

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PROFESSIONAL SERVICES LETTER OF RESPONSE**

375-030-22  
PROCUREMENT  
11/14  
Page 1

**Advertisement No.:** 16515 **DOT FM Number:** 4366791-1 & 436857-1

**Project Name:** SR 15 / 600 (US 17/92) from N of Lake Mary Blvd to Airport Blvd.

**Consultant's Name:** Kelly, Collins & Gentry, Inc.

**Street Address:** 1700 N. Orange Ave., Suite 400

**City:** Orlando **State:** Florida **Zip:** 32804

**Office Location:** Orlando **Contact person:** Steven M. Kreidt

**Phone:** (407) 898-7858 **Contact email:** smkreidt@kcgcorp.com

By submittal of this letter the Consultant certifies that all information provided in the letter is true and accurate. The Consultant further affirms that staff proposed are currently employed by the firm(s) identified, or the Consultant has provided a statement of when staff will become employed by the identified firm(s).

**Please provide the following information:**

- Proposed approach and understanding of critical issues.
- Relevant project experience – Similar type of work experience.
- Other content provided by firm.
- Proposed key personnel and their proposed roles (do not include resumes).

**Consultants:** *Please be aware that all font (including in graphics, tables, and captions on photos) must be standard Arial Narrow, 11 point, single line spacing with no modification of font or spacing allowed. ½" clear margin on all sides must be maintained on all pages. It is the Consultant's responsibility, due to font and format restrictions within this form, to work within the constraints of the form and its format. Character styling such as use of color, bold, and italics is allowed. Use of a table is recommended for text boxes. The page layout may be modified to add columns, tables, graphics, and photos. All graphics and photos must be created in a clean, blank word document and the "text wrapping square" option applied before cutting and pasting into this form. Consultants may add their logo at the top of the first page (directly underneath the header), however, the Consultant shall not extend the form beyond the pages allocated for the Letter to accommodate insertion of the logo. Consultants are not permitted to insert any other information in the header other than the logo. After pasting your letter into this form, highlight all text and ensure the font size of Arial Narrow, 11 point was retained. Once your content is inserted, delete any additional blank pages that are generated by pressing your delete key after the last word in the Letter of Response. Recreation of the form in another software application to modify the form format is not permitted. This form works best when saved with a .docx extension. \*Please retain the source document as it may be requested at a later date in the procurement, to verify adherence with aforementioned restrictions. Note: You may begin typing on this page.*

Dear Selection Committee Members: **Kelly Collins & Gentry, Inc. (KCG)** is pleased to submit our LOR for shortlist consideration. **We are poised to accelerate this project to the degree the District desires - given our skills, availability and knowledge of the local interest.** KCG is completing the design of SR 414 with District 5. We submitted the Phase II submittal on November 23, 2014, and the additional work associated with adding the I-4 Ultimate - Hope Road Auxiliary lane will be completed by June 15, 2015. Our remaining FDOT workload consists of submitting the Phase III submittal on December 8, 2015. We have **no other work with the Department.** KCG proposes to commit Mr. Steve Kreidt, a principal, as the Project Manager (PM) and Engineer of Record (EOR) as well as founding principals' to oversee the quality control and assurance for this project. The identification of Mr. Scott Gentry, P.E. as the QC Officer affirms our commitment to perform a truly independent QC reviews in accordance with the Chapter 18 of PPM that is verified by a third party. **The key responsible professional's (RP) proposed are experienced and available.**

<b>Project Manager / EOR</b>	<b>Drainage EOR</b>	<b>Quality Assurance Officer</b>	<b>Quality Control Officer</b>
Steve Kreidt, P.E. (33)-50%	Bob Butterfield P.E. (26)-45%	Hal Collins, Jr., P.E. (30)-20%	Scott Gentry, P.E. (28)-20%

**Relevant Project Experience (Firm – PM, Engineer of Record (EOR), Drainage Engineer):** Our PM, Mr. Kreidt P.E. has been the PM for two similar D5 projects: the US 1 Widening Project in Brevard County and the SR 414 (Maitland Blvd) Widening Project in Orange County. Both projects converted existing 4-lane facilities to 6 lanes and included cross slope corrections, upgrading signalized intersections, coordination with adjacent developers, utility agreements, joint use pond coordination and very active / involved local governments – all of which were performed by KCG. **Mr. Butterfield, P.E. is the Drainage EOR for the SR 414 Project and recently performed the drainage and permitting for the adjacent 240196-1 Project.**

**Project Understanding:** This project includes the widening of SR 15 / 600 (US 17 / 92) from Lake Mary Blvd. to north of Airport Blvd. from a rural 4-lane facility to an urban 6-lane facility. The scope calls for the ultimate roadway to be primarily a divided suburban 6-lane facility with three 12-ft lanes and a 4-ft paved shoulder along with Type F curb and gutter in each direction and a 40-ft depressed median. The existing four lanes are to be milled and resurfaced. The roadway widening is to be achieved by interconnecting the existing right turn lanes to create a continuous outside lane in both directions. Some of the existing turn lanes will require cross slope corrections because the existing slope is steeper than 3%. The project corridor is roughly 0.8 mile long posted at 45 MPH and includes the intersection improvements at Airport Blvd. allowing for the full lane requirements at that intersection. Present within the corridor are power & light poles, walls, fencing, trees, landscaping and irrigation, an open drainage system and four signalized intersections.

**Understanding of Critical Issues and Approach to Resolve:** While preparing this LOR, we have reviewed materials provided by the Department, made multiple site visits and obtained additional historical information not readily available. Having met with key project stakeholders (including D-5), KCG has gained a solid understanding of critical issues that will be addressed at the onset of the project. Based on discussions with D5, local government staff and key stakeholders, a thorough understanding and resolution of the following critical issues will minimize the likelihood of the schedule and budget of the project being impacted during the life of the design contract.

**Local Municipal Funding Participation:** Local municipalities are typically looking for funding from FDOT; however, we have identified several planned Capital Improvement Projects within the project area. We have reviewed the approved County driveway connection permit application for Airport Blvd. We have evaluated this intersection and informally discussed our finding with D5 in preparation of this LOR. Seminole County is currently scheduled to upgrade the existing strain pole configuration to mast arms; thus, we believe the County will be willing to participate in the funding of the proposed FDOT mast arms, right turn lane improvements, as well as other improvements identified by the Department. The proposed County intersection improvements will require right of way acquisition.

**Existing Drainage Problems:** Irregularly sloped left turn lanes within the median, especially at the Airport Blvd. intersection have contributed to crashes. Cross slope corrections and over-build will likely be used to resolve ponding issues contributing to these crashes.

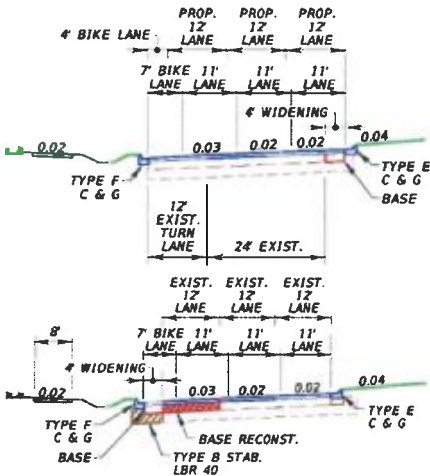
**Selection of Drainage System:** The option to retain the existing open drainage system is unlikely due to the Seminole County Community Redevelopment Agency's (CRA) desire to eliminate the open ditches and create a consistent roadway section with the 427417-1 Project to the south and existing roadway to the north – both of which have curb and gutter to the outside. The existing ditches are to be replaced by a storm drain system. The system will need to accept off-site runoff either with shallow swales and DBI's or back of sidewalk inlets. Pavement segments with flat longitudinal grades will require rocking of the outside lane and shoulder to create the minimum 0.3% grade. The alignment of the proposed storm trunk line will be evaluated to minimize impacts to existing utility agency owner (UAO) facilities. Several UAO's have recently installed new facilities that may be impacted such as Sanford & Seminole County.

**Pond Siting:** The project will require only one stormwater pond. The Seminole County CRA desires to rework the existing ponds at the Wal-Mart site, one of which is located next to the preferred pond site to encourage redevelopment. Further, the CRA desires to keep new ponds greater than 300-ft from the ROW. The pond will be designed to provide treatment for only the new impervious area and attenuation of the increased discharge. We will collaborate with the Seminole County CRA which desires to enhance the existing ponds at Wal-Mart to allow for redevelopment along the corridor. Property owned by the City of Sanford located next to Wal-Mart is a prime candidate for the pond enlargement. Mr. Butterfield is intimately familiar with the corridor basins thereby streamlining the drainage efforts.

**New Continuous Lane / Pavement Design:** Evaluating the presence of adequate pavement structure (using Dynaflect testing), correcting cross slopes, and providing minimum gutter grades will be required to determine which turn lanes can be salvaged. Information obtained by Universal Engineering Science on January 4, 2005 indicates that several of the right turn lanes can be salvaged (Core 15 @ milepost 9.364) but also indicate that a few turn lanes can only be salvaged if the inside widening discussed below is implemented (Core 82 @ milepost 9.239). The cores also indicate that the base may be exposed if the milling depths in the provided LRE's are implemented. We concur with the recommendation because it would facilitate the placement of 3 inches of a SP 12.5 mix with a PG 76-22 binder.

**Pedestrian Access (Transit Locations-Sidewalks):** Existing east side sidewalks will be evaluated for compliance with ADA and FDOT standards and corrected wherever necessary. Some segments of sidewalk will be relocated due to the roadway widening. Sidewalks on the west side will be replaced with an 8-ft wide pathway as desired by the County. Bus stop landings will be needed throughout the project to serve Lynx passengers on the three routes along the corridor, and stops serving over 25 passengers per day will require the installation of bus shelters. We will evaluate the existing mid-block crossing which was installed due to a fatality. The distance between adjacent signalized crossings is so far that the demand for this crossing is likely to persist. Our public involvement effort will also address these concerns as well as business driveway connections, the pond siting and the possible median closure at MP 9.88.

**Typical Section Selection:** The project was scoped prior to the issuance of Design Bulletin 14-17 (November 18, 2014), which requires narrowing the thru lanes to 11 ft. width (from the originally scoped 12 ft. width), while widening the bike lane to 7 ft. (from the originally scoped 4 ft. width). We have reviewed the two alternatives (urban/rural) provided and determined that the urban alternative is most desirable; thus, we have analyzed the two options illustrated below. The "inside" widening option narrows the median width from 40 ft. to 32 ft. with the widening of 4 ft. and the "outside" widening option keeps the 40 ft. median identified in the scope.



**Inside Widening**

- Reduces the SY's of existing Right Turn lanes that need to be reconstructed
- Eliminate the need to specify the use of Type B Stabilization on the project
- Minimizes utility relocations and replacement of existing signal and lighting features
- Minimizes or eliminates the need for temporary pavement during TTC
- Reduces impacts to existing business and pedestrian access during construction
- Eliminates Temporary Lynx Boarding locations

**Outside Widening**

- Increases the SY's of existing Right Turn lanes that need to be reconstructed due to the substandard pavement sections
- Requires substantial temporary pavement to install low profile barrier (4'1")
- Increases impacts to Driveways/Turnout Construction
- Increases overall contract time and costs would be more than inside

**Traffic Ops:** Three of the four signalized intersections will require partial reconstruction to meet mast arms clearances and new signal heads. All signals will incorporate updated timing and include pedestrian crossing times and increased vehicle clearances due to the enlarged intersections. TTMS #770102 will need to be reconstructed and we will evaluate the closing of the median opening at MP 9.88.

**Utilities:** Numerous utilities exist along the corridor within the ROW and easements and will be accounted for in our roadway / drainage / signalization / signage design and proposed TCP Phasing. Barnes, Ferland & Associates will perform the subsurface design under the direction of William Miller, PLS who has over 45 years of experience in surveying and over 10 years managing SUE activities.

**Surveying and Mapping:** Jones, Wood & Gentry (JWG) worked on the adjacent 240196-1 segment and is familiar with the corridor and will be the lead surveyor. We will make full use of the 1975 design plans to develop the optimum survey approach which will include mobile scanning by McKim & Creed (M&K). JWG will be responsible for all control, obscured areas and ROW surveying. We have used this approach successfully on our SR 414 Project where M&K is providing the processed point cloud.

**Maintenance of Traffic:** It is imperative that access to existing businesses and side streets be maintained during construction. Not only is maintenance of vehicular traffic important, but pedestrian and bicycle traffic will be maintained as well.

**Project TEAM:** The KCG Team is pre-qualified in all required work groups and will exceed **3% non-DBE small-business and 10% DBE usage aspiration goals**. Our major highway experience as well as firsthand knowledge of the project corridor will be of great benefit.

KCG Disciplines	Work Group	Responsible Professional	Lead Professional	
Roadway	3.2	Michael Enot, P.E. (18)-60	Alfredo Giraud (21)	
Drainage		Bob Butterfield (26)-45	Sean Fortier, P.E. (12)	
Signing & Pavement Marking	7.1	Michael Enot, P.E. (10)-50	Hector Bustillo (18)	
Utility Coordination		Michael Enot, P.E. (10)-50	Sara Farrell (1)	
Company	Work Group	Responsible Professional	Lead Professional	DBE/SB
The Heimburg Group	4.1.1 (UU)	Evan Birk, P.E. (6) (66%)	J. Webb Jones III, P.E. (17) (25%)	DBE / SB
Protean Design Group	6.3.1, 7.2, 7.3	R. Carlo Adair, P.E. (13) (25%)	Janey Walls, P.E. (7) (25%)	DBE / SB
Jones, Wood & Gentry	8.1, 8.2, 8.4	Thomas Stevenson (40) (60%)	John F. Cheney, PLS (10) (20%)	SB
Barnes, Ferland & Assoc.	8.2	William Miller (45) (20%)	Ron Smith (15) (50%)	DBE
I.F. Rooks	8.3	Ike Rooks, PSM (26) (15%)	Maurice Elliot (38) (20%)	SB
Test Lab	9.1, 9.2, 9.3, 9.4.1	Igon Kratser, P.E. (10) (60%)	Shannon Snyder, P.E. (17) (80%)	DBE / SB

\*ANTICIPATED DBE USAGE 15 %      \*ANTICIPATED SB USAGE 20 %      \*ANTICIPATED UU USAGE 1 %  
 Note: (##) – Years of Experience      (#%) – Percent Availability

The KCG TEAM has excellent availability to undertake this project and we are committed to delivering high quality and cost-effective design and support to FDOT. KCG looks forward to serving you with our expertise, experience and desire to do the best job for you and we respectfully request short-list consideration for this project. KCG is committed to providing you **Excellence in Engineering Design**.

Sincerely,

Steven M. Kreidt, P.E., Project Manager

**Prequalification of Prime Consultant and any proposed Subconsultants by advertised type(s) of work:**

Consultant Name		Project Advertised Major & Minor Work Types												
		3.2	4.1.1	6.3.1	7.1	7.2	7.3	8.1	8.2	8.3	8.4	DBE	SB	UU
<b>Prime</b>	Kelly, Collins & Gentry, Inc.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Subconsultants</b>	E Sciences	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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SB = Small Business      UU = Under-utilized work type; subconsultant is fulfilling an under-utilized work type

My firm has submitted a Bid Opportunity List through the [Equal Opportunity Compliance System](#) for this project.

**Prequalification of Prime Consultant and any proposed Subconsultants by advertised type(s) of work:**

Consultant Name		Project Advertised Major & Minor Work Types												
		9.1	9.2	9.3	9.4.1	2.0	13.0					DBE	SB	UU
<b>Prime</b>	Kelly, Collins & Gentry, Inc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PROPOSED CONSULTANTS FOR DBE & SMALL BUSINESS  
 UNDER-UTILIZED WORK GROUPS**

375-030-28  
 PROCUREMENT  
 12/14

Note: The Consultant is required to complete the following form and submit to the appropriate Professional Services unit with the Letter of Response if the Professional Service Advertisement references under-utilized Work Groups.

Advertisement #: 16515


Project Description: SR 15 / 600 (US 17/92) from N of Lake Mary Blvd to Airport Blvd.

Prime Consultant Name: Kelly, Collins & Gentry, Inc.

Expected use of DBE firms or small business firms in under-utilized Work Groups is planned as follows:

Consultant	Advertised Under-Utilized Work Types (Consultants may propose one DBE or Small Business firm per Work Group.)	DBE	Small Business
The Heimburg Group	4.1.1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>

I do not propose use of a DBE firm or Small Business firm in under-utilized Work Group(s).

Signature: 

Title: Vice President

Date: 3/6/2015

Under-utilization Goal for DBEs and Small Businesses:

The goal of the Department's under-utilization strategy is to encourage and promote use of Disadvantaged Business Enterprises (DBE) and Small Businesses in areas of work where they have been under-utilized. Under-utilization is defined by FDOT as 25% or less DBE and Small Business utilization level for advertised Work Groups. Under-utilization levels vary by district. Use of under-utilized DBEs or Small Businesses for consultant teams is strongly encouraged. Proposed consultant teaming is a shortlist consideration factor for projects referencing this Standard Note. To meet the Department's goal, Consultants are encouraged to propose DBE or Small Business firms for advertised under-utilized Work Types. One DBE or Small Business Firm may be proposed per Work Group. Prime consultants are requested to submit the *Proposed Consultants for DBE and Small Business Under-Utilized Work Groups Form*, FDOT form 375-030-28 indicating their firm's proposed use of DBEs and/or Small Business. This form shall be submitted with the Letter of Response. Refer to the advertisement for other submittal directions.

## ASPIRATION GOAL FORM FOR "DBE" AND "NON-DBE SMALL BUSINESS" FIRMS

This form is not applicable for BDI reserved contracts and contracts that have under-utilization goals.

**Note:** The Firm is required to complete the following information and submit this form in accordance with advertisement instructions.

<b>Contract No. or Advertisement No.:</b>	16515
<b>Project Description:</b>	SR 15 / 600 (US 17/92) from N of Lake Mary Blvd to Airport Blvd
<b>Firm Name:</b>	Kelly, Collins & Gentry, Inc.

This Firm  is  is not a Department of Transportation certified Disadvantaged Business Enterprise (DBE).

This Firm  is  is not a Small Business.

Expected percentage of contract fees to be utilized by DBE(s): 15 %. (Please add together fees for DBE prime (if applicable) and DBE subs).

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

<http://www3b.dot.state.fl.us/EqualOpportunityOfficeBusinessDirectory/CustomSearch.aspx>

The proposed DBE contractors/consultants are as follows:

DBE Prime (If applicable)	Type of Work	Percentage
		%
		%
		%
DBE Subcontractor/Subconsultant	Type of Work	Percentage
The Heimburg Group, Inc.	4.1.1	1%
Protean Design Group, Inc.	6.3.1, 7.2, 7.3	8%
Test Lab, Inc.	9.1, 9.2, 9.3, 9.4.1	5%
Barnes, Ferland & Associates	8.2	1%
		%
		%
		%
		%
		%
		%
		%
		%
		%

Please note, the winning firm is required to enter DBE Participation in the Equal Opportunity Compliance (EOC) System subsequent to contract award.

Expected percentage of contract fees to be utilized by Non-DBE Small Businesses 85 %. (Please add together fees for Non-DBE Small Business prime (if applicable) and Non-DBE Small Business subs).

Professional Services firms listed below should appear on the Department's listing of all Non-DBE Small Businesses at: <http://www2.dot.state.fl.us/procurement/professionalservices/lppc/sbeonly.htm>. Road and bridge construction firms and other non-professional services firms should appear on the Department's listing at:

<http://www2.dot.state.fl.us/sasweb/cgi-bin/broker.exe?service=default&program=inetprog.db2.smbusform.scl>

The proposed Non-DBE Small Business contractors/consultants are as follows:

Non-DBE Small Business Prime (If applicable)	Type of Work	Percentage
Kelly, Collins & Gentry, Inc.	3.2, 7.1, 7.3	65%
		%
		%

Non-DBE Small Business Subcontractor/Sub consultant	Type of Work	Percentage
Jones, Wood & Gentry, Inc.	8.1, 8.2, 8.4	18%
I.F. Rooks	8.3	1%
E Sciences	2.0	1%
		%
		%
		%
		%
		%
		%
		%
		%
		%

By:  Steven M. Kreidt

Title: Vice President

Date: 3/6/2015





Florida Department of Transportation  
Bidder Opportunity List Report

**Prime Vendor: F593343303 - KELLY, COLLINS & GENTRY, INC.**

**Proposal ID: 16515**

**Bidder Opportunity List Submitted on: 3/6/2015**

Sub Vendor ID	Sub Vendor Name	Specialty Area
F593237612	BARNES FERLAND AND ASSOCIATES INC	080200 - DESIGN, RIGHT OF WAY & CONST. SURVEY
F593667002	E SCIENCES, INCORPORATED	020000 - PROJECT DEVELOPMENT & ENVIRONMENTAL(PD&E) STUDIES
F364732685	FULCRUM DEVELOPMENT GROUP LLC	130000 - PUBLIC INVOLVEMENT SERVICES RELATED TO PLANNING
F591262871	I. F. ROOKS & ASSOCIATES, INC.	080300 - PHOTOGRAMMETRIC MAPPING
F590820927	JONES, WOOD & GENTRY, INC.	080100 - CONTROL SURVEYING 080200 - DESIGN, RIGHT OF WAY & CONST. SURVEY 080400 - RIGHT OF WAY MAPPING
F593473441	PROTEAN DESIGN GROUP INC	060301 - TRAFFIC SYSTEM ANALYSIS & DESIGN 070200 - LIGHTING 070300 - SIGNALIZATION
F591427227	TEST LAB INC	090100 - SOIL EXPLORATION 090200 - GEOTECHNICAL EXPLORATION TESTING 090300 - HIGHWAY MATERIAL TESTING

**Note : Specialty areas/codes for sub vendors are input by the prime vendor into the Bid Opportunity Form, and do not equate to prequalification in FDOT work types/work classes.**



Florida Department of Transportation  
Bidder Opportunity List Report

090401 - STANDARD FOUNDATION STUDIES

F223969341 THE HEIMBURG GROUP INC

040101 - MISCELLANEOUS STRUCTURES

**Note : Specialty areas/codes for sub vendors are input by the prime vendor into the Bid Opportunity Form, and do not equate to prequalification in FDOT work types/work classes.**