charlotte County Contract #20260226

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

Ryan Trahan

Printed Name

Vice President

Title

Apex Companies, LLC

Nongovernmental Entity

April 16, 2026

Date

END OF PART IV

NAME OF FIRM Apex Companies, LLC
(This form must be completed and returned)