

RFP NO. 20260180

DESIGN – CAPE HAZE PIONEER SUN TRAIL PATHWAY

FOR CHARLOTTE COUNTY



JUNE 16, 2026

PREPARED FOR

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

PROJECT MANAGER

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June 16, 2026

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

Re: Design - Cape Haze Pioneer Sun Trail Patchway - RFP No. 20260180

Dear Selection Advisory Committee Members:

The Cape Haze Pioneer Trail- SUN Trail is an exciting opportunity for Charlotte County. A full shared-use path connecting the Myakka State Forest in west County to US41 in Murdock provides a critical connection in the overall statewide SUN Trail network and will be very beneficial to County residents. What's even more exciting is the fact the State is paying for it! We are familiar with the SUN Trail program and its requirements. In fact, we have been watching and waiting for this project for some time now. We have done our research and developed a **team specifically geared towards this project**. We are very comfortable with this type of work and we believe we can help the County.

The proposed improvements will be a challenge to implement. Most of the primary services needed for this project our team can provide in-house, including pathway planning and design, drainage design, environmental, landscaping and all associated permitting. We have also invited **DRMP** on board to provide structural design, streetlighting, signalization, MOT plans as well to augment our survey and SUE services. Additional subconsultants include; **Element Engineering Group** for utility coordination, **AtkinsRealis** for public involvement, **Tierra Inc.** will provide any geotechnical services needed, and **IF Rooks** will provide photogrammetric services if needed. 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 have obtained and reviewed the funding agreements, we know what FDOT is looking for, and we know there is a tight time frame. Our workload is such that **we do have personnel available and the necessary production capacity to put towards this project**. We have done numerous roadway projects for Charlotte County and are currently on the back end of those projects having submitted 100% of plans for the Edgewater/Flamingo project. Kings Highway design is complete and under construction and Sandhill Boulevard is approaching 90% plans and will be largely complete by the time this project gets underway. Copilot said: Our project manager, Josh Hildebrand, has recently wrapped up several projects and is eager to get started on this one. So yes, we have the capacity. We can start tomorrow if you'd like.

In 2024 **Apex Companies acquired both Johnson Engineering and Weiler Engineering Corporation**. Our combined resources are even more extensive than before, but **rest assured we are the same folks**. We are the same folks you have worked with for many years, and we maintain our same commitment to Charlotte County. We hope to maintain and strengthen that working relationship with Charlotte County and are excited about any opportunity to better our community. We appreciate your time and look forward to your favorable consideration.

Sincerely,
APEX COMPANIES, LLC

Josh Hildebrand, PE, PTOE | Project Manager

Ryan Bell, PE, PTOE | QA/QC



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

Josh Hildebrand, PE, PTOE | Project Manager

Josh is a senior project manager with nearly 20 years experience in delivering transportation projects in Southwest Florida. He has worked on various projects throughout our area including traffic studies, bicycle and pedestrian facilities design, roadway planning design and construction. One of Josh's primary focus areas has been with FDOT funded sidewalk and Pathway projects such as this, having recently served as our project manager for several sidewalks and pathways under FDOT District 1's LAP Design continuing services contract. This experience provides him with a unique understanding of not only the design requirements for these facilities but also the standard procedures, steps and processes involved in these projects such as the Electronic Review Comment System (ERC) utilized by FDOT on these projects. His experience navigating these same waters will be a tremendous benefit on this project.

2. Other Key Personnel

Brittney Johnson, PE | Deputy Project Manager

Brittney is a licensed Professional Engineer with more than a decade of experience in engineering, planning, and construction management throughout Florida. Her expertise includes land development, stormwater and sewer system design, master planning, permitting, and construction oversight. She has successfully led projects across Desoto, Charlotte, Sarasota, and Monroe Counties, focusing on sustainable, community-driven solutions.

Ryan Bell, PE, PTOE, CGC | Quality Assurance/Quality Control (QA/QC)

Ryan led our transportation team for the last 20 years and now serves as a senior project manager and quality reviewer in a larger oversight role. 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. Ryan has considerable transportation design and CEI experience in Charlotte County managing projects such as the Aqui Esta LAP improvements, Piper Road, Gasparilla Rd, Burnt Store Rd, Veterans Blvd CEI, Edgewater/Flamingo, Kings Highway and Sandhill Blvd. Ryan also currently serves as the FDOT District 1 Representative on the Florida Greenbook Committee. Not only is he familiar with the design requirements, but he is also helping draft the next ones! His experience will prove a tremendous asset ensuring quality design.

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 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. Chris is also the Project Manager for the previous Gulf Cove sidewalk projects on the very same corridors included on this project. He understands the local requirements and these project limits as well as anyone.

Charles Reed II, EI | Grant Compliance Specialist

Charles is a project manager for Apex. He has over 20 years of experience that includes integral involvement with Federally and State funded programs. Charles assists local municipalities throughout the state of Florida with administering these and other projects. His specific experience includes contract reviews on behalf of local program offices, managing the LAP Program for FDOT, LAP Compliance, project and contract management, stormwater and roadway design, and stakeholder coordination.

Vee Lofton, CGC | Constructibility

Vee has nearly four decades of experience working on FDOT and County transportation projects located in District One, Four and Five, including five years working directly for the Florida Department of Transportation as CEI Consultant Manager. 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 also 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. Having such extensive construction experience his involvement during design is extremely beneficial making sure our design product is practical and more importantly, constructable.

Dave Trouteaud, PE | Utilities

Dave has over 20 years experience in utility design and construction. Dave is familiar with hydraulic analyses for water, wastewater, and irrigation systems. Dave has extensive experience in the design and permitting of utility projects through both local and state agencies, overseeing projects throughout construction and closeout phases. Dave has considerable utility experience in Charlotte County including Burnt Store Road, Edgewater/Flamingo Blvd and Sandhill Blvd. Should any County owned (CCU) facilities require relocation as part of this project Dave has it covered.

Rick Acosta, PE, CFM | Drainage

Rick joined Apex in 2006. He is a project manager in the firm's surface water management department. He has designed and permitted surface water management systems for roadway, site development and assorted environmental projects through the South Florida and Southwest Florida Water Management Districts. Rick recently finished the drainage design and permitting of the Edgewater/Flamingo Boulevard project. His modeling experience also analyzes water quality for treatment facilities related to municipalities achieving their obligations under the TMDL program.

Tremayne Whitfield | Pathway Design/Plan Production

Tremayne joined the firm in 2004 and works in the transportation group as a Senior Designer. 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 hardworking and resourceful employee. His skills include an array of software formats for roadway design and computer visualization. Tremayne is also very well versed in the FDOT FDM design and plan requirements. He knows what FDOT plans are supposed to look like and what there reviewers are specifically looking for. Tremayne also has considerable Charlotte County experience having prepared the roadway plans for Piper Road, Kings Highway and Edgewater/Flamingo.

Darren Anderson | Plan Production

Darren joined Apex in 1999 as a designer in the Port Charlotte Branch office. He is a long-time resident of Charlotte County and a graduate of Lemon Bay High School. Darren has been in the civil industry for three decades performing designs in a variety of projects in Charlotte County. Since joining the Apex team, he has specialized in Charlotte County Public Works projects and prepared the sidewalk plans for the same roads in Gulf Cove that this project traverses. He is the technical leader in the Port Charlotte office and is proficient in all aspects of the Autodesk software platform.

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 both the field and office. He started in the U.S. Army as a construction surveyor. He is currently a registered Professional Surveyor and Mapper (PLS) and proficient in AutoCad. During his time with Apex, 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. Rick also provided survey services for the Edgewater/Flamingo Boulevard project.

Jennifer Korn, Ph.D, CWB, GISP | 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 been a certified wildland firefighter and is currently a certified burn boss in the State of Florida. She provides clients with wildlife surveys, GIS analyses, habitat management plans, vegetation mapping, and wetland jurisdictional determinations. Dr. Korn was also the lead ecologist for our team on the adjacent Edgewater/Flamingo project.

3. Consultants

DRMP | Structural

Since 1977, DRMP has built a strong reputation as a multidisciplinary civil engineering and surveying firm delivering innovative infrastructure solutions that strengthen communities. Originally founded as a Florida-based surveying practice, the firm has grown into a leading Southeastern US engineering consultant with more than 750 professionals across over 20 offices. DRMP's engineers, planners, surveyors, and scientists support state transportation agencies, municipalities, federal clients, and private developers through integrated services that include surveying and geospatial solutions, civil engineering, land development, and community planning. Through a collaborative approach grounded in long-standing client relationships, deep technical expertise, and local insight, DRMP delivers forward-thinking, practical solutions that enhance mobility, resilience, and quality of life throughout the Southeastern United States.

Element | Utility Coordination

ELEMENT Engineering Group, LLC (ELEMENT) has more than 20 years of experience delivering infrastructure solutions across Florida. With a team of more than 100 professionals and counting, ELEMENT provides comprehensive engineering services to public and private sector clients, with a focus on transportation systems and community-focused infrastructure. Element is the go-to firm for utility coordination services in SW Florida. Using knowledge gained during his 25-year tenure within the utility field, Brent Postma has spent the past 17 years focused on all facets of utility coordination within infrastructure projects ranging from simple to extremely complex and has served as a FDOT liaison for in-house utility coordination.

Tierra, Inc. | Geotechnical

Tierra, Inc. is a full-service consulting geotechnical, environmental and construction materials testing engineering firm. Tierra was established in 1992 as a geotechnical and materials engineering firm with the intent of building upon the many years of combined experience of the firm's principals. Tierra is committed to providing quality, responsive service establishing a reputation for sound approaches and professional competence in a wide range of technically demanding areas.

AtkinsRéalis | Public Involvement

AtkinsRéalis is a global engineering and project management firm supporting complex infrastructure projects worldwide, including comprehensive public involvement and stakeholder engagement services. Molly Schweers, a Senior Public Information Consultant, brings more than 30 years of experience, including 21 years in Southwest Florida, where she has led outreach efforts for major transportation initiatives, such as the I-75 widening. Her expertise in government affairs, stakeholder coordination, and strategic communications enables her to effectively engage elected officials, media, and the public, build consensus, and deliver impactful outreach programs recognized by industry organizations.

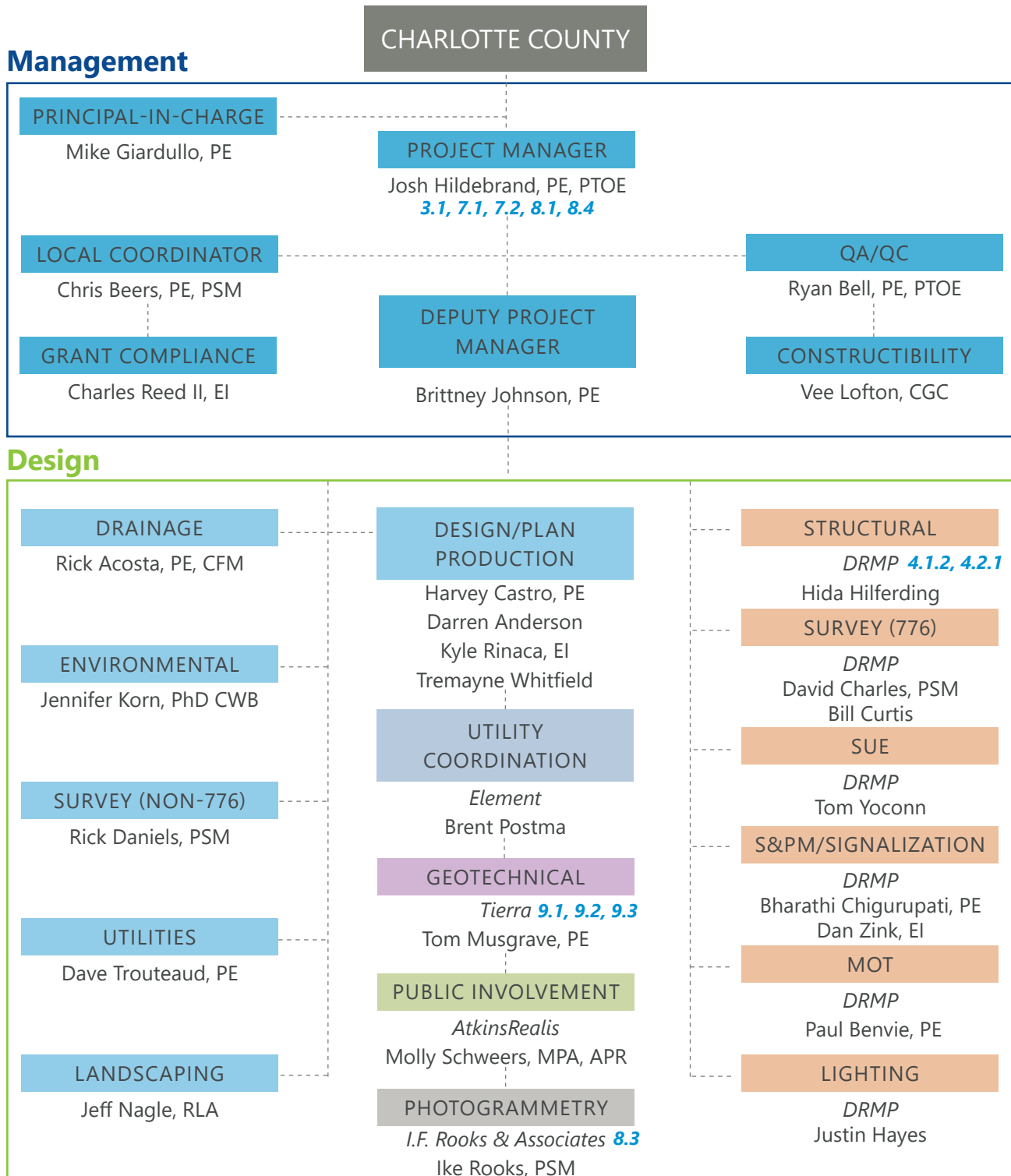


Proposed Management Plan

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 **construction phase**. We take pride in our ability to serve our clients not only during design and permitting but in also being able to see it through to the end. We have staff that could build this project for you if it were allowed. We understand that it is not, but we are able and available to assist throughout the entire process. We also want to make sure this gets built correctly. Key personnel and discipline leads are shown below. We have additional qualified personnel that can be called on to "pitch in" if and when necessary.





Michael Giardullo PE

Director of Civil Engineering



Mike Giardullo has been with Apex for 20 years and currently serves as the Director of Civil Engineering. Mike has performed design, permitting, and project management services for many municipalities including countless land development and stormwater projects in South and Southwest Florida. He has worked closely with FDOT, FDEP, SWFWMD, ACOE, and other regulatory agencies to complete project for both local government and state agencies. He is an expert in LAP funded projects and completing requirements to receive funding, design, construction, and meet stated requirements of the funding source.

Experience

20 Years

Education

BS Civil Engineering,
Loyola Marymount
University

MS Civil Engineering,
Colorado State
University

MBA, University of
Massachusetts

Accreditation

Professional Engineer,
FL #70676

FDEP Qualified
Stormwater
Management
Inspector #14470

General Experience

County Engineer/Continuing Services, DeSoto County, Arcadia, Florida. Currently serving as County Engineer for DeSoto County, providing recommendations and direction to the Board for County projects, development review, and supervising Engineering Department staff. Since August 2011, Apex has delivered a range of engineering services to DeSoto County, including construction management and inspection, project management, development of an annual CIP and road repaving program, coordination with state and federal agencies, grant administration, utility project design and master planning, and technical guidance to the Administrator and County Commissioners. Projects range from under \$5,000 to several hundred thousand dollars. Services also included assistance on multiple utility projects and acting as Interim Utility Department Director.

Charlotte County Kiwanis Park Trail System, Charlotte County, Port Charlotte, Florida. Managed design and engineering for ADA-compliant trail system, multiple bridges and boardwalks through wetlands, and parking improvements. Provided full engineering services including structural design for bridges and boardwalks, environmental compliance, permitting, and construction phase support.

Harborwalk, City of Punta Gorda, Punta Gorda, Florida. Design and permitting for a 3.3-mile multi-use recreational trail (10–30 feet wide) along prime harbor frontage. Scope included park improvements such as restrooms, gazebos, picnic pavilions, playground, bocce courts, beach cleanup, sailboat launch, seawall replacement, parking areas, eight stormwater systems, roadway improvements, pedestrian bridges, and more. Permitting involved FDOT, SWFWMD, ACOE, Charlotte Harbor Aquatic Preserve, and FWC.

Florida Keys Overseas Heritage Trail / Knights Key Trailhead, FDEP, Marathon, Florida. Design for a high-profile trailhead at the base of the Seven Mile Bridge, connecting to historic railroad structures. Included multi-use pedestrian trail near mangroves, parking connections, historical showcases, and a switchback system gaining over 15 feet of elevation in a compact area. Funded by state grants for trail improvements.

Ocean's Edge Key West Resort Hotel & Marina, Singh, Key West, Florida. Utility design for a \$175 million resort redevelopment, including offsite apartment complex, private marine facility, and private boat storage facility. Scope included vacuum main extension and water main extension to serve all users, with construction and ownership by KW Resort Utilities.

Key Tree Cactus Preserve, FDEP, Islamorada, Florida. Engineer of Record for a project featuring mulch trails through upland hammocks, two boardwalks through mangrove wetlands, an observation platform, and a floating kayak launch. Design minimized environmental impacts to protect the endangered Key Tree Cactus while providing public access for recreation. Scope included trails, parking lot, and stormwater management systems.



Josh Hildebrand PE, PTOE

Project Manager

Josh joined the firm 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 Apex. 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

21 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



Brittney Johnson PE

Deputy Project Manager

Brittney Johnson is a licensed Professional Engineer with more than a decade of experience in engineering, planning, and construction management throughout Florida. Her expertise includes land development, stormwater and sewer system design, master planning, permitting, and construction oversight. She has successfully led projects across Desoto, Charlotte, Sarasota, and Monroe Counties, focusing on sustainable, community-driven solutions.

Based in Punta Gorda, Brittney excels at assembling and managing high-performing teams, coordinating complex construction projects, and working with stakeholders to secure approvals and align development plans with local regulations. In addition to her professional work, she serves as a board member for Habitat for Humanity and PORCH, and previously worked as a FEMA Hazard Mitigation Specialist, helping communities strengthen infrastructure and reduce disaster risks. Her leadership and technical expertise make her a trusted partner in delivering resilient, cost-effective projects that enhance Florida's communities.

Experience

13 Years

Education

BS Civil Engineering,
Florida Gulf Coast
University

Accreditation

Professional Engineer,
FL #86503

Qualified Stormwater
Management
Inspector, FL #37459

Associations

Charlotte County
Habitat for Humanity
Board Member since
2017

PORCH, Peace River
Community Housing
Partners
Board Member
2021-2025

General Experience

Harborwalk West, City of Punta Gorda, Punta Gorda, FL. Directed design, permitting, and construction oversight for a LAP-funded project designated as "critical" by FDOT. Delivered site improvements including structural elements, park amenities, lighting/electrical systems, water and sewer services, landscaping, and irrigation. Managed SWFWMD permit modifications, ACOE permit extensions, cost estimating, and coordination with FDOT and City staff to maintain proprietary design standards. Provided construction-phase support through geotechnical testing oversight, submittal review, RFI responses, inspections, and collaboration with the City's Project Manager to ensure successful project delivery.

Harborwalk West Under US 41 Southbound, City of Punta Gorda, Punta Gorda, FL. Oversaw extension of the walkway under US 41 S and removal of a 90° turn to improve pedestrian and bicycle safety. Coordinated with FDOT for right-of-way limits, the Army Corps for seawall adjustments, and FWC regarding a nearby bat colony, along with other design and permitting requirements. Resolved all issues to enable timely project completion and assisted the City with CEI services and FDOT approval for a mural on the gravity wall.

Veterans Memorial Park at G.C. Herring Park, Charlotte County, Rotonda, FL. Coordinated with Charlotte County and the contractor on a design-build project featuring an amphitheater, seating for 200+, a walkway with 13 war monuments, a sanctuary garden, and two gazebos. Worked closely with veterans' groups to ensure a respectful, functional design. Managed SWFWMD permitting and County Development Review. Completed in 2017 with positive feedback from veterans and the community.

Charlotte County Parks and Recreation Master Plan, Charlotte County, Port Charlotte, FL. Worked with County staff and sub-consultants to assess 74 parks within Charlotte County and establish standards for future park development. Applied expertise in environmental ecosystems and civil engineering to create design standards that preserve and enhance natural areas while improving functionality of park facilities.

Harbour Heights Park, Charlotte County, Punta Gorda, FL. Managed redevelopment of Harbour Heights Park and boat ramp replacement for Charlotte County. Completed stormwater design, revised parking layout, and replaced the existing boat ramp to improve access to park amenities. Secured permits from SWFWMD and ACOE for boat ramp replacement in compliance with environmental requirements and County construction timelines.



Ryan Bell PE PTOE

Quality Assurance/Quality Control



Experience

27 Years

Education

BS Civil Engineering,
University of Florida

Accreditation

Professional Engineer,
FL #60010

Professional Traffic
Operations Engineer
(PTOE)

Associations

American Society of
Civil Engineers

National Society of
Professional Engineers

Florida Engineering
Society

Ryan Bell joined Apex in 1998 and is the firm's director of transportation. He has worked on various projects throughout 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.

General Experience

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 in the preliminary design stages 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 Rd and Sunshine Blvd 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 is the final phase of a three-phase capacity project in Cape Coral and includes 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.

Estero Boulevard, Lee County, Florida. CEI Senior PE 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.

Helms Roadway Extension, Hendry County, Florida. Ryan served as the Senior Project Engineer for three miles of new four-lane urban roadway improvements. Ryan also served as the Engineer of Record on this project.

Colonial Boulevard Widening, Lee County, Florida. CEI project engineer for three miles of four to six-lane roadway widening including widening of the bridge over Six Mile Cypress Slough.



Chris Beers PE PSM

Local Coordinator

Chris Beers joined Apex 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

Florida Professional
Surveyor & Mapper,
#6664

Associations

Peace River
Engineering Society

Charlotte County
Economic
Development Partners

FES Myakka Chapter
Member

General Experience

Fire District #10, Charlotte County, Florida. Apex 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, Florida. Apex 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. We conducted interviews 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, 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. Apex 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.



Charles Reed, II EI

Grant Compliance Specialist



Charles Reed II is a project manager for Apex. He has over 20 years of experience that includes integral involvement with Federally and State funded programs. Charles assists local municipalities throughout the state of Florida with administering these and other projects. His specific experience includes contract reviews on behalf of local program offices, managing the LAP Program for FDOT, LAP Compliance, project and contract management, stormwater and roadway design, and stakeholder coordination.

Experience

23 Years

Education

BS Civil Engineering,
University of Florida
State

MS Civil Engineering,
University of Florida
A&M

FDOT Advanced MOT

FDOT Final Estimates
Level I LAP Contract
Compliance Specialist

Accreditation

Engineering Intern, FL
#110000765

General Experience

Sun N Lakes Sidewalks (LAP Funded), Highlands County, Florida. Contract Compliance Specialist: Charles was responsible for the Equal Employment Opportunity (EEO) Compliance for this Federally funded sidewalk LAP project. His duties included verifying certified payrolls, jobsite bulletin board inspections, monitoring of EEO compliance and coordination with all stakeholders.

Four Corners Ditch Improvements Project (CDBG-DR Funded), Hendry County, Florida. Grant Manager: The scope of work involves providing and improving the drainage infrastructure for the Four Corners MSBU in Hendry County. The project will provide additional storage and conveyance for stormwater to the Caloosahatchee River during large storm events.

Richmond Avenue Pedestrian Bridge (CDBG Funded), Lee County, Florida. Grant Manager: Charles was the grant manager for the project that involved the design of a pedestrian bridge that will replace the existing pedestrian bridge that was damaged by a hurricane. The new pedestrian bridge will be along Richmond Avenue over Able Canal.

Florida Department of Transportation, District Seven, Tampa, Florida. Project Manager: Charles was responsible for contract reviews of Federally and State funded projects on behalf of the FDOT Local Programs Office. His duties included initial contract reviews, identifying needed corrections, coordination with the Local Agencies and Department staff, final contract reviews, and recommendations for approval or rejection of contracts.

Florida Department of Transportation, District One, Bartow, Florida. Project Manager: Charles acted as an extension of the FDOT's Local Programs office, managing the Federally and State funded projects. His duties included managing the Local Agency Program (LAP), Small County Road Assistance Program (SCRAP), Small County Outreach Program (SCOP), County Incentive Grant Program (CIGP), Transportation Regional Incentive Program (TRIP), and Economic Development Transportation Fund Program (EDTF). Management of these programs involved administrative, design and construction components.

Florida Department of Transportation, District Three, Chipley, Florida. Project Manager: Charles supported the FDOT Local Agency Program (LAP) with project administration, design and construction. His duties included assisting Local Agencies with the administration of LAP projects, reviewing design plan submittals, and reviewing construction change orders on behalf of the Department.

Pasco County Government, Pasco County, Florida. Project Manager: Charles currently assists the County with managing various roadway and drainage projects, including design and post design services.



Vee Lofton

Constructability

Experience

38 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

Florida Certified
General Contractor,
License No. CGC
1517567

Vee Lofton has 38 years of experience working on FDOT and county transportation projects located in District One, Four and Five, including five years combined with Florida Department of Transportation 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. Vee is the 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. 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.

Relevant Experience

17.25-acre Bayshore Drive redevelopment project, Collier County, 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.

Vanderbuilt Extension, Collier County, Florida. Vee served as Verification Project Manager for 9 miles of Vanderbuilt 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, 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.



David Trouteaud PE

Utility Project Engineer

Dave Trouteaud joined Apex in 2005 and manages various utility-related projects. As a project manager with over 20 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

McGregor Area Waterlines - CEI, City of 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 make this project a success.

Phase III-C Utility Improvements, City of 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. Apex provided survey, design, permitting, hydraulic modeling, bidding assistance, 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 Utilities (EOR and Project Manager), 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 and is nearing completion.

Master Pump Station 7716, Lee County Utilities (EOR and Project Manager), Florida. This project consisted of designing and relocating a master pump station capable of conveying a peak flow of 1,700 gallons per minute (GPM) from various developments along Corkscrew and Three Oaks Parkway within Lee County. Unique challenges associated with this project include coordination with permitting agencies, working within a proposed development, and hydraulic modeling. Apex provided the survey and design for this project. The contract also included permitting, bidding services, and construction phase services.

Pine Ridge Force Main, Lee County Utilities (EOR and Project Manager), Florida. This project consists of approximately 4,300 feet of force main with sizes varying from 20- to 30-inches. The force main will replace existing ductile iron pipe force main that has reached its usable life. This project included design, hydraulic modeling, permitting, bidding and is currently being constructed. Key challenges include a directional drill design under an LCDOT congested road (Summerlin Road), coordination with Lee Tran, and considerations for shutdowns during connections. This project was completed in January 2021.



Ricardo Acosta PE CFM

Drainage

Rick Acosta joined Apex in 2006. He is a project manager in the firm's surface water management department. He has designed and permitted surface water management systems for roadway, site development and assorted environmental projects through the South Florida and Southwest Florida Water Management Districts. Rick is a Certified Floodplain Manager and is accomplished in backwater profile modeling for adjustments to FEMA FIRMs. His modeling experience also analyzes water quality for treatment facilities related to municipalities achieving their obligations under the TMDL program.

Experience

23 Years

Education

BS Civil Engineering,
Universidad Nacional
de Colombia

Accreditation

Professional Engineer,
FL #69121

Certified Floodplain
Manager, FL #US-13-
Q7110

Association

Association of State
Floodplain Managers

General Experience

Big Carlos Pass, Florida. Assisted in the design and permitting of Construction and Operation of the surface water management system for the demolition and replacement of the Big Carlos Pass Bridge. The project also includes construction of a parking area, pedestrian walkways, utilities, and roadway infrastructure. Assisted in the drainage portion of the PD&E.

Cape Coral Bridge From Del Prado Blvd S. to McGregor Blvd. (SR 867), Florida. Engineer of Record for the drainage and surface water management system disciplines for the ongoing PD&E and design of the replacement of the existing 0.75-mile long Cape Coral Bridges (one for eastbound and one for westbound traffic) and widening of 0.6 miles of Cape Coral Parkway, 0.5 miles of College Parkway and 0.3 miles of McGregor Boulevard. The proposed design will increase the impervious area by 12.5 acres.

McGregor Resurfacing, Florida. Assisted in the environmental permitting for the resurfacing of approximately one mile of McGregor Blvd from Manuel's Branch to US-41 in Fort Myers. The proposed project included replacing or relining all drainage pipes in the right-of-way and the addition of filtering structures upstream of the existing outfall.

Burnt Store Road Widening, Lee and Charlotte Counties, Florida. Assisted in the design and permitting of the surface water management system for the expansion of approximately five miles of two segments of the existing road.

Three Oaks Drainage Conveyance, Florida. Designed, permitted and provided post-design services for the improvements to the Three Oaks Parkway's east roadside ditch and to an existing structure connecting it to The Brooks pond system in order to increase the conveyance capacity into the South Branch of the Estero River up to 160 cfs. This project involved coordination with Lee County, The Brooks and FDOT. The design included expanding ditches, relocating weirs and retrofitting a existing structure to add telemetry control of remote gate operation capability.

State Road 31, Lee and Charlotte Counties, Florida. Assisted in the design and permitting of the surface water management system for the approximately four-mile roadway expansion project

Spanish Creek Preserve Hydrologic Restoration, Lee County, Florida. Analyzed hydrology and hydraulics within approximately 5,000 ac of land that serves as headwaters for a 243-acre parcel in Lee County. The goals were to determine the existing capacity of the Spanish Creek and the quantity of water that could be diverted into the Spanish Creek Preserve to improve the hydroperiod.

Middle School MM and Elementary School J, Florida. Designed the surface water management system for the dual-school campus in Lehigh Acres, including extension of Sunrise Blvd and obtained Environmental Resource Permits through the South Florida Water Management District and approval from the Lehigh Acres Municipal Services Improvement District.



Tremayne Whitfield

Design/Plan Production



Experience

25 Years

Education

BS Computer
Visualization
Technology, ITT
Technical Institute

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.

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 project in the 1-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.



Darren Anderson

Design/Plan Production



Darren joined Apex in 1999 as a designer in the Port Charlotte Branch office. He is a long-time resident of Charlotte County and a graduate of Lemon Bay High School. Darren has been in the civil industry for three decades performing designs in a variety of projects in Charlotte County. Since joining the Apex team, he has specialized in Charlotte County Public Works projects as listed below. He is the technical leader in the Port Charlotte office and is proficient in all aspects of the Autodesk software platform.

Experience

34 Years

Education

AA, Manatee
Community College

Civil 3D

Custom Civil 3D

Autodesk

General Experience

Original One Cent Sales Tax Sidewalks, Charlotte County, Florida. Served as senior designer for sidewalks on Quesada Avenue, Orlando Boulevard, U.S. 41, Airport Road, Taylor Road and Kingsway Elementary area. These projects comprise of approximately 8.6+ miles of sidewalk.

2009 One Cent Sales Tax Sidewalks, Charlotte County, Florida. Designer for sidewalks on Manor Road, Boundary Boulevard, Alton Road, Collingswood Boulevard, S. Fairway Drive and Florida Street. These projects comprise approximately 5.4+ miles of sidewalk.

South County Regional Park, Punta Gorda, Florida. Served as designer for this regional park in the design and permitting phase; amenities include four soccer fields, storm water system, baseball/softball, swimming complex, tennis, basketball, racetrack, and trail system.

West County (Oyster Creek) Regional Park, Englewood, Florida. Designer for this 175+ acre regional park for the Charlotte County Parks Department; facilities included football, modern skateboard park, cricket, over 6,700+ linear feet of trail system, public swimming pool, etc.

North County (O'Donnell) Regional Park, Port Charlotte, Florida. Project manager for 83± acre regional park for the Charlotte County Parks Department; facilities include softball, baseball, soccer, frisbee golf, lake system, etc.

Greater Port Charlotte Group 3 Storm Structures, Port Charlotte, Florida. Designer for 12 of the structures within the canal/waterway system for Charlotte County Public Works and was instrumental in the permitting through SWFWMD and Charlotte County.

2009 Greater Port Charlotte Storm Structures, Port Charlotte, Florida. Designer for four of the structures within the canal/waterway system for Charlotte County Public Works and was instrumental in the permitting through SWFWMD and Charlotte County.



Rick Daniels PSM

Survey (NON-776)



Experience

35 Years

Education

BA Geography,
University of South
Florida

AA, Edison State
College

U.S. Army Engineer
School Construction
Survey Course

Autocad Civil 3D

NSPS/ACSM
Sponsored Certified
Survey Technician,
Levels II, III

Accreditation

Professional Surveyor
& Mapper, FL
#LS7229

Associations

Florida Surveying &
Mapping Society

Rick Daniels joined Apex 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 recently became a licensed Professional Surveyor and Mapper. During his time with Apex, 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.

General Experience

Florida Power & Light Company Right-of-Way Acquisition, 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, 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 calculation drawings, computing field stake out points, preparing various sketches 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.

Florida Power & Light Company Right-of-Way Acquisition, 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

Environmental



Jennifer Korn joined the firm in 2017 as a wildlife biologist. Dr. Korn 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. 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 (RCPP) "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

MS Wildlife Ecology,
Texas State University

BS Biology, University
of Texas at Arlington

Minor Anthropology,
University of Texas at
Arlington

Accreditation

Crested Caracara
Qualified Observer,
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.

Babcock Ranch Wildlife Monitoring, 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 Okeechobee.



**PAUL
BENVIE, PE**

MOT

20 Years of Experience | 10 Years at DRMP

Experience Summary

Paul Benvie, PE, serves as the Fort Myers Office Leader for DRMP's Civil Services Market Sector. He has 20 years of experience in civil engineering and has served as Project Manager and Design Engineer for the design, permitting and construction of roadway and utilities infrastructure projects, utility-scale energy production and distribution projects, as well as many residential, commercial and municipal development projects. Mr. Benvie is well-versed in Construction Engineering and Inspection (CEI), construction materials testing, structural engineering, mechanical engineering and geotechnical engineering. With his diverse experience and depth of engineering and construction knowledge, he has successfully managed projects across the United States and Caribbean. Mr. Benvie has been instrumental in the preparation of permit applications in all local jurisdictions, including South Florida Water Management District, Florida Department of Transportation, Lee County, City of Fort Myers, City of Cape Coral, City of Naples and Collier County.

Relevant Project Experience

Quesada Avenue Sidewalks, Charlotte County, Florida:

Mr. Benvie was Project Manager and Engineer of Record for professional engineering services for the design of a six-foot-wide concrete pedestrian sidewalk along the north side of Quesada Avenue running from Cochran Boulevard to Forrest Nelson Boulevard. The project involved survey, site planning, drainage, utility adjustments, signalization, and modification of a box culvert. Mr. Benvie provided direction to staff and maintained constant communication with Charlotte County staff. The project was delivered on time and under budget and construction was completed within budget.

Cowboy Way Design and Permitting, Hendry County, Florida: Project Manager for the design of 1.5 miles of resurfacing Cowboy Way which is the major County-maintained arterial connecting SR 80 and SR 29. The design was intended to be a standard milling and resurfacing project, but due to base failure discovered during the core testing performed by the geotechnical engineer, the project evolved into reconstruction and an add/alternate design of full depth reclamation (FDR). The final design includes a complete signing and pavement marking plan as well as a comprehensive maintenance of traffic plan.

Charlotte County Youth Center Fire Line, Charlotte

County, Florida: Served as Support Designer, Civil Engineer and Inspector. Project involved the preparation of construction and permitting documents for site work associated with the installation of approximately 135 feet of fire protection line. A construction permit was secured from Charlotte County Utilities and the project has been finalized and turned over to the owner.

Professional Registrations

Professional Engineer
No. 72261, Florida, 2011

Education

Bachelor of Science in Civil
Engineering, University of Florida, 2006

Certifications

FDOT Advanced Temporary Traffic
Control (MOT)
FDOT Earthwork Construction Inspection
-Level 1

Software Aptitude

ArcGIS (ESRI)
AutoCAD Civil 3D
Autodesk Inventor
Autodesk Land Development Desktop
Cartegraph
LPILE Foundation Modeling
STAAD Pro
StormWise (Formerly ICPR 4)

Professional Affiliation

- American Public Works Association,
Southwest Florida Chapter, Vice Chair
- City of Fort Myers Building & Zoning
Oversight Committee (BZOC)
- Lee County Bicycle and Pedestrian
Advisory Committee Member
- Real Estate Investment Society (REIS)
- Urban Land Institute (ULI) Southwest
Florida Chapter, Committee Member



DAVID-PAUL CHARLES, PSM

Survey

13 Years of Experience | 4 Years at DRMP

Experience Summary

David-Paul Charles, PSM, is the Tampa Survey Department Manager for DRMP's Surveying and Mapping/Geospatial Market Sector. His responsibilities include resource planning and supervision of the survey field crews, project planning and management, quality assurance of all field work, and preparing survey and mapping deliverables for state, county, and agency clients.

Relevant Project Experience

US 19/SR 55 from North of Northwest 7th Avenue to South of Withlacoochee River Bridge, FDOT District Seven, Citrus County, Florida:

Project Manager responsible for overseeing full project production and submittal schedule for FDOT District Seven, for a full design survey for a rural principal arterial roadway. The Improvements to this roadway segment include milling and resurfacing and general safety modifications. This project utilized terrestrial mobile LiDAR for general safety and project length. To support the design of an added turn lane at Seven Rivers Community Hospital and corridor wide intersection crosswalks, the survey team provided an alignment survey to re-establish the historic alignment, as well as a drainage survey along a key portion of the project receiving upgrades to an outdated drainage system.

East Lake Road (CR 611) from South of Curlew Road (SR 586) to North of Trinity Boulevard (CR 966), Pinellas County, Florida:

Project Manager responsible for overseeing full survey project production and right-of-way for the intersection of East Lake Road (CR 611) and Keystone Road. Survey support was required to support intersection improvements for safety as well as alternatives for roadway capacity. This survey was conducted under DRMP's continuing services contract. Due to project length and time constraints, terrestrial mobile LiDAR was utilized. Additionally, traditional survey methodology was used to support off corridor surveys.

Forest Lakes Boulevard Phase III, Pinellas County, Florida: Project Manager responsible for managing full survey project production for a design and right-of-way survey for Forest Lakes Boulevard. Survey was required to support intersection improvements for safety at Forest Lakes Boulevard, Tampa Road, and SR 584, as well as alternatives for roadway capacity along Forest Lakes Boulevard. This survey was conducted under DRMP's continuing services contract with Pinellas County. Due to project length and time constraints, terrestrial mobile LiDAR was utilized. Additionally, traditional survey methodology was used to support off corridor surveys. DRMP carefully integrated newly surveyed data with existing survey data provided by County consultants to create a final project. Merging data provided cost saving benefits to the design team and provided a layer of project verification through the process.

Professional Registration

Professional Surveyor and Mapper
No. LS7451, Florida, 2022

Education

Bachelor of Art in Criminology,
University of South Florida, 2017
Associate of Art in Engineering,
Hillsborough Community College,
Florida, 2014

Certifications

Executive Leadership Lessons Course,
University of South Florida
Geomatics Certification, University of
Florida, 2020
Part 107 UAV Certification

Software Aptitude

Bentley
MicroStation
OpenRoads Designer (ORD)
TopoDOT
Trimble Business Center



BHARATHI CHIGURUPATI, PE, RSP1

S&PM, Signalization

20 Years of Experience | 7 Years at DRMP

Experience Summary

Bharathi Chigurupati, PE, RSP1, serves as the Tampa Traffic Group Leader and a Project Manager for DRMP's Transportation Market Sector. Her responsibilities include signal design, lighting design, signing and pavement marking design and minor traffic studies. She is also responsible for project management, scheduling, estimation of quantities, developing scope and manhours.

Relevant Project Experience

Quesada Avenue Sidewalk, Charlotte County, Florida:

S&PM, Signalization and Lighting EOR responsible for overseeing the plans production of signing and pavement marking, signals, and lighting for a 6-foot-wide pedestrian sidewalk along the north side of Quesada Avenue running from Cochran Boulevard to Forrest Nelson Boulevard. The project involves the site plan engineering design of a concrete sidewalk, including site layout, plan and profiles, and cross sections. While giving direction to support staff on completing the site improvement package for Charlotte County and communication with client and day-to-day process.

Russell Avenue Connection and Sidewalk/Trail Improvements, Pinellas County, Florida:

Lighting Engineer-of-Record responsible for overseeing the lighting plans production for the design of ADA-compliant, 10-foot-wide, sidewalks/trail connections, and associated drainage features along Russell Avenue in Pinellas County. The scope includes engineering design services, acquisition of permits, and preparation of technical documents. The design accommodates a six-inch-thick sidewalk/trail, driveways, and a 10-foot trail with additional features such as a pond for water quality treatment and floodplain compensation. All designs and plans will adhere to Pinellas County standards and SWFWMD regulations.

Erie Road Widening (West Segment) 69th Avenue East to Martha Road, Manatee County, Florida:

S&PM and Lighting Engineer-of-Record responsible for overseeing the plans production of signing and pavement marking and lighting plans to support the widening of Erie Road from 69th Avenue East to Martha Road. The project corridor is approximately three miles long. The northside of Erie Road is constrained by a Florida Power & Light railroad and Duke Power easement. All widening will be to the south and hold the north right-of-line. Widening will include a 22-foot median with median lighting, four 12-foot lanes, and a multi-use trail on the southside of Erie Road. The existing Erie Road is flush shoulder with drainage going to roadside ditches. The road will be converted from a rural section to an urban curb and gutter with closed drainage. Services provided for the Erie Road widening include pavement design, roadway design, traffic control, reconstruction, new stormwater drainage system.

Professional Registration

Professional Engineer
No. 84860, Florida, 2018

Education

Master of Science in Transportation Engineering, University of Kentucky, 2005
Bachelor of Technology in Civil Engineering, Jawaharlal Nehru Technological University, India, 2003

Certifications

Transportation Professional Certification Board (TPCB) Road Safety Professional (Level 1), No. 906, 2022

Software Aptitude

AGI32
AutoCAD
GEOPAK
GuideSIGN
MicroStation
OpenRoads Designer (ORD)
Synchro

Professional Affiliation

American Society of Highway Engineers (ASHE), Tampa Bay
Institute of Transportation Engineers (ITE), Tampa Bay



BILL CURTIS

Survey

13 Years of Experience | 1 Year at DRMP

Experience Summary

Bill Curtis serves as the Fort Myers Survey Manager for DRMP's Survey and Mapping/Geospatial Market Sector. His experience includes time as a Project Manager, CAD Tech, Staff Surveyor, and Field Crew Member. He has worked on boundary and topographic surveys, as well as home surveys for new home construction.

Relevant Project Experience

Cresciento Condominiums Topographic Survey and SUE Services, Wright Construction Corporation for the Town of Fort Myers Beach, Lee County, Florida:

Survey Task Manager responsible for the preparation of a topographic survey to support the design of drainage improvements for the project site. The topographic survey included the field recovery of boundary monumentation, storm structures and pipe locations to include pipe size and type along with inverts and top elevations. The survey was referenced horizontally on the North American Datum 83 (NAD 83) and vertically on the North American Vertical Datum of 1988 (NAVD 88). Services also included subsurface utility engineering (SUE) support by providing test holes to determine the vertical location of existing utilities at locations identified by the client such as potential conflicts with proposed design features.

Lover's Key State Park South Beach Restroom Replacement, Florida Department of Environmental Protection, Manatee County, Florida: Survey Project Manager responsible for the topographic survey performed to support the design and permitting for a new elevated restroom, sanitary sewer lift station, 2800-LF of force main and water main (open cut and directional drill), and associated park amenities.

ALTA/NSPS Land Title Survey, Woodard & Curran, Broward County, Florida: Survey Task Manager responsible for the preparation of an ALTA Land Title Survey. Boundary survey tasks for this project included the recovery and/or establishment of all boundary corners of the property and the location of all visible physical improvements including roadways, walls, fences, above-ground evidence of utilities, edges of water, paved areas, buildings, signs, light posts, curbing inlets, and permanent structures, etc. Easements and/or other encumbrances were graphically displayed upon the survey if plottable, in tabular form otherwise.

Alley Boundary Staking, City of North Port, Sarasota County, Florida: Project Manager responsible for providing the staking of a boundary of an alley for the City of North Port's Public Works Department. Survey services were provided to support the City's newly acquired responsibility for maintenance and upkeep of the alley by the Road and Drainage District. This survey was conducted under DRMP's continuing services contract.

Five Leaf Road Boundary Staking, City of North Port, Sarasota County, Florida: Project Manager responsible for providing the staking of a boundary of city-owned land along Five Leaf Road for the City of North Port's Public Works Department. Survey services were provided to support the City in preparing a new Disaster Debris Management Site at the project site. This survey was conducted under DRMP's continuing services contract.

Education

Associate of Arts, Tallahassee Community College, Florida

Software Aptitude

AutoCAD Civil 3D

Caice

GEOPAK

Leica GPS

Microsoft Office Suite

MicroStation

Softdesk

Trimble



JUSTIN
HAYES, EI

Lighting

20 Years of Experience | 6 Years at DRMP

Experience Summary

Justin Hayes, EI, serves as the Jacksonville Traffic Group Leader and a Project Manager for DRMP's Transportation Market Sector. He is responsible for design and plans production in various aspects of traffic engineering, including intelligent transportation systems, signing and roadway lighting. In addition to design and plans production, his duties include shop drawing review, utility coordination, cost estimates, traffic studies and lighting analysis.

He has experience in physical applications of wiring circuits, circuit design, schematic design, electromechanical repairs and electrical technologies, including analog and digital circuits, signal processing and communication networks. His experience also includes circuit design and software development for locomotive simulators for customers such as Amtrak, Siemens, Union Pacific and BNSF.

Relevant Project Experience

Mercy Drive Midblock Crossings Project, City of

Orlando, Orange County, Florida: Electrical Engineer responsible for designing pedestrian midblock crosswalks, lighting and electrical for the design of four midblock crossings on Mercy Drive. The project included new curb cut ramps, sidewalk replacement, median refuge islands for crossing the three lane roadway and installation of Pedestrian Crossing signs with Rectangular Rapid Flash Beacons. Crosswalk walk lighting was designed to meet FDOT criteria.

SR 313 (SR 312 Extension) from SR 312/SR 207 Intersection to Holmes Boulevard, FDOT District

Two, St. Johns County, Florida: Electrical Engineer for a new alignment project from just south of SR 207 to Holmes Boulevard. The project includes design of a 2-lane rural typical design, stormwater treatment facilities, permitting, widening, milling and resurfacing, maintenance of traffic, utility coordination, signing and pavement marking, signalization, lighting, geotechnical services and survey.

SR 534/SR 417 Systems and Service Interchange, Central Florida Expressway Authority, Orange

County, Florida: Electrical Engineer responsible for design of stormwater conveyances, ponds, and plans production for this project that includes three main components: a new systems interchange that connects SR 534, a new limited access expressway, to SR 417; a new multi-level service interchange connecting Medical City Drive to SR 417; and a new limited access expressway from SR 417 to Laureate Boulevard. This project includes the design of over 15 miles of new roadway construction, three miles of resurfacing, and 20 ramps; five new pond sites and pond modifications to the existing system; as well as 14 bridges, including curved steel box girders, straddle bents, Florida-U beams, and four widenings, including one over a railroad. The new SR 534/SR 417 systems interchange is located between the closely spaced existing Boggy Creek Road/Jeff Fuqua Boulevard (South Access Road)/SR 417 systems interchange and Lake Nona Boulevard/SR 417 service interchange.

Professional Registration

Engineer in Training
No. 1100022172, Florida, 2018

Education

Bachelor of Science in Electrical Engineering, University of North Florida, 2012

Certifications

Traffic Signal Technician I, AA-115897
Traffic Signal Technician II, BE-115897
Maintenance of Traffic - Intermediate
Master Electrician, ME-751

Software Aptitude

AGi32
AutoCAD Civil 3D
ETAP
MicroStation
Visual Basic for Applications

Professional Affiliation

IEEE Electrical and Computer Engineering Honor Society



HIDA HILFERDING, PE

Structures

20 Years of Experience | <1 Year at DRMP

Experience Summary

Hida Hilferding, PE, serves as a Tampa Structures Group Leader for DRMP's Transportation Services Market Sector. Mrs. Hilferding has 20 years of experience in concrete and steel bridge design and construction, bridge load ratings, plans preparation, and miscellaneous structures. She has also been actively involved with environmental services, geotechnical engineering, construction material testing, and construction engineering Inspection (CEI).

Relevant Project Experience

WORK PRIOR TO DRMP

Sandy Lane and Broadway East Bicycle/Pedestrian Improvements Design and Permitting Services, Village of Estero, Florida: Structural Engineer for this project that includes a prefabricated pedestrian bridge sitting on the side of a timber boardwalk substructure and gravity walls. Ms. Hilferding worked on the calculation of the concrete substructure, timber superstructure, and plans production until the 90% review.

Palmer Boulevard Pedestrian Bridge, Sarasota County, Florida: Structural Engineer for this single-span, simply supported bridge structure with a steel superstructure on pile-supported end bents. Mrs. Hilferding was a part of the production of plans and engineering design.

Broad Causeway Drawbridge Replacement Over Intracoastal Waterway, Town of Bay Harbor Islands, Miami-Dade County, Florida: Structural Lead for this project where the Town of Bay Harbor Islands selected the team to replace the 71-year-old drawbridge over the Intracoastal Waterway. The PD&E was completed six months early, in just under 24 months, with the Fixed Bridge Alternative estimated at \$225 million and the Movable Bridge Alternative estimated at \$424 million. The project limits include a historic gas station listed on the National Register for Historic Places, benthic survey (corals and seagrasses present), and other natural effects, cultural effects, and remaining NEPA requirements. Ms. Hilferding served as the Structural Lead for the BDR submittal for 18 spans, with an average span length of 152 feet. She worked on the 30% submittal, designing the concrete superstructure and substructure for the vessel collision impact on the column.

Professional Registrations

Professional Engineer
No. 74542, Florida, 2012

Education

Master of Science in Civil Engineering,
University of South Florida, 2015
Bachelor of Science in Civil
Engineering, University of South
Florida, 2005
Associate Degree in Mathematics,
Manatee Community College, 2003
Associate Degree in Accounting,
Manatee Community College, Florida,
2001

Software Aptitude

Bluebeam Revu
CSI Bridge
DeepEx
FB-Multiplier Design
FDOT Reinforced Box Culverts
FDOT Sign Structure
LEAP Bridge Concrete and Steel
Mathcad
MDX
MicroStation
OpenBridge Designer
OpenBridge Modeler
OpenBrIM
PCA Column
Project Wise
RC-Pier
Strain Pole Design

Professional Affiliation

American Society of Civil Engineers
(ASCE), West Coast Chapter Chair,
2010 – Present
American Society of Highway
Engineers (ASHE), 2022 – 2024
Women's Transportation Seminar
(WTS), 2024 – Present



TOM YOCOM, PSM, PLS

Subsurface Utility Engineering

45 Years of Experience | 8 Years at DRMP

Experience Summary

Tom Yocom, PSM, PLS, serves as a SUE Division Manager for DRMP's Surveying and Mapping/Geospatial Market Sector. His responsibilities include the SUE Division resource planning and supervision of subsurface utility engineering crews, project planning and management, quality assurance and quality control of subsurface utility engineering deliverables and marketing and business development. Mr. Yocom's experience includes a wide variety of survey disciplines for projects such as higher education, municipal, highway transportation, rail, oil/gas and land development.

Relevant Project Experience

Resurfacing Continuing Services Contract No. CAE21, FDOT District One, Various Counties, Florida: SUE Project Manager responsible for directing the collection of SUE data including CI/ASCE 38-02 Quality Levels D, C, B, and A in support of the design team for this continuing professional services contract. The primary purpose is to extend the service life of existing highways, while enhancing safety and operations of all modal users. Services include preparing plans and specifications for resurfacing, rigid pavement rehabilitation, turn lane additions, access management, intersection improvements, lighting, rail safety, signalization and safety-funded projects. Work elements typically include Quality Level B and Quality Level A to minimize potential conflicts with existing facilities.

Hillsborough County Stormwater Miscellaneous Professional Services, Hillsborough County, Florida: Primary Survey/SUE Project Manager-in-Charge responsible for several task orders providing both survey and SUE support to the design team. These projects are typically for pump station improvements, culvert replacements and drainage canal design. The survey services provided include topographic Digital Terrain Models, property and right-of-way ties and preparation of sketch and descriptions for easement acquisition. The SUE services provided are Quality Level B Designating and Quality Level A VVH Test Holes at potential conflicts with design elements of the project.

US 98 (Navy Boulevard) Final Design, FDOT District Three, Santa Rosa County, Florida: SUE Manager for this FDOT complete-street project along the Navy Boulevard corridor from New Warrington Road to the Bayou Chico Bridge. The area is approximately 1.4 miles in length and contains three signalized intersections and serves as a significant regional arterial connection within the Pensacola community. Navy Boulevard serves as an important regional link between community assets that includes Naval Air Station (NAS) Pensacola and the downtown Pensacola business district. We completed approximately 60 Verification of Vertical and Horizontal (VVH) location test holes on existing utilities and 5 mast arm clearances in support of the design team.

Professional Registrations

Professional Surveyor and Mapper,
No. 5653, Florida, 1996
Professional Land Surveyor
No. 4943, North Carolina, 2010
Registered Professional Land Surveyor,
No. 6303, Texas, 2011

Education

Diploma in Civil Engineering
Technology, Minnesota State CTC, 1982

Professional Affiliation

American Society of Highway
Engineers (ASHE)
Florida Surveying and Mapping Society
(FSMS)
North Carolina Society Of Surveyors
(NCSS)
National Society of Professional
Surveyors (NSPS)
American Council of Engineering
Companies (ACEC)
Florida Utilities Coordinating
Committee (FUCC)



DANIEL ZINK, EI

S&PM, Signalization

3 Years of Experience | 2 Years at DRMP

Experience Summary

Daniel Zink, EI, serves as a Civil Engineer for DRMP's Civil Services Market Sector. His responsibilities include support for engineering design, plan drawing, and stormwater management and civil engineering review. He has primarily worked on land development and public utility projects.

Relevant Project Experience

Quesada Avenue Sidewalk, Charlotte County, Florida:

Civil Engineer responsible for support with engineering design, including aerial base mapping, grading and drainage, sidewalk layout, plan drawings, and coordination with local utility companies for a 6 foot wide pedestrian sidewalk along the north side of Quesada Avenue running from Cochran Boulevard to Forrest Nelson Boulevard. The project involves the site plan engineering design of a concrete sidewalk, including site layout, plan and profiles, and cross sections. While giving direction to support staff on completing the site improvement package for Charlotte County and communication with client and day-to-day process.

Cowboy Way Design and Permitting, Hendry County, Florida:

Civil Engineer responsible for support with engineering design, including aerial base mapping, roadway milling and resurfacing, roadway reconstruction, plan drawings, lead design for pavement marking and signing plans, and developing a probable cost for roadway improvements for 1.5 miles of resurfacing for Cowboy Way, which is the major County-maintained arterial connecting SR 80 and SR 29. The design was intended to be a standard milling and resurfacing project, but due to base failure discovered during the core testing performed by the geotechnical engineer, the project evolved into reconstruction and an add/alternate design of full depth reclamation (FDR). The final design includes a complete signing and pavement marking plan as well as a comprehensive maintenance of traffic plan.

Lantern Lane, City of Naples, Collier County, Florida: Civil Engineer responsible for support with engineering design, including aerial base mapping, grading and drainage, roadway widening and resurfacing, plan drawings, and landscape impact planning for roadway and drainage improvements for this one-mile roadway widening, reconstruction, and drainage project on Lantern Lane from Half Moon Court to Galleon Drive, located in the Port Royal Neighborhood within the City of Naples, Collier County, Florida. The project consisted of adding valley gutter to each side of the existing roadway from and roadway widening to bring an existing roadway up to current standards and improve the existing drainage system.

Lake Manatee State Park Campground, Florida Department of Environmental Protection, Manatee County, Florida: Civil Engineer responsible for support with engineering design, including aerial base mapping, grading and drainage, utility design, plan drawings, and coordination with Southwest Florida Water Management District for the addition of two bathhouses located in Lake Manatee State Park.

Professional Registrations

Engineering Intern
No. 1100028163, Florida, 2024

Education

Bachelor of Sciences in Civil Engineering, University of North Dakota, 2022
Bachelor of Arts in Psychology, Kent State University, Ohio, 2007

Software Aptitude

AutoCAD Civil 3D
OpenRoads Designer (ORD)
StormCAD
StormWise (formerly ICPR)

Professional Affiliation

American Society of Civil Engineers (ASCE)
American Institute of Steel Construction (AISC)
Florida Engineering Society (FES) - Calusa Chapter

J. Brent Postma

Senior Utility Coordinator



Role

- Utility Coordination

Years of Experience

- 17

Education

- Hudson High School Diploma, 1984

Professional Affiliations

- Florida Utilities Coordination Committee

Specialized Training

- Project Management Training, ELEMENT
- Leadership Training, ELEMENT
- FUCC, Utility Coordination Certification, Module #2
- Cost Estimating/Billing Process, Module #5

Using knowledge gained during his 25-year tenure within the utility field, Brent has spent the past 17 years focused on all facets of utility coordination (UC) within infrastructure projects ranging from simple to extremely complex, and has served as a FDOT liaison for in-house UC. As a Vice President of ELEMENT and the UC group manager, he oversees all components of the firm's UC projects by providing utility relocation plans, negotiating utility work schedules, and reviewing permits in accordance with the standard policies and practices of the FDOT. He also manages 10 utility coordinators. His experience includes design-builds, major and minor roadway, project development and environment (PD&E), and construction projects. He is proficient in standard UC policies and procedures such as utility work highway contractor agreements (UWHCA), permit review and submittal, utility adjustment and relocation agreements, subordination of easements, conflict analysis, constructability reviews, managing advanced utility relocation activities, and processing interstate reimbursements.

Brent's relevant project experience includes:

FDOT District Seven, Tri-County Trail from Pasco County Line to S Terminus of Starkey Trail Design-Build, Pinellas, Pasco, and Hillsborough Counties, FL. Utility Coordination Manager. Provided UC services for the construction of a bi-directional shared-use path along Keystone Road from just west of East Lake Road to west of the Pinellas/Hillsborough County Line. This included drainage design, minor bridge structures, signing and pavement markings, new signalization, and lighting. Responsibilities consisted of identifying existing utility facilities, securing agreements, work schedules, and plans from existing UAOs to ensure all utility conflicts were addressed and resolved, conducting phase meetings, and certifying all utility negotiations. Other work involved reviewing roadway plans for constructability with existing and proposed utility facilities, developing utility work schedules, monitoring utility relocation work to ensure schedules were met, and review of new utility permit requests along the project corridor.

FDOT District Five, Orange Gap Segment One Clarcona-Ocoee Road to W Orange Trail, Orange County, FL. Utility Coordination Manager. Provided UC for the construction of a 12-foot-wide asphalt shared-use path to connect the existing Clarcona-Ocoee Rd to W. Orange Trail in Orange County. Responsibilities included identifying existing utility facilities, securing agreements, work schedules, and plans from existing UAOs to ensure all utility conflicts were addressed and resolved, conducting phase meetings, and certifying all utility negotiations. The review of roadway plans for constructability with existing and proposed utility facilities, development of utility work schedules, monitoring of utility relocation work to ensure schedules were met, and review of new utility permit requests along the project corridor were also implemented.

FDOT District Five, Coast to Coast Trail Bundle, S Lake Trail PHIIIB from SR 33 (Crittenden Street) to Silver Eagle Road, Lake County, FL. Utility Coordination Manager. Provided UC for the construction of 2.5 miles of multi-use trail, extending from SR 33 to Silver Eagle Rd in Lake County. Responsibilities included identifying existing utility facilities, securing agreements, work schedules, and plans from existing UAOs to ensure all utility conflicts were addressed and resolved, conducting phase meetings, and certifying all utility negotiations. It was also required to review roadway plans for constructability with existing and proposed utility facilities, develop utility work schedules, monitor utility relocation work to ensure schedules were met, and review new utility permit requests along the project corridor.



AtkinsRéalis

Molly Schweers, MPA, APR

Senior Public Information Specialist

Molly Schweers has more than 30 years of public relations experience including 21 years serving the public in Southwest Florida. Prior to joining Atkins, Ms. Schweers was involved in the formation of the Southwest Florida Transportation Initiative, a multi-jurisdictional effort that advanced funding for the widening of I-75 through the region. Ms. Schweers also worked with key stakeholders to facilitate plans for improvements to the primary arterial for a local barrier island. She uses her many years of government affairs experience to skillfully communicate sensitive issues to elected officials, the media, and the public. Ms. Schweers focuses on building relationships that help her connect diverse audiences, resolve outstanding issues, and reach consensus. She has many years of experience developing both internal and external communications and decades of experience planning and executing events ranging from ribbon cuttings to sit-down dinners for dignitaries including former presidents and their families. Ms. Schweers has received awards from both the Florida Public Relations Association and the American Advertising Federation – Southwest Florida chapter for creating outreach campaigns that bring results.



Bell Boulevard Sidewalk Project, Lee County, FL. Public Information Coordinator for Phase II of this Lee County construction project. Public involvement tasks include close coordination with adjacent residents and the Lee County School District, community updates, and weekly Roadwatch updates. Virtual team meetings, and in-person, onsite meetings are held as needed with property owners, community representatives, and the project team.

San Carlos Maritime Park Restoration, Lee County, FL. Community Liaison for the restoration of this historic working waterfront, home to the local shrimp fleet. Public involvement tasks to date have included close coordination with shrimp industry stakeholders, Lee County officials, and the design team; creation and delivery of a stakeholder survey; and coordination of a public meeting including all necessary presentation materials.

Corkscrew Road Widening Project, Lee County, FL. Assistant Public Information Coordinator for this Lee County construction project. Public involvement tasks include close coordination with adjacent community leaders and residents, coordination with the Village of Estero, community updates, and weekly Roadwatch updates. Virtual team meetings, and in-person, onsite meetings are held as needed with property owners and community representatives.

Big Carlos Pass Bridge Project, Lee County, FL. Assistant Public Information Coordinator for the project to build a new bridge across Big Carlos Pass between Fort Myers Beach and Lovers Key. Tasks included creation of a save the date flyer, displays and press release. Project contact cards, weekly Roadwatch, and a project website were all created to assist in sharing project information with adjacent property owners. Emails and phone calls are important to continued communication with the public. Additional coordination with FDOT, Lee County Parks and Recreation, and Lovers Key State Park have been critical to the success of this project.

Total Years of Experience

30+

Years with Firm

2 years, 11 months

Education

MPA, Florida Gulf Coast University,
2014

BS, Agriculture,
New Mexico State University, 1987

Certifications

Accredited in Public Relations (APR),
Universal Accreditation Board, 2018
(exp. 12/2026)

Honors and Awards

Award of Distinction, FRPA (2022)
Award of Distinction, FRPA, SWFL
Chapter (2021)
Silver ADDY Award, American
Advertising Federation, SWFL
Chapter (2019)
Image Award, FRPA, SWFL Chapter
(2017)

Professional Affiliations

Florida Public Relations Association
(FPRA) – Southwest Florida Chapter

Thomas E. Musgrave, P.E.*Geotechnical Engineer***Summary of Capabilities**

Geotechnical Engineering
 Structural Engineering
 Structural Damage Evaluations
 Structural and Geotechnical Analysis
 Project Management
 Numerical Modeling of Soft Soil Embankments
 Numerical Modeling of Soil-Structure Interaction

Years of Experience

With Tierra: 6 Years
 With Other Firms: 1 Year

Education

B.S., Civil Engineering, University of South Florida, 2011

Professional Organizations/Registrations/Awards

American Society of Civil Engineers
 American Concrete Institute
 Phi Beta Kappa Honor Society

Mr. Musgrave has worked in the field of Structural and Geotechnical Engineering for more than seven years, starting as an intern and gaining experience in structural damage assessment, structural analysis, ground subsidence, water intrusion, roof inspection, cause and origin forensic investigation, and soils and materials testing. His experience includes working on structural forensic investigations as well as FDOT roadway projects, subsidence investigations, structural bridge analysis, pavement evaluation, MSE wall analysis, corrosion testing and research. He has performed FDOT projects for Districts I, V, VII and the Florida's Turnpike Enterprise. Mr. Musgrave also has extensive experience in structural testing including GPR evaluation of concrete and steel reinforcement.

PROJECT EXPERIENCE**District I**

I-75 (SR 93) Widening from SR 951 to North of Golden Gate Parkway, Collier County
 SR 29 from SR 82 to Hendry County Line, Collier County
 Vanderbilt Beach Road (CR 862) Bicycle Lane Improvements, Collier County
 Sunshine Boulevard from 17th Avenue SW to Green Boulevard, Collier County
 Districtwide Scour Evaluation for Bridges with Unknown Foundations Contract
 I-75 (SR 93) Widening over the Manatee River from US-301 to SR 64, Manatee County
 I-75 (SR 93) Widening at SR 70 Interchange, Manatee County
 I-75 (SR 93) at SR 72 (Clark Road), Sarasota County
 SR 64 (Manatee Avenue) from SR 789 to Perico Bay Boulevard, Manatee County
 CR 720 (Canal Road) from SR 78 to Dead End, Glades County
 CR 733 (3rd Street/Main Street) from US 27 to US 27, Glades County
 Alico Road Widening From East of Ben Hill Griffin Parkway to Airport Haul Road, Lee County
 Metro Parkway from Winkler Avenue to North of S.R. 82, Lee County
 SR 82 from Lee C/L to Collier C/L, Hendry County
 Francisco Street from Sonora Avenue to US 27, Hendry County
 SR 82 from Homestead Rd. to Hendry C/L, Lee County
 Central Polk Parkway (Segment 4), Polk County
 Transportation Improvement Plan Projects Seminole Tribe of Florida Roadways, Hendry County

District VII

Districtwide Geotechnical Contract
 Districtwide Scour Evaluation for Bridges with Unknown Foundations Contract
 SR 54, from East of CR 577 (Curley Rd.) to East of CR 579 (Morris Bridge Rd.), Pasco County
 I-75 (SR 93) South of Fowler to South of Bruce B. Downs, Roadway and Bridge, Hillsborough County

IKE ROOKS, PSM

PRESIDENT, I.F. ROOKS & ASSOCIATES, INC.

Experience:

Ike has over 11 years experience managing photogrammetric projects ranging in scope from transportation to land development to environmental:

Peace River Bridge (FDOT District 1)

1"=20' topographic mapping with .25 foot contours and 1"=20' Digital OrthoMosaic. The mapping imagery was obtained via Helicopter at an altitude of 350'. The mapping was delivered in MicroStation & GeoPak formats.

Ulmerton Road (FDOT District 7)

1"=20' topographic mapping with .25 foot contours and 1"=20' Digital OrthoMosaic. The mapping imagery was obtained via Helicopter at an altitude of 350'. The mapping was delivered in MicroStation & GeoPak formats.

I-10/I-110 Interchange (FDOT District 3)

1"=20' topographic mapping with .25 foot contours and 1"=20' Digital OrthoMosaic. The mapping imagery was obtained via Helicopter at an altitude of 350'. The mapping was delivered in MicroStation & GeoPak formats.

SR 50 (FDOT District 5)

1"=20' topographic mapping with .25 foot contours and 1"=20' Digital OrthoMosaic. The mapping imagery was obtained via Helicopter at an altitude of 350'. The mapping will be delivered in MicroStation & GeoPak formats.

I-75 at Bonaventure Road (FDOT District 4)

1"=20' topographic mapping with .25 foot contours and 1"=20' Digital OrthoMosaic. The mapping imagery was obtained via Helicopter at an altitude of 350'. The mapping will be delivered in MicroStation & GeoPak formats.

St. George Island Bridge (FDOT District 3)

1"=20' topographic mapping with .5 foot contours. The mapping was delivered in AutoCad.

Gunn Highway PD&E (FDOT District 7)

1"=40' Digital Image
1"=100' Digital Image

District-wide Aerial Photography/Photogrammetry (Awarded 11/2000)

Client: Florida Department of Transportation, District 6
Project Manager: Jose Sanfiel, PLS @305-470-5414
1000 NW 111th Avenue
Miami, FL 33172

District-wide Aerial Photography/Photogrammetry (Awarded 12/2000)

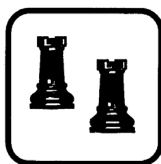
Client: Florida Department of Transportation, District 4
Project Manager: Mark Sowers, PLS @954-777-4556
3400 W. Commercial Blvd.
Ft. Lauderdale, FL 33309

**Professional Licenses:
Florida Licensed
Surveyor and Mapper**

***Basis for Team
Selection:***

**15 Years of experience
mapping site
development,
environmental and
transportation projects**

**FDOT Mapping
Experience**





Previous Experience of Team

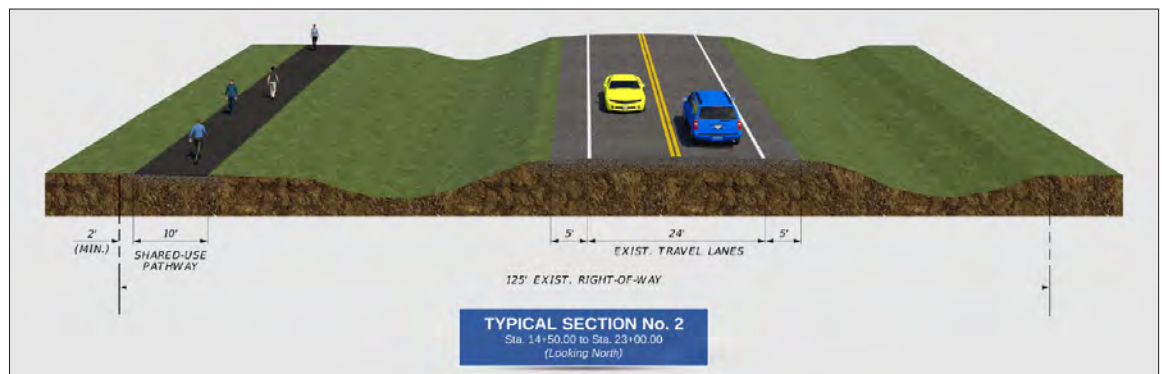
III. Previous Experience of Team

County Barn Road Shared-Use Pathway | Collier County, FL

Our team provided comprehensive surveying, pathway design, stormwater design, public outreach and permitting services for the County Barn Road Shared-Use Pathway, a critical infrastructure project funded through the Florida Department of Transportation (FDOT) Local Agency Program (LAP). Executed in close coordination with Collier County and FDOT, the project team engineered plans for a continuous, 10-foot-wide paved shared-use path running approximately 2.05 miles along the west side of County Barn Road. This new corridor successfully closes a major gap in the regional non-motorized network, serving as a vital connection between two major East Naples arterials: Rattlesnake Hammock Road and Davis Boulevard (State Road 84). To ensure full compliance with both local and state design standards mandated by the federal-aid LAP process, the team seamlessly managed multi-agency approvals while securing all necessary regulatory permits. The completed design delivers a safe, ADA compliant pathway that successfully satisfies state grant requirements while significantly enhancing pedestrian and bicycle mobility for the surrounding community.

REFERENCE:

Katherine Chachere | Collier County | P: 239.252.5805 |
E: Katherine.Chachere@collier.gov



Multi-Use Recreational Trail, Phase 2 & 3 | City of Punta Gorda, FL

Apex is currently designing and permitting two phases of multi-use recreational trails (MURT) for the City of Punta Gorda. The trails will consist of up to a 12 foot wide pathway totaling approximately 2.6+ miles. The project is using LAP funds and we are coordinating with the City of Punta Gorda, Charlotte County Public Works, Seminole Railroad, SWFWMD, and FDOT. These MURTs are aligned to avoid any impacts to jurisdictional wetlands and surface waters. These paths will assist the City and County in helping to create another link in the master planned trails system in the City and County. This task is currently under budget and all deliverable time frames have been met.

REFERENCE:

Steve Adams, PE | City of Punta Gorda | P: 941.575.3325 |
E: sadams@ci.punta-gorda.fl.us



Harborwalk Multi-Use Trail & Waterfront Improvements | Punta Gorda, FL

Apex has provided comprehensive planning, design, and implementation support for the City of Punta Gorda's Harborwalk system, a multi-phase, grant-funded waterfront initiative that serves as a defining community asset. The project centers on the development of an approximately 2-mile-long, 20-foot-wide multi-use recreational trail that meanders along the Charlotte Harbor shoreline, providing continuous public access, multimodal connectivity, and enhanced waterfront resiliency.

Delivered through multiple phases, including Harborwalk East, Harborwalk West (Area 1/Zone 7), and the Gilchrist Park segment, the project integrates a wide range of public amenities such as a small vessel launch, restroom facilities, pavilions, parking areas, and shoreline stabilization improvements including new seawalls. The trail serves as a key component of the City's broader vision for recreational expansion, economic development, and waterfront activation.

Significantly, portions of the project were funded through the Florida Department of Transportation (FDOT) Local Agency Program (LAP), reflecting the City's success in securing competitive grant funding to advance large-scale infrastructure improvements. Area 1 (Zone 7) was designated as a "critical project" by FDOT due to the inclusion of structural elements such as seawalls and pavilions, requiring enhanced coordination, detailed documentation, and strict adherence to LAP design and review standards. Apex successfully delivered all design phases in compliance with FDOT requirements, maintaining the project schedule and budget despite the elevated level of oversight.

Apex's role extended beyond design and permitting to include construction engineering and inspection (CEI) services, supporting the City through construction completion and project closeout. The Harborwalk project demonstrates Apex's experience in delivering complex, multi-phase, grant-funded trail systems that combine recreational amenities, shoreline infrastructure, and regulatory coordination into a cohesive and successful public investment.

REFERENCE:

Mitchell Austin | City of Punta Gorda | P: 941.575.3335 |
E: maustin@ci.punta-gorda.fl.us



Hill Avenue Pathway | City of Fort Myers, FL

The Hill Avenue Pathway project in the City of Fort Myers constructed approximately 0.7 miles of shared-use trail along Hill Avenue, creating a continuous corridor for pedestrians and bicyclists. The project included a 12-foot-wide asphalt path, sidewalk connections, ADA ramps, and improved crossings, providing safer, more accessible multimodal connectivity for both recreational use and daily travel. The work included removal of existing pavement and installation of drainage improvements, all within a tight corridor with multiple existing utilities that had to remain in service. Apex provided surveying, design, landscape architecture, and construction administration services, delivering the project from concept through construction. The finished improvements also included landscaping, irrigation, and corridor enhancements that improved both functionality and appearance.

REFERENCE:

Carl Karakos | City of Fort Myers | P: 239.321.7458 | E: ckarakos@cityftmyers.com



Edgewater/Flamingo Boulevard Intersection Improvements |

Port Charlotte, FL

Apex provided complete design and permitting services for the Edgewater/Flamingo project. This project included two to four lane widening for segments of both Edgewater Boulevard and Flamingo Boulevard as well as a new four lane connecting segment. Once constructed, this project will complete the Edgewater corridor as an east-west bypass of the Murdock area in Pt. Charlotte. This project was designed in four phases and includes three bridges, extensive drainage improvements, landscaping, streetlighting and 8ft pathways. This project also included a separate phase for LAP funded intersection

improvements and signal modifications at the SR776 and Flamingo Boulevard intersection requiring FDOT permitting. 100% roadway plans were recently submitted.

REFERENCE:

Zach Patchell | Charlotte County Public Works | P: 941.575.3609 | E: zach.patchell@charlottecountyfl.gov



Manasota Key Sidewalk & Roadway Improvement | Charlotte County, FL

Apex provided comprehensive design and implementation support for multiple sidewalk and roadway improvement projects along Manasota Key, enhancing pedestrian mobility, and roadway functionality along critical beachfront corridors. These projects focused on delivering continuous pedestrian infrastructure while addressing drainage, safety, and environmental considerations within a constrained barrier island setting.

Along Gulf Boulevard, Apex designed approximately one mile of new 5-foot-wide sidewalk improvements extending from the White Elephant Pub to 935 Gulf Boulevard. The project included associated stormwater management enhancements and roadway lighting to improve safety and drainage performance along the corridor. Apex prepared design deliverables and supported the County during construction and closeout, ensuring alignment with County standards and budget expectations.

In addition, Apex completed the design of improvements along North Beach Road, incorporating a 6-foot-wide sidewalk, on-street parking, stormwater system upgrades, and specialized lighting. This segment required permitting through the Florida Department of Environmental Protection (FDEP) due to modifications within a sensitive coastal park environment and existing stormwater infrastructure. The design incorporated turtle-friendly lighting to maintain compliance with environmental regulations while enhancing pedestrian and vehicular safety.

These projects demonstrate Apex's experience delivering roadway and sidewalk infrastructure within environmentally sensitive coastal settings, balancing multimodal access, drainage improvements, regulatory coordination, and constructibility to create safe and functional public corridors.

REFERENCE:

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





South Gulf Cove Pathways, Phase 1, 3, & 4 | Charlotte County, FL

Johnson Engineering, an Apex Company was retained by Charlotte County Public Works on Phases 1, 3, & 4 to design, permit, and prepare construction bid documents on seven (7) different roadways comprising 12.95± miles of 8-10' wide pathway project in South Gulf Cove (see table below). All phases of the project had to consider all ADA code considerations in design pertaining to longitudinal/lateral grades and slopes at existing driveways and bridge approaches. Johnson Engineering was responsible for all survey, design, SWFWMD permit exemption, utility coordination and MSBU coordination.

REFERENCE:

Raymond Slade, PM | Charlotte County Public Works | P: 941.575.3685 |
E: raymond.slade@charlottecountyfl.gov

Phase	Street	From	To	Length (LF)	Length (Miles)
1	Ingraham Blvd & Calumet Blvd	CR771	St. Paul Dr	14,785	2.80
3	San Domingo Blvd	CR 771	Calumet Blvd	7,620	1.44
3	Keystone Blvd	CR 771	Hallendale Dr	12,830	2.43
3	St. Paul Dr	Viscount Cr	Ingraham Blvd	4,790	0.91
3	Calumet Blvd	Appleton Blvd	Ingraham Blvd	8,500	1.61
3	Appleton Blvd	CR 771	St. Paul Dr	15,100	2.86
4	San Domingo Blvd	Calumet Blvd	Calumet Blvd	4,735	0.90
Subtotal				68,360±	12.95±



In addition our team has performed numerous grant funded projects including both State and Federal funding. Below is a recent list of grant funded projects we've provided.

Client	Project Name	Completion Date	Grant Type	Owner's Representative					
				Funding Assistance	Design & Permitting	Construction	Administration	Grant Compliance	
DeSoto County	Morgan Park	2012	LAP	✓			✓	✓	
DeSoto County	Nocatee Sidewalk	2012	LAP	✓			✓	✓	
DeSoto County	Bridge Scour Countermeasures	2013	SCOP	✓		✓	✓	✓	
DeSoto County	Bike and Pedestrian Master Plan	2015	LAP	✓	✓		✓	✓	
DeSoto County	Arcadia Downtown Improvements	2015	LAP	✓	✓		✓	✓	
DeSoto County	Knotts Dairy Road Driveway at SR 31	2013	JPA	✓	✓	✓	✓	✓	
DeSoto County	Carlston Field Road Reconstruction	2015	SCOP	✓	✓	✓	✓	✓	
DeSoto County	Bridge Guardrail Replacment (4)	2015	SCOP	✓		✓	✓	✓	
DeSoto County	Gateway Signs 3	2015	LAP	✓		✓		✓	
DeSoto County	Gateway Signs 2	2017	LAP	✓		✓		✓	
DeSoto County	SW Shores Ave. North of CR 760A Improvements	2016	SCRAP	✓	✓	✓	✓	✓	
DeSoto County	NE Roan Street Improvements	2017	SCOP	✓	✓	✓	✓	✓	
DeSoto County	NE Masters Avenue Improvements	2018	SCRAP	✓	✓	✓		✓	
DeSoto County	SW Fletcher Street Improvements	2019	SCOP	✓	✓	✓		✓	
DeSoto County	SW Shores Ave. South of CR 760A Improvements	2018	SCOP	✓	✓	✓		✓	
DeSoto County	Windy Pine Ave. & Magnolia Terrace Improvements	2018	SCRAP	✓	✓	✓		✓	
DeSoto County	Morgan Park Riverbank Restoration	2019	NRCS			✓	✓		
DeSoto County	Spring Lake Stormwater Study	2018	SWFWMD		✓	✓			
DeSoto County	Nocatee Boat Ramp Restoration	2019	FEMA			✓			
DeSoto County	CR 761 Bridge Scour Countermeasures Improvements	2020	SCOP	✓	✓	✓		✓	
DeSoto County	Reynolds Street Bridge Replacement Improvements	2021	SCOP	✓	✓	✓		✓	
DeSoto County	DeSoto Veterans Memorial Park Boat Ramp	2020	FWC			✓			
DeSoto County	SW Hull Avenue Improvements Improvements	2024	SCOP	✓	✓	✓		✓	
DeSoto County	SE Airport Road Bridge Scour Countermeasures	2023	SCOP	✓	✓	✓	✓	✓	
DeSoto County	CR 760A Bridge Scour Countermeasures	2023	SCOP	✓	✓	✓	✓	✓	
DeSoto County	SE Reynolds Street Improvements	2024	SCOP	✓	✓	✓		✓	
DeSoto County	King and Baker Drainage System Replacement	Ongoing	CDBG-MIT	✓	✓	✓	✓	✓	
DeSoto County	NE Cubitis Avenue Improvements	Ongoing	SCOP	✓	✓	✓	(Future)	✓	
DeSoto County	SE Hargrave Street Improvements	Ongoing	SCOP	✓	✓	✓		✓	
DeSoto County	CR 769 Bridge Over Horse Creek Improvements	Ongoing	CDBG-MIT	✓	✓	✓	✓	✓	
DeSoto County	SW Liverpool Road Improvements	Ongoing	SCOP	✓	✓	✓	(Future)	✓	
DeSoto County	SW Senate Street Improvements	2022	SCOP	✓	✓	✓	✓	✓	
DeSoto County	Hillsborough Avenue Improvements	2022	SCRAP	✓	✓	✓	✓	✓	
DeSoto County	SE Durrance Street Improvements	2021	SCRAP	✓	✓	✓	✓	✓	
Collier County	County Barn Road Multi Use Path	2023	LAP			✓		✓	
DeSoto County	Robert Avenue Sidewalks / Resurfacing	2021	LAP	✓	✓	✓		✓	
DeSoto County	East Maple Sidewalks	2021	LAP	✓	✓	✓		✓	
DeSoto County	CR 661	2020	SCOP	✓	✓		✓	✓	
DeSoto County	CR 763	2019	SCOP/SCRAP	✓	✓		✓	✓	
DeSoto County	Turner Avenue Intersection	2018	LAP	✓	✓	✓		✓	
DeSoto County	S.W. Welles Avenue Sidewalk	2023	LAP	✓	✓	✓		✓	
DeSoto County	CR 760 A Sidewalks	2023	LAP	✓	✓	✓		✓	
Glades County	Aspen Boulevard	2018	SCOP/SCRAP				✓	✓	
Glades County	Birchwood Parkway	2018	SCOP/SCRAP				✓	✓	
Hendry County	Fort Denaud Road (Phase 2)	2021	SCRAP			✓		✓	
Hendry County	W.C. Owen Avenue	2019	SCOP/SCRAP			✓		✓	
Hendry County	CR 78 Sidewalks	2018	LAP			✓		✓	
Hendry County	Francisco Street	2018	SCOP/SCRAP			✓		✓	
Hendry County	Fort Denaud Road (Phase I)	2018	SCOP/SCRAP			✓		✓	
Hendry County	CR 78 Phase VI	2017	SCOP/SCRAP			✓	✓	✓	
Hendry County	CR 78 Phase III	2016	SCOP/SCRAP			✓	✓	✓	
Hendry County	CR 78 Phase II	2013	SCOP/SCRAP			✓	✓	✓	
Hendry County	Helms Road Multi Use Path	2017	CIGP			✓	✓	✓	
Highlands County	Thunderbird Road Sidewalks (West)	2020	LAP				✓	✓	
Highlands County	Thunderbird Road Sidewalks (East)	2020	LAP				✓	✓	
Okechobee County	Micco Bluff Road	2019	SCOP/SCRAP			✓		✓	
Okechobee County	NE 34th Avenue	2018	SCOP/SCRAP			✓		✓	

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, identifying the goal, then 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 pathway improvement designs, we have a good idea of 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 for 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 effort. The critical path in this case will be permitting. We will have a pre-app with SWFWMD early on to confirm the specific permitting requirements. If there are species and/or wetland impacts that require involvement of other State or Federal Agencies we need to know that up front. Of course, with being grant funded through FDOT there will be the ERC permitting process as well. None of these permitting requirements are tremendously difficult, but when added together, they are time consuming. We will make sure we “have our ducks in a row” as we enter the permitting phase. Beyond permitting it is 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 availability of personnel and current production capacity. Coupled with our approach to providing two survey and plan production teams we are confident we will be able to produce in a timely fashion.

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 project manager, Josh has the experience of knowing what comes next and to anticipate where the delays will occur. Josh will ask the questions and make the calls necessary to keep the team moving forward. As senior designers, Tremayne Whitfield and Darren Anderson will oversee the day-to-day plan 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. Both Tremayne and Darren have been working on Charlotte County projects for years. We know what the County and FDOT are looking for.



B. COST

Today, when construction costs often exceed 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 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, Ryan Bell and James “Vee” Lofton will assist in providing constructibility reviews and practical design assistance. Both are Certified General Contractors, and both have been doing this a long time. One of our first order of business would be to conduct initial site assessments to look for any potential constructibility 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 always be on the same page. 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 have 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 (Phase 2)** - Returned approximately \$200,000 in unused design fees
- **Kings Highway (under construction)** - Nearly \$100,000 in unused design fees that will likely be returned
- **Edgewater/Flamingo Boulevard (design approximately 95% complete)** - Approximately \$500,000 in unused design fees that will likely be returned
- **Sandhill Boulevard (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 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 Kings 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 are working with decent 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. Josh will work to ensure cost is **held paramount throughout the design process**. As QA/QC and Constructibility Reviewers Ryan and Vee will also be watching with an eye on feasibility and ease of construction, both of which directly translate to construction costs. 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 at 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. We have also added additional manpower, and intentional redundancy with the strategic sub-consultants we have brought on board to augment our production capacities.

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 transportation design, whether you're proposing a roadway, shared use path or sidewalk, it is important to note the end goal is not just a set of plans. Design of these facilities is a continual and dynamic process. The ultimate goal is to give the taxpayers, a facility that provides a net benefit to their everyday lives. Putting a pathway design on paper is one thing but putting a functional and enjoyable pathway on the ground is another. Our Team prides itself on our ability to take ideas and turn them into tangible benefits.

A. PROPOSED DESIGN PHILOSOPHY

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.



Preparing plans for a new pathway sounds simple. However, when that pathway needs to be constructed within existing ROW, with existing traffic and utilities that cannot be turned off, while not adversely impacting existing drainage, avoiding environmental impacts and minimizing costs...it starts to get complicated. Now throw in the fact you have grant funding agreements dictating the design requirements and timeframes...and the fact much of these improvements are to be built in someone else's ROW (State owned SR776 ROW)...now that simple little path isn't so simple any more. This is where having a strong team on your side is critical. Our team is familiar with these challenges and maintains a proactive approach. Our job is to help you turn these grant agreements into a true benefit for the community.

We have reviewed the proposed improvements and have made several visits to the project corridor. An overall project phasing map is provided at the end of this section for reference. There are certainly 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. Given the length of the project and a relatively tight schedule **we are proposing two separate survey teams.** Apex will provide survey services for the Segment 2 portion within Gulf Cove. Our team has a full and capable survey department, and having designed sidewalks along the very same roadways, we are very familiar with this corridor. Our surveyor for this portion of the 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. To expedite the up front survey tasks we have also asked DRMP to assist with Survey. DRMP also has a full service Survey team and will be starting on the Segment 1 section along SR776 at the same time. Both Apex and DRMP can also provide full Subsurface Utility Engineering (SUE) services in-house as well. With Apex 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. **Our firms combined resources working simultaneously will allow multiple crews to get this crucial data in the designers hands as soon as possible.**



Pathway Planning

The primary effort from a pathway design is figuring out how to get the pathway to fit within the existing ROW without adversely impacting the other features that are already in the ROW, i.e. street lighting, traffic signal components, drainage facilities, buried utilities, etc. Confirming the specific alignment will require up-front planning considerations. In this case, previous studies and analyses have already determined the general alignment of the pathways, which means we already know where the paths should start and stop and which roads they will follow to get there. The funding agreement tells you that. However, neither the previous studies nor the funding agreements tell you specifics, such as **which side of those roads the path should be placed on**. To that end, while the survey efforts mentioned above are proceeding our designers will assess the associated impacts, pros and cons associated with both the left and right side scenarios for each segment. In many cases the answer is obvious, other times it is not....and some times it can be contentious. There is a lot of work involved in putting these construction plans together. Before we get too far ahead of ourselves we want to make sure we are heading down the "right path" (pun intended).



The RFP mentioned a public meeting. We think this is a great idea, and think it should be done early on in the process. We will work with County staff to determine those items that we may want public input on and where we may want formal BOCC direction. We have Atkins on board for Public Involvement. We have worked with Atkins' PIO staff many times. They are very good at not only informing the public but also in **soliciting and collecting feedback in a constructive manner**. Our plan is to try to identify any remaining major design questions early on so we can bring that to the BOCC up front and pursue their chosen direction.



Plan Production

With the detailed survey data and the design direction mentioned above in hand we want to hit the ground running. This project has two separate funding agreements, with two separate FPID numbers, covering two distinct pathway segments. **We suggest two separate sets of construction plans**, one for each segment, for a couple reasons. First, with different FPID numbers the construction will require all quantities be kept separate for payment purposes. Also, you have two separate design criteria to consider. The funding agreement only says the design needs to be per FDOT standard requirements...well, FDOT has two sets of standard design requirements. Segment 1 along SR776 is wholly within FDOT ROW and therefore considered "on system". This is FDOT's road so the applicable design criteria here is the FDOT Design Manual (FDM). This is generally the more restrictive criteria. Segment 2 is located completely on Charlotte County Roads and ROW and is therefore "off-system". For Segment 2 the applicable design criteria is the Manual of Uniform Minimum Standards (MUMS) which is more commonly referred to as the Florida Greenbook (FGB). The FGB is less stringent and published by FDOT specifically for the use of local municipalities.

With two plan sets we also propose two Senior Designers. Darren Anderson will head up the Segment 2 efforts for the "off-system" improvements along the county roads. Darren has head start as he **prepared the plans for the Gulf Cove sidewalks along both David and Foresman Blvds already**, covering over 80% of the same corridor this pathway is to traverse. Those sidewalks were never constructed but we still have all the survey and CAD files...and a very good idea which side of the road makes the most sense.

Tremayne Whitfield will be the Senior Designer for the Segment 1 phase in the SR776 ROW. Tremayne is very familiar with Microstation and the FDM plan information requirements. Tremayne knows how to make the plans look like what FDOT is looking for...and **giving the reviewers what they are looking for tends to make your reviews go a little smoother**. Both Darren and Tremayne will be working simultaneously. Also worth mentioning, our QA/QC manager for the project, Ryan Bel, is the District 1 Consultant Representative for the FDOT Greenbook committee, i.e. he helped write the latest

version of the Greenbook. Ryan knows better than most what the requirements are and what the differences are between the Greenbook and FDM criteria.

Drainage

The biggest ancillary factor with any pathway design is drainage. Most existing roadsides have some sort of drainage feature, be it open ditches, drainage pipes or treatment areas. The corridors in question for this project have all three. When trying to determine how to best insert a new pathway along an existing roadside you will find out very quickly that drainage impacts are inevitable. It is incumbent on the designer to minimize those impacts as much as possible and mitigate for them where avoidance isn't possible. As experienced roadway designers we are very familiar with this important balance. Our Drainage Engineer on the project, Rick Acosta, is also used to "us roadway guys impacting his drainage" and is good at **working with our design staff to come up with solutions to maintain the necessary drainage collection and conveyance.**



Permitting

Permitting will be a challenge on this project. The new Statewide Stormwater Rule (SWERP) does require additional water quality efforts aimed at reducing nutrients and it can be much more restrictive than the old rules. In this case however there was a feasibility study performed in 2022 that pre-dates the new rule. There is a grandfathering clause in the new SWERP that allow projects moving forward under previously approved studies to utilize the older criteria. We suggest meeting with the SWFMWD up front for a pre-app meeting to confirm whether this project is considered to be grandfathered. We think it should and will push for that in confirming the appropriate permitting requirements. In the past pathways and sidewalks have been viewed differently than road widening as they do no result in more vehicular trips or pollutant loading. In fact we would argue that the proposed pathway would result in more eco-friendly modes of travel thus reducing historic vehicular trips. One of our first priorities will be to confirm the permitting requirements as this could have a profound impact on the schedule. If water quality treatment is required we have some ideas for BMP's and compensating treatment.

Utilities

Another design focus must also be the utilities. Granted the intent us to just lay a path on the ground but as discussed above with the drainage, there are often unavoidable impacts. Charlotte County Utilities (CCU) does have a lot of facilities in the project area within the SR776 corridor, as well as the county roads in Gulf Cove in Segment 2. With State grant funding private utilities are typically not compensated for relocations however with CCU being owned by the County it can be a gray area. We will of course try to minimize any impacts but if any are required we can, regardless of the funding questions, help CCU with any utility relocation efforts. David Trouteaud is our Utility Engineer on the project and is very familiar with CCU's processes and preferences as he is currently working on other CCU improvements.



The Private Utility Agency Owners (UAO's) must also be coordinated with. This is very important and admittedly has been a struggle in the past getting the UAO's to cooperate. 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. In this case we are bringing in the "big guns" and utilizing Element Engineering as a subconsultant to provide private Utility Coordination services. **Element specializes in utility coordination and is considered the "go to" firm for these services in SW FL.** With the overall length of the project and amount of work in the State ROW we want to make sure this is well covered.

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. As mentioned previously we have taken a close look at the corridor 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. See below for discussion on a few of the challenges. Some site specific challenges are also discussed in the following Section C.

Challenge: Protected Species – There is chance of gopher tortoise burrows along the project, especially in the Gulf Cove Neighborhood.

Solution: They are there, we've seen them. We will take care to avoid any protected species but if there are unavoidable impacts to existing gopher tortoise burrows we have multiple ecologists certified by the State to safely capture and relocate any tortoises out of harms way. We are very familiar with this process and associated permitting having provided this service on many Charlotte County projects.



Challenge: Signal at SR776 and Flamingo – A new northerly extension of Flamingo Blvd and signal improvements are proposed that don't accommodate a future SUP crossing.

Solution: Our team is currently designing this signal. If the side of the road the path will cross on is known prior to signal construction we can quickly and easily modify the signal plans and pedestrian crossing facilities to allow the future wider path to cross at the intersection without out having to reconstruct a brand new signal.



Challenge: Narrow width at bridge approaches – any widening will require wetland impacts and timely permitting issues.

Solution: We would prefer to not have to move any of the existing walls on the outside of the sidewalks due to permitting implications. We would suggest discussing with FDOT the feasibility of design variances for the pathway width. Typically you can go down to 8' width with valid reason but some variances may needed to address lateral offset. We also have some ideas on minor structural modifications that may be made to better maximize the current space within the ROW.



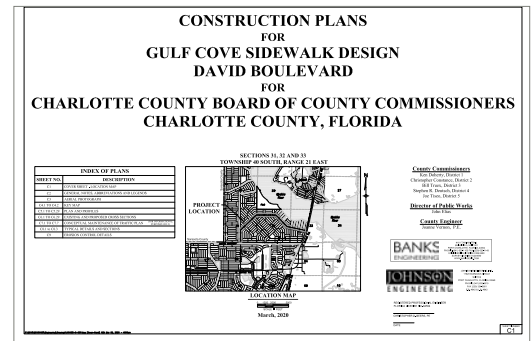
Challenge: Designing along residential streets – residential features will be impacted in Gulf Cove Community.

Solution: Though it is technically County owned ROW when you've been mowing your front yard all the way to the road for many years you tend to take pride and consider it your own. There are some unique features, such as custom mailboxes, landscaping, decorative driveways, etc. along areas where the path will need to go. Our team has designed more sidewalks in Charlotte County than any other firm and is very familiar with these nuances and coordinating with the owners.



C. SITE-SPECIFIC ALTERNATIVES

There are a couple issues that will require a thorough but quick review of site-specific alternatives. As discussed above on pathway planning considerations, we are going to need to confirm which side of the road this path will traverse, for both segments. Four segment 2 in Gulf Cove we have previously designed sidewalks along all of this stretch, though they were never constructed. We did however have extensive coordination and discussion on the matter with the County regarding which side the sidewalks should go. That was on the west side of Holton, south side of David and North side of Foresman. We will of course re-confirm but believe this same rationale should hold true for the pathway.



Along SR776 the previous analysis did not dictate a side, though it did suggest the WB side of SR776 was preferred as it is newer and wider than the old NB bridge. We agree with staying on the west side to cross on the new bridge. We do not suggest crossing of SR776 unless at a signalized intersection. Our initial thoughts are to stay on the west/north side as your head north of the bridge, but there may be merit to crossing over at the signal at Riverwood Dr. If chosen, we will provide further analysis and coordinate preferred alternatives with County and FDOT staff.

And the glaring site-specific alternative decision is of course the bridge. How do we get a pathway across the bridge? As mentioned above the original analysis did suggest crossing on the south bound bridge because it is wider and has a wide gored median area. We see three primary options:

1. **Shift traffic toward the median** and use the freed-up deck space for the path while constructing a new traffic separator to delineate and project the pathway. This is viable but temporary. The bridge is that wide because it was intended to handle a third WB through lane when SR776 is widened to 6 lanes. If FDOT would allow this option you would still need to find a location for the path in the future. The new NB bridge could be widened accordingly at that time but that means crossing the road again.
2. **Remove the utilities from the bridge**, remove the current separator between the utility corridor and sidewalk and place an asphalt overlay. The displaced utilities can be directional bored under the river in advance and hot-tapped on either side so there is no interruption in service. This also provides an opportunity to up-size that Watermain and Force Main for future expansion. Directional bores of this length are possible and increasingly more common. This option also does not hinder a future six lane widening or require the path to change sides of the road.
3. **Physically widen the bridge** to widen the existing sidewalk to the new pathway width. This is likely the most expensive option. Any in-water working of adding piling would also have significant permitting implications. Providing a cantilevered section may also be possible but would also have permitting implications due to the extra "shadow" footprint and potential impact to sea grasses.



DRMP will be providing structural design and support on this project. They have extensive structural design capabilities and experience. As part of our initial design analysis they will look at these options, confirm their viability both technically and by getting FDOT's take on the matter and come up with cost estimates to aid in the decision-making process.

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? 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 QA/QC manager, Ryan Bell is also a licensed Certified General Contractor (CGC) and 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. Our Constructability Reviewer on this project is Vee Lofton. Vee is also a CGC but does not have a PE. Vee has something most PE's don't, experience actually building the improvements. Vee's experience "making it work" is incredibly valuable in plan review. He can see the problems and call them out before the contractor is sitting there, waiting for an answer and running up a tab.

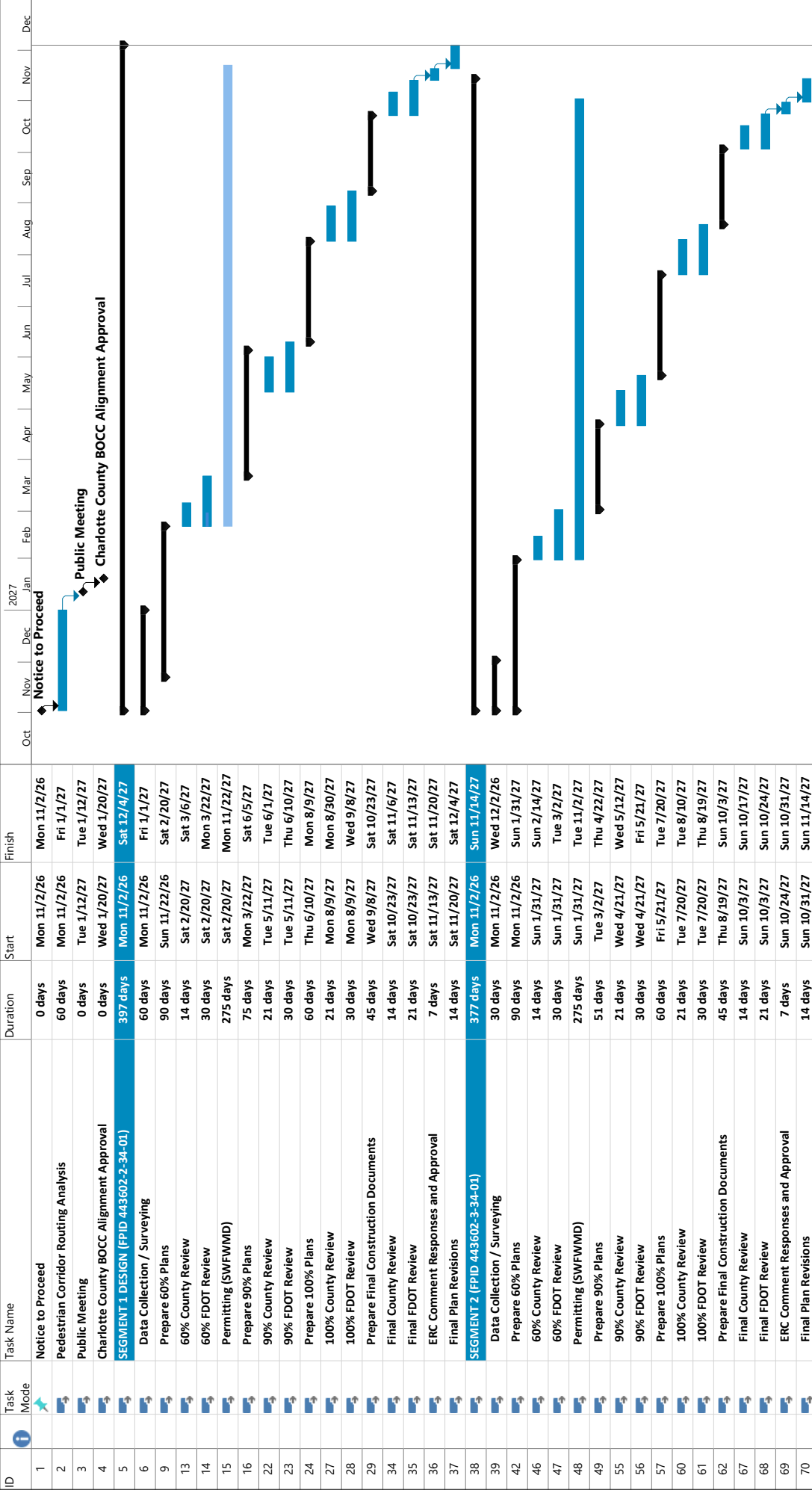
E. SCHEDULING

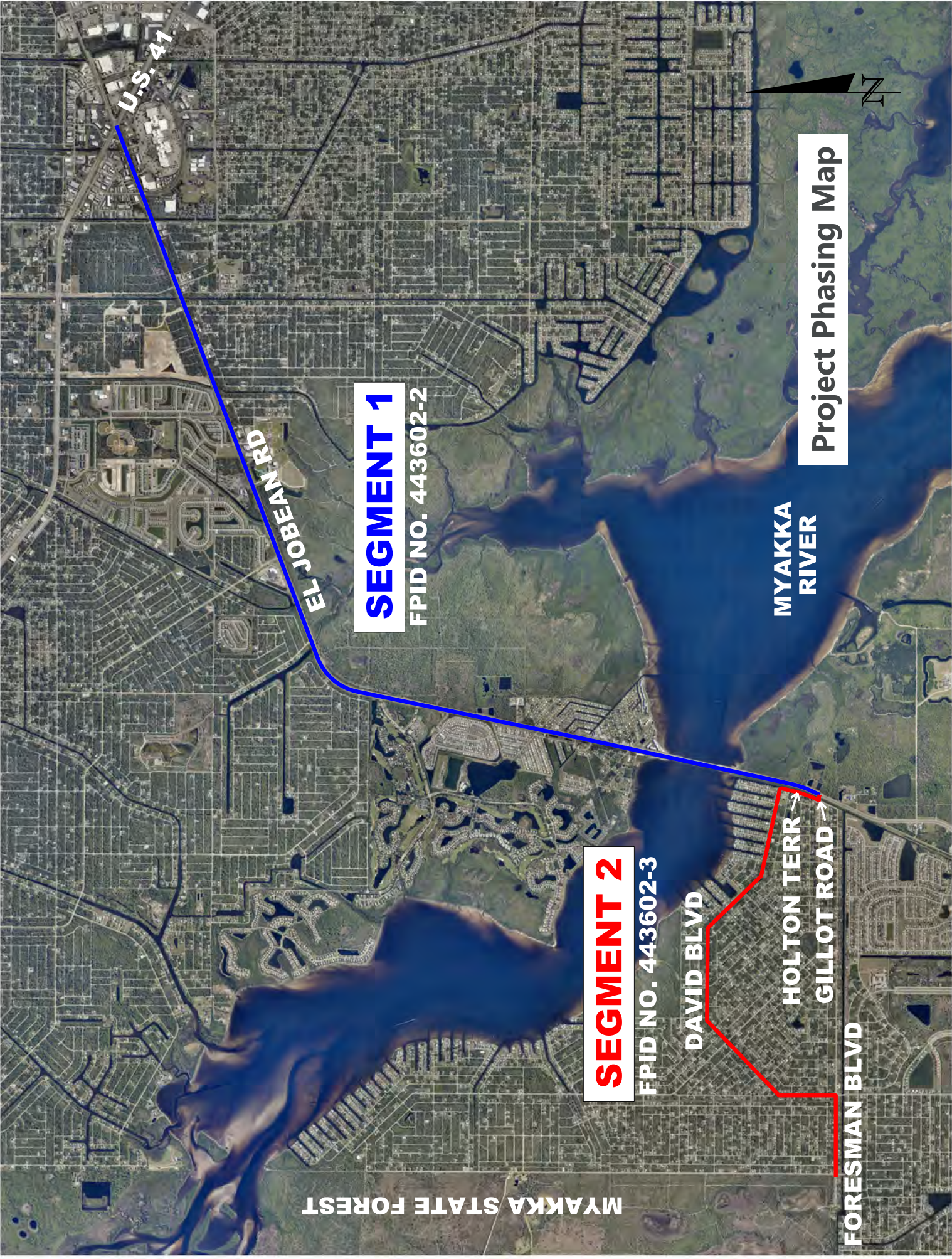
The timing of this work will be critical. We have reviewed the Funding Agreements, and both expire at the end of 2027. By the time a design consultant is selected and under contract it will be end of 2026, leaving approximately 12 months to design and permit 10 miles of pathway. That is going to be tough. The permitting of these improvements will be the critical path, no question. Early coordination, and favorable consideration from the agencies is going to be key. We have a strong team that we think gives us the best shot at making that goal.

The attached conceptual schedule shows how that may be achieved. As discussed herein, meeting this schedule requires a lot of up-front work. This is why we have two survey teams, we have a quick and early analysis with Public Meeting and possible BOCC Meeting. **It will be critical to get to the plan production as phase as soon as possible** so that we can 1) identify potential impacts, be it environmental or to existing drainage facilities along the FDOT ROW and 2) prepare the necessary permit submittal plans and exhibits. On the plan production, again with separate funding agreements and different design criteria we suggest pushing this as two separate plan production efforts allowing two separate design teams to vigorously pursue the submittal milestones.

If anyone tells you this project is easy and will be quick, they are either just telling you what you want to hear or don't actually know what they are talking about. We are prepared to provide a team that gives you the best possible chance of meeting these ambitious deadlines. And while we will make every effort to meet this deadline some of the limiting factors are out of our hands. **These funding agreements can be and often are extended**. FDOT understands there are external factors beyond the County's control and really just wants to see and know there is a commitment from the County and their chosen consultant to push the project forward as expeditiously as possible. We are certainly going to do that. Our grant compliance specialist for the project, Charles Reed, has managed time extensions from both sides of the table. **If a time extension is desired or becomes necessary Charles can help the County with the necessary documentation and coordination for that extension to be granted**.

CHARLOTTE COUNTY RFP NO. 20260180 - DESIGN-CAPE HAZE PIONEER SUN TRAIL PATHWAY CONCEPTUAL SCHEDULE





U.S. 41

EL JOBEAN RD

SEGMENT 1

FPID NO. 443602-2

MYAKKA
RIVER

Project Phasing Map



MYAKKA STATE FOREST

SEGMENT 2

FPID NO. 443602-3

DAVID BLVD

HOLTON TERR →

GILLOT ROAD →

FORESMAN BLVD

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 products 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 ROW that may be in the way of County initiated roadway improvements...but because it is on their own dime they are usually not excited about doing so. For this project we do not want to leave anything to chance so **we are bringing Element Engineering Group on board to handle the Utility Coordination on this project.** Element is widely considered the area expert for Utility Coordination services. They specialize in coordinating with the Private UAO's in accordance with FDOT's Utility Accommodation Guide (UAG) and obtaining the necessary Utility Work Schedules (UWS's). They have multiple utility coordination professionals available to assist, several that worked for FDOT, and have relationships within the industry to help streamline this process. WE understand this project is administered by Charlotte County, but it is funded through FDOT and most of the improvements are within FDOT ROW. We think **it helps to have someone FDOT knows and likes to help you through this process and give you one less thing to worry about.**



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 that 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. i.e. 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 the up-front planning aspect, i.e. figuring out what we are actually designing, then will follow the plan production and permit application process. We developed a conceptual CPM schedule for this project included at the end of Section V herein.

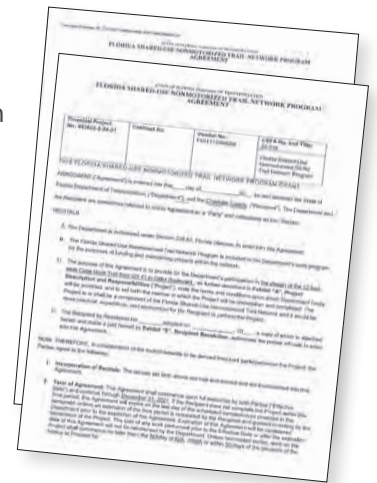
D. CORRIDOR ANALYSIS

With a full-service Transportation Group, we are well versed in the planning and corridor analysis phases of projects. Our firm is prequalified in Project Development and Environmental (PD&E) by FDOT. More importantly our core team proposed for this project have done nothing but transportation facility planning, design, and permitting their entire careers. Members of this same team have also been **involved in the analysis of several corridors in Charlotte County including: Piper Road, Gasparilla Road, SR31, Burnt Store Road, Edgewater/Flamingo Boulevard, Kings Highway, Sandhill Boulevard and many other sidewalk corridors.** On each of these we have provided preliminary analysis to determine design considerations, several included public meetings and each of them included presentations to the Charlotte County BOCC. In this case corridor analysis is needed to confirm which side of the road the pathway should be placed and how we are crossing the Myakka River Bridge. We have a head start on both of those.



E. SUN TRAIL DESIGN

We are intimately familiar with roadway, pathway and sidewalk design for grant funded projects administered through FDOT. Approximately 50% percent of our historical workload comes from such projects. We have obtained and reviewed the funding agreements for both segments of this project (Segment 1 from Gillot to US41 along SR776 – FPID No.443602-2 and Segment 2 from Myakka State Forrest to SR776 at Gillot – FPID 443602-3). The requirements for SUN Trail design are no different than any other state grant funded projects. These agreements spell out what is required in Exhibit A – Project Description and Responsibilities. The limits are specified, the design requirements are only to “meet or exceed standards set forth in applicable FDOT manuals, guidelines and specifications” and the other deliverables are all standard. Anyone that tells you SUN Trail design is vastly different or difficult is just trying to scare you. We recognize meeting the conditions of the agreement are important, but we are not scared. We do also have a grant compliance specialist on board in Charles Reed. Charles worked for many years serving District 1 as the local agency coordinator helping local agencies such as Charlotte County make sure they met these requirements. Charles is available to assist if and where necessary. In this case, time is going to be critical depending on the permitting requirements. **Charles knows what it takes and can assist if an extension of time is needed on the agreement. He has done it many times.**



F. PUBLIC INVOLVEMENT



Obtaining public input and building a consensus is very important. Charlotte County has typically handled most Public Involvement in-house, but this project is highly visible. To assist in this regard, we have brought Atkins on board to provide Public Involvement Officer (PIO) services. We have worked with Jennifer Dorning and her staff, including Molly Scheers, on many projects across SW Florida. They are generally regarded as the “go to” PIO firm in this area now. They are very good in disseminating project information in an easily accessible and understandable fashion. Molly will be the lead on this project. Our Project Manager Josh Hildebrand is also well versed in Public Involvement with

significant direct public interaction on many of his recent projects. Josh and Molly will work closely together to facilitate the Public Involvement Meeting for the project. Gaining the public's input up front will greatly help give the designers and the County Commissioners the input we need to proceed with the most beneficial project alternatives. Molly and Atkins experience in Public Involvement is too extensive to list here. See Molly's resume herein for additional information.

G. ENVIRONMENTAL ASSESSMENT

One of Apex's strongest service areas is in fact our environmental assessment and permitting capabilities. We have a team of local ecologists well versed and trained in the specific environmental issues seen in Charlotte County. Given our extensive experience we have also historically been on or led FDOT's environmental continuing services contracts for District 1. In this case the primary issues will be wetland impacts and associated permitting (if necessary). Species considerations will be for the Gopher Tortoise with active burrows in the Gulf Cove community. There may also be scrub jay considerations with the proximity to Scrub Jay habitat and the Tippecanoe mitigation area. Our team is very comfortable in providing the necessary environmental assessment for this project. We have provided all environmental services on all of our local transportation projects. In fact, our lead ecologist on this project, Dr. Jennifer Korn, was the lead ecologist on the adjacent Edgewater/Flamingo project that recently received the same permits.



H. SPECIALIZED EXPERIENCE

While the project itself will be involved, the improvements proposed are fairly common and do not 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. Having a strong understanding and history of performing these exact services we don't necessarily consider many of these items "specialized" as others may. We consider these the jobs we do every day. This project does require a focused effort on both Utility Coordination and Structural Design, which may be considered "specialized," but these are discussed in detail in Items B and I in this section.

I. BRIDGE DESIGN

DRMP's structures team brings a combination of local Charlotte County experience and statewide bridge design expertise that is directly applicable to the Cape Haze Pioneer Sun Trail Pathway and the proposed widening of the Myakka River Bridge. Our team has successfully delivered multiple bridge rehabilitation and widening projects for Charlotte County, including the Englewood East/Gulf Cove MSBU Bridges, South Gulf Cove Bridges, and the Chamberlain Boulevard Bridge and Utility Design project. These projects involved bridge rehabilitation, widening existing prestressed concrete slab bridges to accommodate pedestrian facilities, utility coordination, and permitting with agencies including SWFWMD, USACE, and USCG. This experience provides DRMP with a thorough understanding of Charlotte County's expectations, local permitting requirements, and the challenges associated with extending the service life and functionality of existing bridge infrastructure.



Strengthening this local experience is the addition of Hida Hilferding, PE, DRMP's Tampa Structures Group Leader, who brings more than 20 years of bridge design experience with a focus on bridge widening, rehabilitation, and replacement projects. Her recent FDOT experience includes leading the structural design effort for the widening of six bridges and three bridge culverts along the I-75 corridor as part of an 18.5-mile interstate expansion project. In that role, she guided concept development through preliminary design, coordinated multidisciplinary design teams, and developed practical

solutions that minimized design variations while maintaining schedule and cost objectives. Her experience with complex bridge widening projects, constructibility considerations, and cross-disciplinary coordination will provide significant value to the County as the project advances through design and permitting.

For the Myakka River Bridge widening, DRMP will provide a comprehensive evaluation of alternatives to identify the most practical, cost-effective, and constructible solution for accommodating the proposed 12-foot shared-use path. Our team will assess structural capacity, widening concepts, utility conflicts, drainage impacts, permitting constraints, and maintenance of traffic requirements early in the design process to reduce risk and support efficient project delivery. Leveraging lessons learned from both Charlotte County bridge rehabilitation projects and FDOT bridge widening programs, we will develop a solution that maximizes the use of existing infrastructure where feasible, minimizes impacts to the traveling public, and provides a durable, low-maintenance facility that seamlessly integrates with the overall Cape Haze Pioneer Sun Trail corridor. This proactive and collaborative approach will help Charlotte County achieve a safe, resilient, and cost-effective bridge widening solution that supports the long-term success of the SUN Trail system.



Volume of Work

VIII. Volume of Work



Apex Companies total amount of payments received from the County within the past 24 months: \$77,452.



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

201 W. Marion Avenue, Suite 1306, Punta Gorda, FL

2122 Johnson Street, Fort Myers, FL



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.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

7/30/2025

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

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

PRODUCER Graham Company, a Marsh & McLennan Agency, LLC company 30 S 15th Street, 20th Floor Philadelphia PA 19102		CONTACT NAME: John Kilgarriff/Brianne Sullivan PHONE (A/C, No, Ext): 215-701-5440 FAX (A/C, No): E-MAIL ADDRESS: MMAEastGrahamKilgarriffUnit@MarshMMA.com	
		INSURER(S) AFFORDING COVERAGE	NAIC #
		INSURER A: Starr Surplus Lines Insurance Company	13604
		INSURER B: Tokio Marine America Insurance Company	10945
		INSURER C: Zurich-American Insurance Company	16535
		INSURER D:	
		INSURER E:	
		INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** 393228873 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PRO-JECT ☒ LOC OTHER:			1000065707251	7/31/2025	7/31/2026	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 25,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
C	AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS NON-OWNED AUTOS ONLY ☐ HIRED AUTOS ONLY ☒ \$10,000 Comp ☒ \$10,000 Coll			BAP-6393348-01	7/31/2025	7/31/2026	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	☒ UMBRELLA LIAB ☒ OCCUR ☒ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☐ RETENTION \$			1000336571251	7/31/2025	7/31/2026	EACH OCCURRENCE \$ 10,000,000 AGGREGATE \$ 10,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N	N/A	WC-6393347-01	7/31/2025	7/31/2026	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A A B	Professional Liability Pollution Liability Contractors Equipment			1000065707251 1000065707251 CPP6411631-03	7/31/2025 7/31/2025 7/31/2025	7/31/2026 7/31/2026 7/31/2026	Per Claim / Agg Per Occ / Agg Leased/Rented Equip \$1M / \$2M \$1M / \$2M 325,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
 Property Policy - Tokio Marine America Insurance Company Policy #CPP6411631-03 ; Policy Period 7/31/2025 - 7/31/2026
 Excess Policy - Nautilus Insurance Co. Policy #FFX2047705-10; \$10,000,000 per occurrence Aggregate; Policy Period 7/31/2025 - 7/31/2025
 Excess Policy - Ironshore Specialty Ins. Co. Policy #XSCUW0033575200; \$5,000,000 per occurrence/Aggregate; Policy Period 7/31/2025 - 7/31/2026
 The above Excess Liability Policies provide coverage excess over the above General Liability, Automobile Liability, Employers Liability, Pollution Liability and Professional Liability Policies.

CERTIFICATE HOLDER Apex Companies, Inc. and its subsidiaries incl. Apex TITAN, Inc. 2101 Gaither Rd., Suite 500 Rockville MD 20850	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
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ACORD 25 (2016/03)

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XI. Minority Business



FLORIDA DEPARTMENT of MANAGEMENT SERVICES

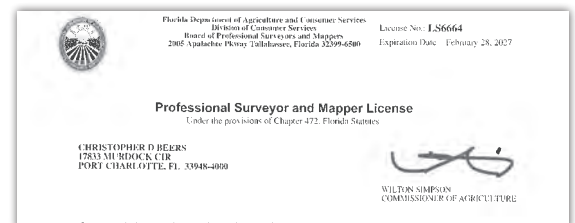
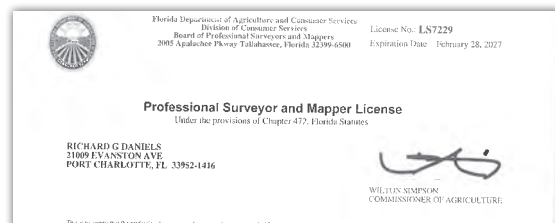
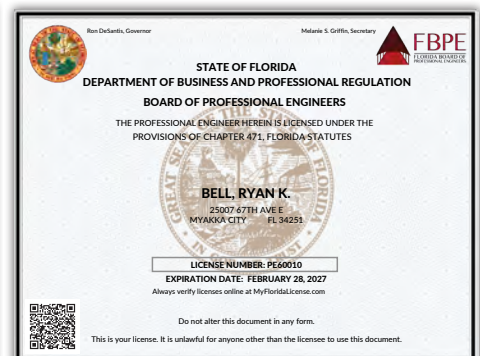
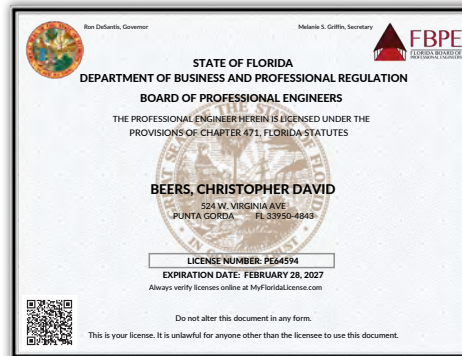
office of supplier
DIVERSITY
We serve those who serve Florida

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.

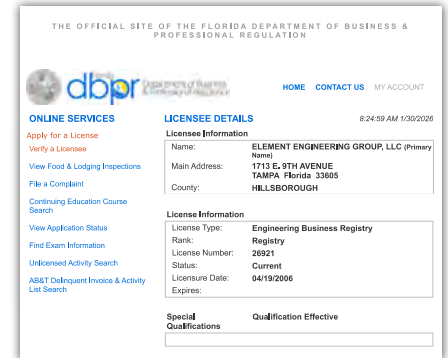
Once selected, we will work closely with Charlotte County in identifying other potential minority teaming opportunities.

IXII. Forms

Team Licenses



Team Licenses



**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, QA/QC	28	Port Charlotte	Fort Myers	Myakka City
	Michael Giardullo, PE, Principal-in-Charge	21	Punta Gorda	Punta Gorda	Punta Gorda
	Christopher Beers, PE, PSM, Local Liaison	32	Port Charlotte	Port Charlotte	Punta Gorda
	Josh Hildebrand, PE, PTOE, Project Manager	19	Fort Myers	Fort Myers	Naples
	Brittney Johnson, PE, Deputy Project Manager	12	Punta Gorda	Punta Gorda	Punta Gorda
	Harvey Castro, EI, Roadway Design/ Plan Production	4	LaBelle	LaBelle	LaBelle
	Kyle Rinaca, EI, Roadway Design/ Plan Production	2	Naples	Naples	Naples
	Rick Acosta, PE, CFM, Drainage	24	Fort Myers	Fort Myers	Cape Coral
	Jennifer Korn, PH.D, CWB, Environmental	19	Fort Myers	Fort Myers	Lake Placid
	Rick Daniels, PSM, Survey/ Mapping	35	Fort Myers	Fort Myers	Port Charlotte
	Dave Trouteaud, PE, Utilities	21	Fort Myers	Fort Myers	North Fort Myers
	Jeff Nagle, RLA, Landscape	42	Fort Myers	Fort Myers	Estero
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).			\$	77,452
4.	Sub-Consultant(s) (if applicable)	Location	% of Work to be Provided	Services to be Provided	
	DRMP	1715 Monroe St Suite 500 Fort Myers, FL 33901	35%	Structural	
	Tierra Inc.	7351 Temple Terrace Hwy Tampa, FL 33637	3%	Geotechnical	
	Element	8509 Benjamin Rd. Suite e Tampa, FL 33634	3%	Utility Coordination	
	AtkinsRealis	1514 Broadway Fort Myers, FL 33901	2%	Public Involvement	
	IF Rooks	106 NW Drane St. Plant City, FL 33563	1%	Photogrammetry	
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: 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.	Yes _____ No <u>X</u>
Comments or Additional Information:	

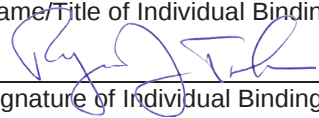
The undersigned attests to his/her authority to submit this proposal and to bind the firm herein named to perform as per contract, if the firm is awarded the Contract by the County. The undersigned further certifies that he/she has read the Request for Proposal, Terms and Conditions, Insurance Requirements 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. 1 Dated 5/29/2026 Addendum No. 3 Dated 6/10/2026 Addendum No. _____ Dated _____
 Addendum No. 2 Dated 6/4/2026 Addendum No. _____ Dated _____ Addendum No. _____ Dated _____

Type of Organization (please check one):	INDIVIDUAL CORPORATION	☐ ☒	PARTNERSHIP JOINT VENTURE	☐ ☐
<u>Apex Companies, LLC</u> Firm Name		<u>941-625-9919</u> Telephone		
_____ Fictitious or d/b/a Name		<u>52-1562320</u> Federal Employer Identification Number (FEIN)		
<u>17833 Murdock Circle</u> Home Office Address				
<u>Port Charlotte, FL 33948</u> City, State, Zip		<u>38</u> Number of Years in Business		
<u>Same as Above</u> Address: Office Servicing Charlotte County, other than above				
<u>Josh Hildebrand, PE, PTOE</u> Name/Title of your Charlotte County Rep.		<u>941-625-9919</u> Telephone		
<u>Ryan Trahan, Vice President</u> Name/Title of Individual Binding Firm (Please Print)				
 Signature of Individual Binding Firm		<u>June 16, 2026</u> Date		
<u>ryan.trahan@apexcos.com</u> 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

June 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**

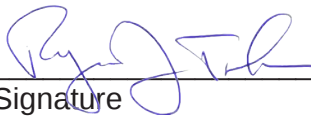
Charlotte County Contract #20260180

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

June 16, 2026

Date

NAME OF FIRM Apex Companies, LLC

(This form must be completed and returned)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
AFFIDAVIT REGARDING LABOR AND SERVICES

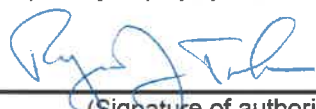
Effective July 1, 2024, pursuant to §787.06(13), Florida Statutes, when a contract is executed, renewed, or extended between a nongovernmental entity and a governmental entity, the nongovernmental entity must provide the governmental entity with an affidavit signed by an officer or a representative of the nongovernmental entity under penalty of perjury attesting that the nongovernmental entity does not use coercion for labor or services.

Nongovernmental Entity's Name: Apex Companies, LLC
Address: 17833 Murdock Circle, Port Charlotte, FL 33948
Phone Number: 941-625-9919
Authorized Representative's Name: Ryan Trahan
Authorized Representative's Title: Vice President
Email Address: ryan.trahan@apexcos.com

AFFIDAVIT

I, Ryan Trahan (insert nongovernmental entity's authorized representative name), as authorized representative attest that Vice President (insert nongovernmental entity's name) does not use coercion for labor or services as defined in §787.06, Florida Statutes.

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



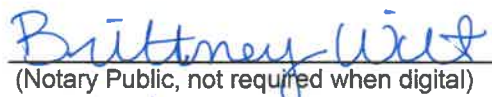
(Signature of authorized representative)

June 16, 2026

Date

STATE OF FLORIDA
COUNTY OF

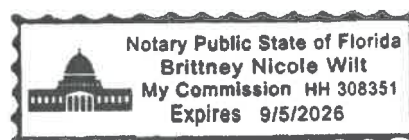
Sworn to (or affirmed) and subscribed before me, by means of ☒ physical presence or ☐ online notarization, this day of 16th of June, 2026 (year), by



(Notary Public, not required when digital)

9/5/2026

Commission Expires



Personally known ☒ or produced Identification ☐

Type of Identification produced _____

END OF PART IV

NAME OF FIRM Apex Companies, LLC

(This form must be completed and returned)