

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
PROFESSIONAL SERVICES LETTER OF RESPONSE

375-030-22
PROCUREMENT
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Advertisement No.: 16113 **DOT FM Number:** 417878-7-32-01

Project Name: SR 29 from CR 832 (Keri Rd) (MP 5.531) to Spencer Lane (MP 11.078),

Hendry County

Consultant's Name: AIM Engineering & Surveying, Inc.

Street Address: 3802 Corporex Park Drive, Suite 225

City: Tampa **State:** Florida **Zip:** 33619

Office Location: Tampa, Florida **Contact person:** Dawn Ratican, PE

Phone: 813-627-4144 **Contact email:** dratican@aimengr.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.*

SR 29, a rural other principal arterial roadway, is a north/south corridor throughout southwest Florida and has been designated as an emerging SIS facility and Hurricane Evacuation Route. The primary goal of this project is to widen SR 29 from two to four lanes from CR 832/Keri Road to "F" Road. The improvements will be accomplished through milling and resurfacing the existing roadway, converting it to the northbound lanes and constructing two additional 12-foot lanes with an eight-foot outside shoulder (five-foot paved) to the west, which will become the future southbound lanes.

In preparation for this letter of response, the **AIM Engineering & Surveying, Inc. (AIM)** Team, which is also completing the PD&E study for this SR 29 corridor, performed a windshield field review, studied existing documents and discussed the project with the TRC members. **Dawn Ratican, PE (AIM)**, will lead the AIM Team as Project Manager (PM). Ms. Ratican has extensive District One project experience, including serving as Deputy PM on US 27 and SR 82. In addition to the talented staff at AIM, Ms. Ratican will also be supported by staff from respected District One firms, providing the pre-qualified services outlined in the table on pages 4 and 5.

ROADWAY: Shawn Swets, PE (AIM), will serve as Deputy PM and Roadway EOR. The roadway limits include a full four-lane typical section through the Keri Road intersection. South of the intersection, our design will taper down to the existing two lanes. The proposed R/W width for the tapered area will be that which is needed for the full four-lane typical section south of these limits (i.e., FPID 417878-5). Approaching "F" Road, we will tie into the design for FPID 417878-3, for which AIM is currently providing peer reviews.

To minimize construction costs, we will utilize the existing roadway, which is to be

resurfaced in 2017. The cross slopes of the travel lanes will be reviewed for compliance with the PPM Chapter 2 criteria of 2%. From our review of crash data, cross slopes do not appear to be a contributing factor; therefore, the District may consider a design variation to maintain the existing slopes. This is the same approach AIM successfully used on our SR 80 widening project from Birchwood Parkway to Dalton Lane.

According to PPM Table 2.6.3, a base clearance depth of 3 feet is required for this type of facility. We understand that a 1.5-foot base clearance design variation was approved for the project limits as part of the PD&E study. A 1.5-foot base clearance requires a 37.5% reduction in the resilient modulus, which in turn requires an increase in the pavement thickness. Similar to the approach we took on both our SR 80 and SR 82 widening projects, we will conduct a base clearance analysis to develop the most cost-effective solution. This analysis will include various base clearance depths, pavement designs and impacts to the adjacent drainage swales. We believe this analysis will show that a 3-foot base clearance is the appropriate approach for the newly constructed lanes. We recommend obtaining a design variation to maintain the current base clearance of the existing roadway.

ACCESS MANAGEMENT & SAFETY:

This is an Access Class 3 roadway with seven proposed full median openings, which is appropriate given the rural nature of the project and large parcels. We will conduct a full safety analysis; however, current crash data shows a low crash rate on SR 29 and no crash trends to indicate a need for additional improvements.

SIDE STREETS & DRIVEWAYS: The widening will result in side street and driveway connection modifications, which will be designed according to Index 515 and summarized in a driveway matrix. We will assist FDOT in obtaining license agreements for driveway tie downs should they extend beyond the existing R/W.

DRAINAGE: The project falls within WBID 1355N (Roberts Canal), which is not an impaired basin. Drainage patterns include runoff from the east to the west through a series of cross drains and box culverts. Cross drains which remain will be videoed and analyzed for sufficiency and modifications will be identified early in the design stage. The bridge culvert crossings at Roberts Canal and Sears Road Canal will be analyzed and a Bridge Hydraulics Report will be completed. Since the existing roadway will remain, stormwater quality and quantity volume will be provided for only the new impervious area. Compensatory treatment could be provided to account for the inside lane of the existing pavement that will be draining to the proposed median.

The PD&E offsite ponds were based on an additional 25% volume to meet historic requirements for nutrient loading reductions. This is no longer required by SFWMD; thereby, reducing the R/W required for stormwater. Regional stormwater management facilities will be considered due to large parcels with single owners to the west of the proposed roadway. Other options include the use of linear facilities between the roadway and the relocated canal, smart boxes and exfiltration trenches.

The majority of the project falls within the FEMA 100-year Flood Zone A with no base flood elevations determined. Floodplain compensation could be provided within the swales and offsite facilities. A detailed model may be beneficial to illustrate the actual impacts and result in minimizing the amount of required compensation.

ENVIRONMENTAL & PERMITTING:

Kristin Caruso (Scheda), who is involved with the PD&E study and the design segment from Spencer Lane to Cowboy Way, will lead the environmental aspects of the project. PD&E estimates show +/- 8.0 acres of surface water and <0.5 acres of wetland impacts. This segment is within the service area of Jack's Branch Mitigation Bank, which is state but not

federally permitted for wetland credits. The project is also within the service area of the Corkscrew Regional Mitigation Bank (few credits remaining). It is anticipated that Jack's Branch will be fully permitted in time for mitigation use for this project. An Individual Environmental Resource Permit and a standard Section 404 Dredge and Fill Permit will be required from the SFWMD and USACE, respectively.

The PD&E Study has addressed most of the federally protected species concerns. A Biological Assessment was prepared for the wood stork and Florida panther. The USFWS concurred with a "may affect, not likely to adversely affect" determination for the wood stork, but coordination for the Florida panther is ongoing, due to possible USFWS request for a wildlife crossing. If a crossing is requested for this design segment, a reasonable location and type, based on panther telemetry data, would be to enhance one of the existing aquatic culverts near Sears Road to include terrestrial passage (e.g. 14' x 7' ConSpan concrete box culvert). The Spirit of the Wild Wildlife Management Area is adjacent to the east side of the project. Conservation land; however, is not present on both sides of the roadway throughout the SR 29 corridor, which is typically a primary requirement for the Department to consider a crossing. Additionally, a crested caracara survey is recommended to be completed just prior to permit application submittals during the project design.

GEOTECHNICAL: SHGWT levels along the SR 29 corridor range from natural grades to depths of approximately 1½ feet below natural grades. Some areas expected to contain clayey soils (A-2-4/A-2-6/A-4/A-6) at depths less than 3 feet below grades. The clayey soils will need to be delineated, where warranted, and impacts of these soils to the proposed roadway construction will need to be evaluated in accordance with the FDOT Design Standard Index requirements. Weathered limestone (caprock) is anticipated in some areas at shallow depths. Excavations into and/or through this material will be difficult and will require

non-conventional construction techniques and specialized equipment. In addition, limestone/caprock is porous and will be difficult to dewater.

KEY TEAM MEMBERS

Project Principal/QA Manager
 Michael Adams, PE (26) – AIM

Project Manager
 Dawn Ratican, PE (17) – AIM

Deputy Project Manager
 Shawn Swets, PE (17) – AIM

Roadway/S&PM/Specifications
 Shawn Swets, PE (17) – AIM
 Dajana Gibson, PE (7) – AIM
 QC-James Toombs, PE (32) – AIM

Drainage/Environmental/Permitting
 Elizabeth Lorello, PE (7) – AIM

Kristin Caruso (16) – Scheda*
Marion Almy, RPA (38) – ACI*
 QC-Dawn Ratican (17) – AIM
QC-Sandy Scheda (26) – Scheda*

Structures
 Kipling Laskaris, PE (17) – KCA
 Sarah Futral, EI (3) – KCA
 QC-Tom Lovett, PE (36) – KCA

Lighting
 Fathy Abdalla, PE, PTOE (19) – KCA
 QC- Richard Harrison, PE (32) – KCA

Public Involvement/Reevaluation
 Jennifer Marshall, PE (13) – AIM
 QC-Greg Root (27) – AIM

Survey/Mapping/Photogrammetry
 Bob Potter, PSM (31) – AIM
 Ike Rooks, Jr., PSM (26) – IFR
 QC-Ben Homola, PSM (40) – AIM
 QC-Bill Hinkle, PSM (31) – DEI

Geotechnical
Larry Moore, PE (26) – Tierra*
QC-Henri Jean, PE (24) – Tierra*

Utility Coordination
 Jennifer Marshall, PE (13) – AIM
 QC-James Toombs, PE (32) – AIM

Independent Peer Review
Jason Lyle, PE (16) – PGA*
Gordon Greene, PE (14) – PGA*
Johnny Fung, PE (12) – PGA*

(years of experience) ***DBE**

STRUCTURES: There are three existing box culverts within the project limits, including a 12' x 4' CBC, a triple 12' x 6' bridge culvert (Bridge No. 070058) and a four-barrel 10' x 7' bridge culvert (Bridge No. 070057). It is anticipated that these culverts will be extended to accommodate the proposed four-lane typical section. Originally built in 1985, the last inspections, performed in May of 2013 resulted in the numbered structures receiving health index scores of 66.67 (070057) and 70.09 (070058). Typically, a health index below 85 means that some repairs are needed, but it doesn't mean the culvert is structurally deficient. KCA will perform culvert condition assessments to determine any repairs that may be needed to rehabilitate the culverts, allow for their extension and support the roadway section throughout the project's service life. Additionally, should a wildlife crossing be necessary, design alternatives with associated cost estimates for a bridge or additional culverts will be prepared.

TRAFFIC & S&PM: Rumble Striping in accordance with Design Bulletin 15-03 will be used. The existing northbound signs will be replaced to meet current standards and match the proposed southbound signing plan.

UTILITY COORDINATION: Jennifer Marshall, PE (AIM), will lead the utility coordination efforts for this project and has over eight years of utility coordination experience. Since most of the widening will be on the west side of the roadway, we anticipate very minimal impacts to utilities. Five utilities have been identified in the scope and verified through Sunshine One Call. Our preliminary research during the PD&E process indicates that Lee County Electric Co-op will have no involvement.

LIGHTING: According to the scope of services a Lighting Justification Report (LJR) is to be completed along the project, including intersections and driveways. Based on existing conditions and safety evaluations it does not appear that lighting will be warranted. We are also aware that the District is delaying the LJR for some

projects until widening is complete, which may be a valid approach for this project.

PUBLIC INVOLVEMENT: Since the project has a low potential for controversy, we propose a straightforward, efficient public involvement plan. The primary landowners within the project limits are Duda & Sons and Spirit of the Wild Wildlife Management Area. We recommend early coordination with Duda regarding R/W and access and holding the public meeting at the Labelle Civic Center, to remain consistent with the PD&E meetings.

REEVALUATION: The PD&E document for this project is currently awaiting signature from FHWA. AIM prepared the PD&E and will efficiently complete any reevaluation documents after the PD&E is signed. Our team will avoid any impacts to the Spirit of Wild Wildlife Management Area, as shown in the project Section 4(f) document. Given the environmental sensitivity of the area, we will see to it that all species surveys are properly documented, meeting the PD&E commitments. ACI, which prepared the cultural resource assessment survey for the PD&E, does not anticipate critical cultural resource issues on this project.

QUALITY & COMMITMENT: AIM's CEI staff, led by Richard Frank (AIM), with more than 30 years of FDOT construction experience, will provide constructability and bidability reviews. We have also assigned an Independent Peer Review Team and QC staff who will be under the direction of our QA Manager, Michael Adams, PE (AIM). AIM is fully committed to District One and the success of this project. We appreciate your consideration and ask that you please shortlist the AIM Team for this important project.

Sincerely,
AIM Engineering & Surveying, Inc.



Michael Adams, PE
 Chief Operating Officer & QA Manager

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

Consultant Name		Project Advertised Major & Minor Work Types												
		2.0	3.2	4.1.1	6.1	7.1	7.2	8.1	8.2	8.3	8.4	DBE	SB	UU
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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												
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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 #: 16113

Project Description: SR 29 from CR 832 (Keri Rd) (MP 5.531) to Spencer Lane (MP 11.078), Hendry County

Prime Consultant Name: AIM Engineering & Surveying, 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
Patel Greene and Associates, PLLC (PGA)	3.2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Patel Greene and Associates, PLLC (PGA)	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"/>

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

Signature: *Dawn M. Ratican*

Title: Dawn Ratican, PE

Date: 4/3/2015

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.