

Request for Statement of Qualifications RSQ 21-0921

## Engineering and Design Services of Hartwood Marsh Road – Phase 1

*“Our team brings a track record of collaboration and outstanding performance on over 20 relevant, local D.O.T. Projects. Perhaps more importantly, our team’s professionals bring a strong personal interest in assuring the success of this project as local residents utilizing Hartwood Marsh Road.*

*We stand-ready, available, and eager to leverage our qualifications and unique project approach to assist Lake County in the successful design and implementation of this important public safety project.”*

*-Nimesh Bhavsar*

Hartwood Marsh



**OM ENGINEERING  
SERVICES, INC.**  
Civil • Structural • Inspections



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# Tab 1 Vendor Profile

May 27, 2021

Mr. William Ponko  
Senior Contracting Officer  
Lake County Office of Procurement Services  
315 West Main Street Suite 441  
Tavares, Florida 32778

**Re: Request for Statement of Qualifications RSQ 21-0921  
Engineering and Design Services of Hartwood Marsh Road- Phase 1  
City of Clermont Safety Improvement Project**

Mr. Ponko,

On behalf of OM Engineering, Inc. (OME), I would like to express our sincere appreciation for being granted the opportunity to present our submittal to furnish “EXTRACTORS FOR PUBLIC SAFETY” and our Proposed Solution to your *Request for Statement of Qualifications (RSQ) for the Professional Engineering Services for the Engineering and Design Services of Hartwood Marsh Road – Phase 1*. The project spans from US27 to Regency Hills Drive (Majestic Isle Drive) on the extremely busy Hartwood Marsh Road.

Our team of professionals at OME not only stand ready and available; we also have a personal affiliation to the project, as residents off Hartwood Marsh Road. Due to the existing infrastructure demands and challenges this area currently faces from the rapid growth in population density; our team understands the unique intricacies this project. Analysis of the current traffic engineering design is necessary with respect to the growth and safety of the County and its residents, in conjunction with a well-thought-out and thoroughly communicated public involvement plan. These facets will be essential for achievement throughout execution of this extremely urgent safety project.

**Our commitment and promise to you is parallel to your County’s Mission:**

*“To provide exceptional service; enhance and protect the quality of life for all Lake County citizens; facilitate a vibrant economy with an abundance of workforce opportunities; and exercise fiscal responsibility, while using innovative approaches and making well-planned decisions.”*

As residents of Lake County and Central Florida, our team is eager to engineer a successful design and solution to the current impending safety/traffic impediments on Hartwood Marsh Road. OME and its team of subconsultants is eager to see this important public transportation project come to fruition! As a DBE/small business owner, my team and I are honored to contribute to the growth of a County which truly encompasses the heart and soul of Florida, old and new.

The specific strengths of our submittal include:

**SAFETY-COMMUNICATION- EDUCATION |** OME, with its local and knowledgeable team brings over fifty (50) years of engineering and consulting experience to your project. As an experienced engineering firm, we understand the number one importance of safety in the execution of your project. Safety encompasses two key facets in the execution of your public safety project: communication and education of safety expectations and awareness.

**LOCAL KNOWLEDGE & AVAILABILITY |** Beginning in 2005, OME's team is successfully rooted in Central Florida. Over eighteen years (18) in business, OME and its team holds a combined engineering background which well exceeds over fifty (50) years of working knowledge in a multitude of engineering and consulting facets. With a wide range of design and inspection experience in Civil/Highway, Structural, Stormwater, Utilities, Water Resources, and Specialty Services Engineering, OME can help you successfully navigate every anticipated and 'unanticipated' issue which may arise throughout your project. Our team is eager, and **READILY AVAILABLE** to partner with your team on the successful completion of the Hartwood Marsh Road safety enhancements!

**LOCAL PARTNERSHIP |** Our local team of subconsultants in which we have successfully worked with in the past on similar transportation and safety engineering projects is 'tried and true' in the transportation design arena. OME's experience in engineering combined with its team of chosen subconsultants, is confident in its availability and expertise to execute every facet in the completion of your project.

**FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) EXPERIENCE |** Completing over 20 transportation projects successfully, on-time and under budget, OME is a well-versed and experienced partner in your County's transportation project. Working with numerous subconsultants in the area on FDOT projects, OME is confident in its strategic selection of choice, demonstrated, and experienced team of chosen subconsultants in the successful delivery of your project. Acting as a trusted advocate and liaison between its client and FDOT, OME's team has the necessary experience to create a targeted approach to execute your vision safely and efficiently.

**OME** will serve as the Prime Consultant for: 3.2 Major Highway Design, 4.1 Miscellaneous Structures and Minor Bridge Design, and 7.2 Lighting (if required).

**Our Subconsultant Team members are:**

- **Traffic Engineering Data Solutions (TEDS):** 6.1 Traffic Engineering Studies, 6.2 Traffic Signal Timing, 7.1 Signing, Pavement Marking & Channelization
- **Southeastern Survey and Mapping Company (SSMC)**
- **ECHO UES, Inc. (ECHO):** 8.1 Control Surveying, 8.2 Design, Right-of-way, and Construction Survey, 8.4 Right-of-Way Mapping and Subsurface Utility Engineering Surveying
- **Tierra, Inc. (Tierra):** 9.1 Soil Exploration, 9.2 Geotechnical Classification Lab Testing, 9.4 Standard Foundation Studies

- **Quest Corporation of America (QCA)** will support the team with the website and public involvement tasks required.
- **Esciences:** Any and all potential Ecological, Environmental, Endangered Species and Wetland Identification & Analysis.

The **OME team** offers the following advantages:

- *An experienced Project Manager committed to this project.*
- *Available project staff in **OME'** Orlando office encompassing all needed disciplines for this project.*
- *A proven track record in the triumphant final designs of major/minor roadway projects, traffic control designs, signing and pavement marking, utility coordination, structures, and lighting designs.*
- *OME team is committed to meeting Lake County's time and budget constraints.*

We look forward to your consideration of our proposal and working with you. On behalf of OME and our team, thank you for your time and we look forward to helping you uphold your County's commitment to its people, ***"To provide exceptional service; enhance and protect the quality of life for all Lake County citizens."***

Should you have any questions or require clarification about our submittal please feel free to contact me directly at 321-662-4953 (cell) or by email at [nimesh@omengineer.com](mailto:nimesh@omengineer.com).

Regards,



Nimesh Bhavsar, President

OM Engineering Services, Inc.  
621 East Washington St., Ste. 8  
Orlando, Florida 32801  
Ph: 407.704.7815 F: 407.704.7816  
[nimesh@omengineer.com](mailto:nimesh@omengineer.com)  
[www.omengineer.com](http://www.omengineer.com)

## 1. Statement of Understanding of the Project

After a thorough review of the design plans, prepared and signed & sealed back in March 2010, our team fully understands the requirements of the scope of services. The goal is to utilize the previous design information and update this information for the current conditions. The update engineering design process begins when a final contract plans, specification, and estimates (PS&E) package has been on the shelf for any significant period (approximately nine months). The update process depends on the type of project, the adequacy and appropriateness of the original design controls and standards, and the actual scope and objectives. We will determine the extent of the update process based on both engineering and management input.

### *Design Update Review and Decision Process*

Our engineering review of the PS&E and proposed contract documents to determine the activities required to update the package and get it ready for letting.

- 1) The original project objectives, scope, and standards must be reviewed and compared with current corridor conditions and growth rate and patterns to determine if the project design is still valid.
- 2) We must weigh the initial environmental evaluations and commitments against current requirements.
- 3) The OME drainage team will review the Permit date and terms weighed against current requirements.
- 4) SSMC and ECHO will review and confirm Right-of-Way certifications and agreements.
- 5) Contract plans must be reviewed for current design requirements, including standard indexes, specifications, pay items, and design criteria.
- 6) Agreements will be reviewed with outside entities such as Utility/Agency Owners (UAOs), maintaining agencies, local agencies, local developers, retailers and residents/community within the project limits.
- 7) Any Design Exceptions and Design Variations will be resubmitted with updated documentation based on current data and conditions.

Based on the above seven items, engineering updates are required as stated in Lake County's RSQ Scope of Services for this project. The scope, staff-hour estimate, schedule, cost estimate, and other



activities described in FDOT's Plan Preparation Manual, Chapter 13, should be followed to the extent necessary to define the scope and schedule for the update process.

**Conclusion:**

**OME** will provide plans and specifications that meet all applicable criteria, including the American Association of State Highway and Transportation Officials (AASHTO), FDOT design criteria, and Lake County design standards. We will provide submittals at the 30%, 60%, 90%, and 100% review phases per the scope of services. Our extensive resources and roadway, structural, drainage, and permitting experience for rural/urban highways will allow us to complete the design within a year subjected to the acquisition of right-of-way for the pond. OME's past and recent experience in coordinating Saint Johns River Water Management District (SJRWMD), FDOT, and Lake County are invaluable to ensuring the timely and successful completion of this project. Our team looks forward to presenting to your selection committee with additional details and project specifics soon. The **OME** Team is an excellent team with fully available resources committed to the needs of Lake County. We promise to deliver Lake County superior quality final design and construction bid documents for the Hartwood Marsh Road plans update design project. Should you have any questions about this proposal, or if we can be of any further assistance, please contact our office.



## FIRM PROFILE

Engineering with a Solid Foundation and Strong Structure, OM Engineering Services (OME) is a civil and structural engineering firm centrally located in the heart of downtown Orlando, Florida, serving Central Florida, with the ability to extend service throughout the State of Florida. In addition to engineering design services, OME also provides inspection and project and construction management services. The firm was established in 2005 by Mr. Nimesh Bhavsar. Mr. Bhavsar is a University of Florida alum and has over 28 years of experience working with clients in both the private and public sectors. In addition to Mr. Bhavsar, our company personnel have a wide range of experience in the areas of structural, civil, utilities, inspections, and specialty services.

One of OME's primary focus areas is providing environmentally responsible engineering services and protecting Florida's natural resources, lakes, parks, trails, and other green spaces. We at OME understand that while growth is inevitable, it is still possible to create green areas and preserve parks, trails, waterways, lakes, and the wildlife that resides in these areas. OM has 15 total employees comprised with a focus on diversity, inclusion, and respect for acceptance and tolerance.



Colonel Joe Kittinger Park, City of Orlando  
Structural Engineering provided by OM Engineering Services, Inc

## CONSULTING ENGINEERING SERVICES

<b>Civil</b>	Roadway Signalization Signing & Pavement Marking Design Grading	Water Resources, Drainage, & Stormwater Design Lighting Permitting
<b>Utilities</b>	Wastewater Collection Systems Force Mains Gravity Sewers Gravity Drains Manholes	Lift Stations Water Distribution Systems (Various – Potable/Non-Potable) Watermains Pump Stations Backflow Prevention and Meter Assemblies Trenchless Design (HDD, J&B, CIPP)
<b>Construction Management</b>	Project Oversight Project Management	Specialty Engineering Services Maintenance of Traffic (MOT)
<b>Structural</b>	Bridge Design (concrete, steel) Wall Design (CIP, MSE, Sheet Pile) Mast Arms & Strain Poles	Sign and Signal Structure/Overhead Cantilever Design Building and Utility Structures Power System Components
<b>Inspections</b>	Building and Utility Inspections Building Forensics	Bridge and Sign Inspections Construction Engineering



## PROJECT & CONSTRUCTION MANAGEMENT SERVICES

Engineering and Construction projects are complicated and challenging endeavors. Owners can encounter big problems; therefore, owners need an experienced and knowledgeable team to identify project risks. Even one mistake in any of the different phases and scopes on a project can mean big problems resulting in delays and cost overruns. With the financial stakes so high, every step of the project must be managed carefully by experienced professionals. OM Engineering's sole focus is on project and construction management, so owners can be confident our priority is delivering projects on time and within budget. From concept to completion, OM Engineering management services add value and peace of mind to the owner's projects.

OM Engineering offers owners a complete solution to deliver their projects on-time and within budget. Our Senior Project Director and Business Development Lead provides over 30 years of experience in high-profile projects. Also, with our roots in engineering and construction, we offer the owner an understanding of what can be missed on a plan as well as what could go wrong, risk management. We identify potential trouble spots on a project before they can develop into problems and recommend solutions to resolve those problems while maintaining budget and schedule. While project management is the most effective when implemented before design and construction starts, our PM support can also help owners regain control after problems have caused delays or overruns. OM Engineering teams to design new schedules, create new plans, and implement procedures to get the project back on track promptly.

Successful construction management demands a detailed-diligent approach, proactively managed by professionals who have the experience, skills, and technical support each project requires. OM Engineering engineers are not only credentialed; they are seasoned hands-on experience in the engineering and construction industry. This experience gives our project teams the practical knowledge they need to manage virtually any project effectively. The project and construction management team provides timely and objective reporting, from evaluating the performance of the architects, engineers, contractors, and owner's vendors, to monitoring schedules and analyzing cost. We specialist in all phases of design and construction, so changes that occur on a project can be assessed and evaluated in a timely way by the right expert and benefiting owners with recommendations technically and financially. For representative projects and additional information, please visit our website at [www.omengineer.com](http://www.omengineer.com)

## QUALIFICATIONS & CERTIFICATIONS

OM Engineering Services, Inc is pre-qualified by FDOT for the following:



### **Group 3 – Highway Design, Roadway**

- 3.1: Minor Highway Design
- 3.2: Major Highway Design
- 3.3: Controlled Access Highway Design

### **Group 4 – Highway Design, Bridges**

- 4.1.1: Miscellaneous Structures
- 4.1.2: Minor Bridge Design
- 4.2.2: Major Bridge Design, Steel

### **Group 5 – Bridge Inspection**

- 5.1: Conventional Bridge Inspection
- 5.4: Bridge Load Rating

### **Group 7 – Traffic Operations Design**

- 7.1: Signing, Pavement Marking, & Channelization
- 7.2: Lighting
- 7.3: Signalization

Additionally, OME maintains several certifications as a Disadvantaged Business Enterprise (DBE), Minority Business Enterprise (MBE) and Local Developing Business (LDB) within Central Florida and for the State of Florida.



<b>DBE</b>	<b>MBE</b>	<b>LDB</b>
Federal Department of Transportation (FDOT)	State of Florida Orange County City of Orlando Greater Orlando Aviation Authority (GOAA)	Greater Orlando Aviation Authority (GOAA) Orange County Orange County Public Schools



## MEET OUR LEADERSHIP TEAM



**Nimesh Bhavsar, PE (FL), President & Founder of OM Engineering Services, Inc.** – Mr. Bhavsar is the President and sole proprietor of OME with over 28 years of experience, specializing in the design and analysis of structures. Expertise includes design, detailing, and analysis of concrete and steel bridges, mast arm/sign structures, retaining walls, strain pole design, and reinforced concrete box culverts. Mr. Bhavsar has also established expertise in conducting structural inspections and the design and construction of bridges. Mr. Bhavsar's experience also includes roadway, lighting, transportation, and related civil components. Mr. Bhavsar has worked on several major CFX/Expressway projects and is very familiar with SR 429 and SR 414.

**Rodger Schmidt, PE (FL), Senior Engineer & Roadway Lead**– Mr. Schmidt is a Senior Engineer with over 33 years of experience in transportation planning and engineering with specialties in highway alignments and interchange designs. Expertise includes preliminary engineering studies and final designs for many projects relating to transportation and public works. Mr. Schmidt's experience includes location studies, report preparation and conceptual plans for new facilities, and the rehabilitation of interstate, transit, and primary highways. Mr. Schmidt's recent experience includes serving as the design project manager on the Wekiva Parkway (SR 429) Section 2A, which is 2.1 miles of a new six-lane divided limited-access toll expressway.



**Frank E. Bianchi, Senior Project Director & Business Development Lead**- Mr. Bianchi is a Senior Mr. Bianchi is a Senior Project Director and Business Development with over 30 years of successful business experience in consulting engineering "MEP & FP." He specializes in electrical engineering design and general construction, in conjunction with expertise in site development, new construction, capital improvements, and renovation of distressed projects nationwide and internationally. Mr. Bianchi brings his leadership skills to OME, focusing on Project and Construction Management, Design Management, Pre-Construction analyzing risk, and determining budgets and schedules. Maintains key leadership roles establishing relationships with owners, architects, engineers, general contractors, subcontractors, and local authorities and jurisdictions.



## MEET OUR LEADERSHIP TEAM

**Hisham (Sam) H. Deeb, PE (FL, GA, AL, TX, MS, SC, NC, TN, IN, CT, UT, BC, AB, ON),  
Bridge Senior Project Manager & Structural Lead** – Mr. Deeb has over 34+ years of extensive experience in providing structural engineering services, quality assurance, cost controls, and management to various clients across North America. A comprehensive portfolio of over a hundred bridge design, maintenance, and rehabilitation projects encompassing waterway crossings and complex grade interchanges. Mr. Deeb was also involved with various pedestrian bridges that catered to the public and their aesthetic preferences and the sustainability of the structures. Mr. Deeb has accumulated many years of GDOT bridge design practice. He has been the engineer of record for some of the most visible bridges in the Atlanta area, including SR 316/I-85 Interchange, 17th Street Bridge over I-75/I-85, and 14th Street Bridge over I-75/I-85. His Value Engineering (VE) expertise with various structural materials and applications amplifies his ability to produce the best alternative for any project effectively. Specifically for maintenance and rehabilitation-based projects requiring rapid mobilization, expeditious responses, aggressive schedules, various repair and advanced techniques, and solutions.



**Dr. Chang Jin, PE (FL), Senior Engineer & Drainage Lead**– Dr. Chang Jin has over 28 years of experiences in hydrology, hydraulics, water resources, watershed modeling, watershed delineation, stormwater retrofit, drainage, FEMA Digital Flood Insurance Rate Map (DFIRM), water quality monitoring, Quality Assurance Program Plan (QAPP), hydrological and hydraulic data analysis and data QA/QC, TMDL, MFL, ERP, BMAP, GIS, Arc Hydro, LiDAR data application, and geo-database development. He has been working in the consulting industry in Florida since 2005. Before 2005, Dr. Jin worked as a professor/researcher in different universities and research institutes.

## Florida UCP DBE Directory

Number of Records Returned: 1

**Selection Criteria:**

Vendor : OM ENGINEERING SERVICES INC

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**Vendor Name:** [OM ENGINEERING SERVICES INC](#)

**DBE Certification:** CERTIFIED

**MBE Certification:** Certified

**DBA:**

**Former Name:**

Business Description: CIVIL & STRUCTURAL ENGINEERING SERVICES

**Mailing AddressJ:** 621 E WASHINGTON ST SUITE 8  
ORLANDO, FL 32801-

**Contact Name:** NIMESH BHAVSAR

**Phone:** (407) 704-7815

**Fax:** (407) 704-7816

**Email:** [NIMESH@OMENGINEER.COM](mailto:NIMESH@OMENGINEER.COM)

**ACDBE Status:** N

**Statewide Availability:** Y

**Certified NAICS**

541330 Engineering Services

541340 Drafting Services



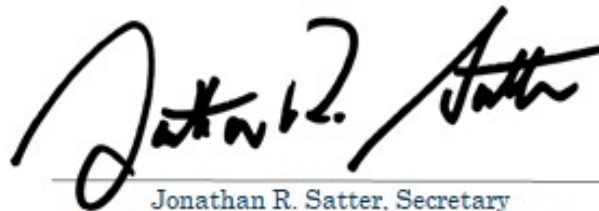
# State of Florida

## Minority Business Certification

### OM Engineering Services,inc

Is certified under the provisions of  
287 and 295.187, Florida Statutes, for a period from:

01/07/2020 to 01/07/2022



Jonathan R. Satter, Secretary  
Florida Department of Management Services



Office of Supplier Diversity  
4050 Esplanade Way, Suite 380  
Tallahassee, FL 32399  
850-487-0915  
[www.dms.myflorida.com/osd](http://www.dms.myflorida.com/osd)



RSQ 21-0525

**OM ENGINEERING SERVICES LICENSES**

Ron DeSantis, Governor

**STATE OF FLORIDA**


**FBPE**  
FLORIDA BOARD OF PROFESSIONAL ENGINEERS

**BOARD OF PROFESSIONAL ENGINEERS**  
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

**BHAVSAR, NIMESH**  
520 RICHMOND ST  
ORLANDO FL 32806-0000

**LICENSE NUMBER: PE56861**  
**EXPIRATION DATE: FEBRUARY 28, 2023**  
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Ron DeSantis, Governor

**STATE OF FLORIDA**


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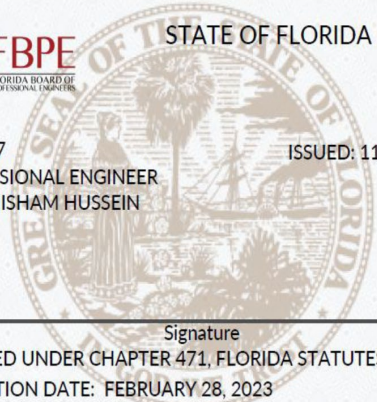
**STATE OF FLORIDA**

PE44407  
PROFESSIONAL ENGINEER  
DEEB, HISHAM HUSSEIN

ISSUED: 11/03/2020

Signature

LICENSED UNDER CHAPTER 471, FLORIDA STATUTES  
EXPIRATION DATE: FEBRUARY 28, 2023



Ron DeSantis, Governor

**STATE OF FLORIDA**


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**JIN, CHANG-XING**  
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SANFORD FL 32771

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## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.  
SECRETARY

September 3, 2020

Nimesh Bhavsar, President  
OM ENGINEERING SERVICES, INC.  
621 East Washington Street, Suite 8  
Orlando, Florida 32801

Dear Mr. Bhavsar:

The Florida Department of Transportation has reviewed your application for prequalification package and determined that the data submitted is adequate to technically prequalify your firm for the following types of work:

- Group 3 - Highway Design - Roadway
  - 3.1 - Minor Highway Design
  - 3.2 - Major Highway Design
  - 3.3 - Controlled Access Highway Design
- Group 4 - Highway Design - Bridges
  - 4.1.1 - Miscellaneous Structures
  - 4.1.2 - Minor Bridge Design
- Group 5 - Bridge Inspection
  - 5.1 - Conventional Bridge Inspection
  - 5.4 - Bridge Load Rating
- Group 7 - Traffic Operations Design
  - 7.1 - Signing, Pavement Marking and Channelization
  - 7.2 - Lighting
  - 7.3 - Signalization

Your firm is now technically prequalified with the Department for Professional Services in the above referenced work types. Your firm may pursue projects in the referenced work types with fees estimated at less than \$500,000.00. This status shall be valid until September 3, 2021 for contracting purposes.

Should you have any questions, please feel free to contact me by email at [carliayn.kell@dot.state.fl.us](mailto:carliayn.kell@dot.state.fl.us) or by phone at 850-414-4597.

Sincerely,

Carliayn Kell  
Professional Services  
Qualification Administrator

13



**OM ENGINEERING  
SERVICES, INC.**  
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# Tab 2 Forms

The undersigned hereby declares that: OM Engineering Services, Inc. has examined and accepts the specifications, terms, and conditions presented in this Solicitation, satisfies all legal requirements to do business with the County, and to furnish **Engineering and Design Services of Hartwood Marsh Road – Phase 1** for which Submittals were advertised to be received no later than 3:00 P.M. Eastern time on the date stated in the solicitation or as noted in an addenda. Furthermore, the undersigned is duly authorized to execute this document and any contracts or other transactions required by award of this Solicitation.

All pricing will be FOB Destination unless otherwise specified in this solicitation document. Pricing submitted will remain valid for a ninety (90) day period.

Vendor will accept payment through the County VISA-based payment system: NO

## 1.0 TERM OF CONTRACT

For each contract that exceeds one hundred, ninety-five thousand dollars (\$195,000.00) any organization awarded a contract must execute a truth-in-negotiation certificate stating that the wage rates and other factual unit costs are accurate, complete, and current, at the time of contracting. Any contract requiring this certificate shall contain a provision that the original contract price and any additions shall be adjusted to exclude any significant sums by which the County determines the contract price was increased due to inaccurate, incomplete, or non-current wage rates and other factual unit costs. All such contract adjustments shall be made within one (1) year following the end of the contract.

The Contract will commence upon the date of the purchase order or related Notice to Proceed. The Contract remains in effect until completion of the expressed and implied warranty periods. The County reserves the right to negotiate for additional services/items similar in nature not known at time of solicitation.

Contract prices resultant from this solicitation will prevail for the full duration of the Contract unless otherwise indicated elsewhere. Prior to completion of each exercised term, the County may consider an adjustment to price based on changes as published by the U.S. Department of Labor, Bureau of Labor Statistics. Refer to Exhibit A – Scope of Services. It is the Contractor's responsibility to request in writing any pricing adjustment under this provision.

Contract must contain the following statement:

“I, as an authorized agent of [firm name] warrant that [firm name] has not employed or retained any company or person, other than a bona fide employee working solely for [firm name] to solicit or secure the Contract and that [firm name] has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for [firm name] any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of the Contract.”

### 1.1 E-VERIFY

Upon award of a contract, Contractor shall utilize the U.S. Department of Homeland Security's E-Verify system in accordance with the terms governing use of the system to confirm the employment eligibility of all new persons hired by the Contractor during the term of the Contract.

Contractor shall include in all contracts with subcontractors performing work pursuant to any contract arising from this solicitation an express requirement that the subcontractors utilize the U.S. Department of Homeland Security's E-Verify system in accordance with the terms governing use of the system to confirm the employment eligibility of all new employees hired by the subcontractors during the term of the subcontract

## **2.0 METHOD OF PAYMENT**

The Contractor must submit an accurate invoice to the County's using department. The date of the invoice must be after delivery but no more than 30 calendar days after delivery. Invoices must reference the: purchase or task order; delivery date, delivery location, and corresponding packing slip or delivery ticket signed by a County representative at the time of acceptance. Failure to submit invoices in the prescribed manner will delay payment.

Payments will be tendered in accordance with the Florida Prompt Payment Act, Part VII, Chapter 218, Florida Statutes. The County will remit full payment on all undisputed invoices within 45 days from receipt by the appropriate County using department. The County will pay interest not to exceed 1% per month on all undisputed invoices not paid within 30 days after the due date.

Upon completion and acceptance of the work required in conjunction with the contract, the vendor shall submit one lump sum invoice that reflects the total value of the contract. This invoice must be submitted to the County user departments to which the required goods or services were delivered.

## **3.0 CERTIFICATION REGARDING LAKE COUNTY TERMS AND CONDITIONS:**

I certify that I have reviewed the [Lake County General Terms and Conditions page](#) and accept the Lake County General Terms and Conditions dated 10/10/2019 as written including the Proprietary/Confidential Information section. YES Failure to acknowledge may result in Submittal being deemed non-responsive.

## **4.0 CERTIFICATION REGARDING FELONY CONVICTION:**

Has any officer, director, or an executive performing equivalent duties, of the bidding entity been convicted of a felony during the past ten (10) years? NO

## **5.0 CONFLICT OF INTEREST DISCLOSURE CERTIFICATION:**

Except as listed below, no employee, officer, or agent of the firm has any conflicts of interest, real or apparent, due to ownership, other clients, contracts, or interests associated with this project; and, this Submittal is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a proposal for the same services, and is in all respects fair and without collusion or fraud. N/A

## **6.0 CERTIFICATION REGARDING BACKGROUND CHECKS:**

Under any County Contract that involves Contractor or subcontractor personnel working in proximity to minors, the Vendor hereby confirms that any personnel so employed will have successfully completed an initial, and subsequent annual, Certified Background Check, completed by the Contractor at no additional cost to the County. The County retains the right to request and

review any associated records with or without cause, and to require replacement of any Contractor employee found in violation of this requirement. Contractor shall indemnify the County in full for any adverse act of any such personnel in this regard. Additional requirements may apply in this regard as included within any specific contract award. YES

#### **7.0 DISADVANTAGED BUSINESS ENTERPRISE PROGRAM**

The County does not establish specific goals for minority set-asides however, participation by minority and non-minority qualified firms is strongly encouraged. If the firm is a minority firm or has obtained certification by the State of Florida, Office of Supplier Diversity, (OSD) (CMBE), please indicate the appropriate classification(s) Asian-American not applicable and enter OSD Certification Number N/A and enter effective date 1/7/2020 to date 1/7/2022

#### **8.0 RECIPROCAL VENDOR PREFERENCE:**

Vendors are advised the County has established, under Lake County Code, Chapter 2, Article VII, Sections 2-221 and 2-222; a process under which a local vendor preference program applied by another county may be applied in a reciprocal manner within Lake County. The following information is needed to support application of the Code:

- A. Primary business location of the responding Vendor: Orlando, FL
- B. Does the responding vendor maintain a significant physical location in Lake County at which employees are located and business is regularly transacted: NO If “yes” is checked, provide supporting detail:

#### **9.0 GENERAL VENDOR INFORMATION:**

Firm Name: OM Engineering Services, Inc.  
Street Address: 621 East Washington Street, Suite 8  
City: Orlando State and ZIP Code: FL, 32801  
Mailing Address (if different): Same as above  
Telephone: 407-704-7815 Fax: 407-704-7816  
Federal Identification Number / TIN: 42-1677099  
DUNS Number: 61-373-8645

#### **10.0 SUBMITTAL SIGNATURE:**

I hereby certify the information indicated for this Submittal is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am an authorized representative of this Vendor and/or empowered to execute this Submittal on behalf of the Vendor. I, individually and on behalf of the Vendor, acknowledge and agree to abide by all terms and conditions contained in this solicitation as well as any attachments, exhibits, or addenda.

Name of Legal Representative Submitting this Proposal: *Nimesh Bhavsar*

Date: 5/19/2021

Print Name: Nimesh Bhavsar

Title: President

Primary E-mail Address: Nimesh@omengineer.com

Secondary E-mail Address: Dhorn@omengineer.com

The individual signing this Submittal affirms that the facts stated herein are true and that the response to this Solicitation has been submitted on behalf of the aforementioned Vendor.

*[The remainder of this page is intentionally blank]*



## **STATEMENT OF NO ADDENDA ISSUED**

As of May 27, 2021, no addenda were issued for RSQ 21-0921, Engineering and Design Services of Hartwood Marsh Road – Phase 1.

# Request for Taxpayer Identification Number and Certification

**Give Form to the  
 requester. Do not  
 send to the IRS.**

<b>Print or type See Specific Instructions on page 2.</b>	Name (as shown on your income tax return)	
	Business name/disregarded entity name, if different from above	
	Check appropriate box for federal tax classification: <input type="checkbox"/> Individual/sole proprietor <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate  <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____  <input type="checkbox"/> Other (see instructions) ▶ _____	Exemptions (see instructions):  Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____
	Address (number, street, and apt. or suite no.)	Requester's name and address (optional)
	City, state, and ZIP code	
List account number(s) here (optional)		

## Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on the "Name" line to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Social security number									

**Note.** If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Employer identification number									

## Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
3. I am a U.S. citizen or other U.S. person (defined below), and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

**Sign Here**      Signature of U.S. person ▶

Date ▶ 5/19/2021

## General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** The IRS has created a page on IRS.gov for information about Form W-9, at [www.irs.gov/w9](http://www.irs.gov/w9). Information about any future developments affecting Form W-9 (such as legislation enacted after we release it) will be posted on that page.

### Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, payments made to you in settlement of payment card and third party network transactions, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the

withholding tax on foreign partners' share of effectively connected income, and

4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct.

**Note.** If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

**Definition of a U.S. person.** For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust (as defined in Regulations section 301.7701-7).

**Special rules for partnerships.** Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the

United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.





## Licensee

Name: **OM ENGINEERING SERVICES, INC.** License Number: **26637**

Rank: **Registry** License Expiration Date:

Primary Status: **Current** Original License Date: **10/04/2005**

## Related License Information

License Number	Status	Related Party	Relationship Type	Relation Effective Date	Rank	Expiration Date
56861	Current, Active	BHAVSAR, NIMESH	Registry	10/04/2005	Professional Engineer	02/28/2023

**2020 FLORIDA PROFIT CORPORATION ANNUAL REPORT**

DOCUMENT# P05000112910

**Entity Name:** OM ENGINEERING SERVICES, INC.

**Current Principal Place of Business:**

621 E WASHINGTON STREET  
SUITE 8  
ORLANDO, FL 32801

**Current Mailing Address:**

621 E WASHINGTON STREET  
SUITE 8  
ORLANDO, FL 32801

**FEI Number:** 42-1677099

**Certificate of Status Desired:** Yes

**Name and Address of Current Registered Agent:**

BHAVSAR, NIMESH J  
520 RICHMOND ST  
ORLANDO, FL 32806 US

*The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.*

**SIGNATURE:** \_\_\_\_\_

Electronic Signature of Registered Agent

\_\_\_\_\_ Date

**Officer/Director Detail :**

Title P  
Name BHAVSAR, NIMESH J  
Address 520 RICHMOND ST  
City-State-Zip: ORLANDO FL 32806

*I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am an officer or director of the corporation or the receiver or trustee empowered to execute this report as required by Chapter 607, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.*

**SIGNATURE:** NIMESH BHAVSAR

**PRESIDENT**

**01/23/2020**

\_\_\_\_\_  
Electronic Signature of Signing Officer/Director Detail

\_\_\_\_\_  
Date

List no more than five projects which best illustrates qualifications relevant to the Solicitation. References must be less than five years old. LIST no more than two LAKE COUNTY GOVERNMENT PROJECTS (past, current, prime, and subcontractor) FIRST.

---

OM Engineering Services, Inc.

PROJECT NAME: Kirkman Road Extension, North Section

Agency: Universal Orlando

Address: Universal Orlando Development Partners Ltd., 1000 Universal Studios Plaza

City, State, Zip code: Orlando, FL 32819

Contact Person: Russ Dagon

Title: SVP of Resorts

Email: russ.dagon@universalorlando.com

Telephone: 407-488-8041

Project Cost: \$2,200,000.00 base design fee approximately

Contract Start and End Dates: February, 2018 – May, 2021 – Design Completion Date

SCOPE of Project (list tasks, outlines or descriptions of items): The Florida Department of Transportation/North (FDOT) section of the Kirkman Road Extension includes a 0.75 mi southern extension of the existing 6 lane Kirkman Road from its current terminus at Sand Lake Road/SR 482. The project involves converting the existing Sand Lake Road interchange to a single point urban interchange (SPUI), where Sand Lake Road will pass over the proposed Kirkman Road. The scope involved providing roadway, drainage, lighting, signals, signing & pavement marking, utility adjustment, landscaping, MOT and utility work by highway contractor plans. The structures scope included providing design and plans for 3 prestressed concrete bridges, permanent MSE walls and temporary sheet pile walls.

PROJECT NAME: Kirkman Road Extension, Mid Section

Agency: Universal Orlando

Address: Universal City Development Partners Ltd., 1000 Universal Studios Plaza

City, State, Zip code: Orlando, FL 32819

Contact Person: Russ Dagon

Title: SVP of Resorts

Email: russ.dagon@universalorlando.com

Telephone: 407-488-8041

Project Cost: \$2,800,000.00 base design fee approximately

Contract Start and End Dates: February, 2018 – May, 2021 – Design Completion Date

SCOPE of Project (list tasks, outlines or descriptions of items): The Orange County/Mid (OC) section of the Kirkman Road Extension includes a 1.08 mi roadway extension that is the continuation of the North Section of the Kirkman Road extension up until the existing intersection at Universal Blvd. and Tradeshow Road. The scope involved providing roadway, drainage, lighting, signals, signing & pavement marking, utility adjustment, and landscape plans. The structures scope included providing design and plans for a single two span prestressed concrete bridge, two multi-span steel girder bridges, and permanent MSE walls.

PROJECT NAME: Turkey Lake Road and Wallace Road Intersection Improvements

Agency: Universal Orlando

Address: Universal City Development Partners Ltd., 1000 Universal Studios Plaza

City, State, Zip code: Orlando, FL 32819

Contact Person: Russ Dagon

Title: SVP of Resorts

Email: russ.dagon@universalorlando.com

Telephone: 407-488-8041

Project Cost: \$75,000.00

Contract Start and End Dates: January, 2016-March, 2017

SCOPE of Project (list tasks, outlines or descriptions of items): This project involved making modifications to an existing three-way intersection to add a fourth leg which served as an entrance to the client's property. The entrance served as an emergency/service entrance. For accommodating the entrance, several intersection improvements such as addition of signs/pavement markings, curb modifications, and regrading pavement were also performed

PROJECT NAME: Lake County North Lake Regional Park Improvements

Agency: Lake County Board of County Commissioners

Address: 315 West Main Street, Suite 441

City, State, Zip code: Tavares, FL 32778

Contact Person: Shane Strew

Title: Recreation Coordinator

Email: sstrew@lakecountyfl.gov

Telephone: 352-516-4916

Project Cost: \$123,931.00

Contract Start and End Dates: April, 2021-Current

SCOPE of Project (list tasks, outlines or descriptions of items): The scope of services performed at North Lake Regional Park will be to develop a complete set of permit/construction plans that will include the design of a new asphalt pavement parking area containing approximately 300 parking spaces including 12 (20'x10') handicap spaces, speed humps matching the existing speed humps on the main entrance/exit roadway, landscaping and an electrical site lighting distribution system and site lighting for the new proposed parking area and sidewalks. The new lighting electrical distribution equipment and secondary service shall be connected to existing utility transformer serving existing baseball fields on the east side of the project site. The existing 5 ft. concrete sidewalk north along the eastern side of the proposed parking area shall be removed and replaced with a new 10 ft. wide concrete walkway. A complete set of Landscaping plans shall be designed in accordance with Lake County Land Development Code design criteria. Surveying and Geotechnical is also included in scope of service.

PROJECT NAME: Volusia County Pedestrian Bridge

Agency: Masci Corporation

Address: 500 West Fulton Street

City, State, Zip code: Sanford, FL 32771

Contact Person: Kurt Luman, Jr., PE

Title: Vice President of Transportation Services

Email: kluman@cphcorp.com

Telephone: 386-837-7322

Project Cost: \$79,500.00

Contract Start and End Dates: November, 2019-November, 2020

SCOPE of Project (list tasks, outlines or descriptions of items): OM Engineering Services, Inc. (OME) is the structural engineering subconsultant for CPH, Inc. in the ongoing East Central Regional Rail Trail Segment 4A project located in Osteen, Florida. The project consists of the design, permitting, and construction of approximately 3.6 miles of a 12-foot-wide multi-use trail from Guise Road to Gobbler's Lodge Road located near Osteen, Florida. The project will also include the construction of at least two (2) pedestrian bridges. The first pedestrian bridge is 100 ft long and spans over the Deep Creek Diversion Canal. The second pedestrian bridge is 125 ft long and spans over Lake Ashby Canal. OME's structural design team is responsible for the design of the substructure, retaining walls, and approach slabs for the two pedestrian bridges. OME's drainage team designed the scour countermeasures and provided Bridge Hydraulics Recommendations utilizing rubble rip-rap to protect the foundations and canal banks. OME's substructure design was based on the superstructure design loads furnished by Contech Engineered Solutions, LLC, utilizing prestressed concrete piles and steel H-piles. Diligent coordination efforts between OME's design team and CPH, Inc. ensures ADA and FDOT compliant pedestrian bridges over the canals. OME coordinated with MASCI General Contractor, Inc. to review shop drawings and proposed alternate design solutions to contractor RFI's during construction to ensure the structural integrity of the substructure and foundations.





## ADDITIONAL REMARKS SCHEDULE

AGENCY <b>Ames &amp; Gough</b>		NAMED INSURED <b>OM Engineering Services, Inc.</b> 621 E. Washington Street Suite 8 Orlando, FL 32801	
POLICY NUMBER <b>SEE PAGE 1</b>		EFFECTIVE DATE: <b>SEE PAGE 1</b>	
CARRIER <b>SEE PAGE 1</b>	NAIC CODE <b>SEE P 1</b>		

## ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,  
FORM NUMBER: ACORD 25 FORM TITLE: Certificate of Liability Insurance

## Description of Operations/Locations/Vehicles:

General Liability, Automobile Liability, Workers Compensation and Umbrella Liability policies include a waiver of subrogation in favor of the additional insureds where permissible by state law and when required by written contract. Umbrella Liability coverage sits excess over General Liability, Automobile Liability and Employers Liability coverage. 30-day Notice of Cancellation will be issued for the General Liability, Automobile, Workers Compensation, Umbrella, and Professional Liability coverage in accordance with policy terms and conditions.

**CONSULTANT**

ROLE	Name	City of Residence	Florida Active Registrations Number
Principal in Charge	Nimesh Bhavsar, PE	Orlando	56861
Project Manager	Nimesh Bhavsar, PE	Orlando	56861
Senior Roadway Lead	Rodger Schmidt, PE	Chicago	40234
Senior Drainage Lead	Dr. Charles Jin, PE	Orlando	65622
Senior Structures Lead	Hisham, (Sam), Deeb, PE	Atlanta	44407

**SUB CONSULTANTS**

ROLE	Company Name	Address	Individual's Name Assigned	Projected % of Overall Work	Worked with Prime before (YES/NO)	Individual Worked with Prime before (YES/NO)
SUE	ECHO UES, Inc.	Orlando, FL	Carlo Pilia, PSM	6%	YES	YES
Environmental	E Science	Orlando, FL	Pete Sebert	2%	YES	YES
Public Involvement	QUEST Corp. of America, Inc.	Land O'Lakes, FL	Carolyn Fitzwilliam	2%	NO	NO
Survey/ROW/Photogrammetric	Southeastern Surveying	Tavares, FL	Edwin Munoz, Jr., PSM	12%	YES	YES
ITS/Signalization/Traffic	TEDS	Orlando, FL	Chris Walsh, PE	12%	YES	YES
Geotechnical	Tierra Consultants, Inc.	Winter Garden	Jeremy Sewell, PE	5%	YES	YES



LOCATION PERCENTAGE OF  
WORK TO BE COMPLETED

<b>Address of Prime Consultant's designated office where the majority of work will be performed</b>	
Street	621 East Washington Street, Suite 8
Street 2	
City	Orlando
State	Florida

Percentage of total overall fees projected to be performed by the Prime Consultant's office above (Do not include percentage of fees anticipated to be performed on this project by sub-consultants)	61%
--	-----

<b>Address of Prime Consultant's other offices where work will be performed (if applicable)</b>	
Street	
Street 2	
City	
State	

Percentage of total overall fees projected to be performed by the Prime Consultant's office above (Do not include percentage of fees anticipated to be performed on this project by sub-consultants)	61%
--	-----

Percentage of total overall fees projected to be performed by firms located within Lake County including the Prime Consultant and Subconsultants.	12%
---	-----

**TRUTH-IN-NEGOTIATION CERTIFICATION**

1. Pursuant to Section 287.055(5)(a), Florida Statutes, for any lump-sum or cost-plus-a-fixed fee professional services contract over the threshold amount provided in Section 287.017, Florida Statutes for CATEGORY FOUR, the Consultant must execute this Certificate and include it with the submittal of its proposal or as prescribed in the solicitation.

2. The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project are accurate, complete, and current at the time of contracting.

3. The Consultant further agrees that the original agreement price and any additions thereto will be adjusted to exclude any significant sums by which Lake County determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments must be made within (1) year following the end of the agreement.

CONSULTANT

Business Name: OM Engineering Services, Inc.

Signature: *Nimesh Bhavsar*

Printed Name: Nimesh Bhavsar

Title: President

This      day of May, 2021.

STATE OF FL )

COUNTY OF Orange )

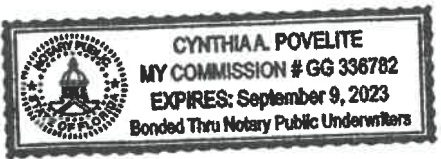
The foregoing certificate was acknowledged before me by means of  physical presence or  online notarization, this 20<sup>th</sup> day of May, 2021 by Nimesh Bhavsar of [name of company] OM Engineering Services, Inc. He/She is personally known to me or has produced      as identification.

Given under my hand this 20<sup>th</sup> day of May, 2021

*Cynthia A. Povelite*  
Notary Public

Cynthia A. Povelite  
Printed Name

My Commission Expires: 9/9/23  
My Commission Number: 66336782





**OM ENGINEERING  
SERVICES, INC.**  
Civil • Structural • Inspections

# Tab 3 Proposed Solution



## PROPOSED SOLUTION

This proposal presents proposed solutions to the design plans update for the Hartwood Marsh Road pavement reconstruction improvements, final design, and construction plan preparation for the safety improvements along 1.0 mile of Hartwood Marsh Road, from US-27 to Regency Hills Drive (Majestic Isle Drive). Our Team will develop/design the final construction design plans with design updates based on the recommended improvement concept depicted in the HNTB Final signed & sealed design plans dated March 11, 2010 (referred to herein as '2010 HNTB plans') and approved by the Board of Lake County Commissioners (BCC). OME Team understands the objective of this project is to provide Lake County a set of final construction bid documents for the two-lane to four-lane roadway widening of the existing Hartwood Marsh Road between the above-indicated limits.

### Administration/Management

**Notice to Proceed / Status Meetings:** Upon receipt of written authorization to proceed from Lake County, the OME Project Manager will coordinate and schedule a "Notice to Proceed (NTP) Meeting" with the Lake County Project Manager and staff. At this Meeting, Lake County staff and critical members of the OME Team will discuss and set the final parameters for the project and formally initiate and clarify the final design scope of services.

**Project Schedule:** Following the NTP meeting, the OME project manager will meet with Lake County staff to review the project schedule. OME will then submit for approval a detailed project schedule as outlined in the meeting. The schedule will identify the Team's approach to completing the final design and plans preparation upon notice to proceed. The custom project schedule will be crafted upon NTP. The project schedule will note all primary and vital minor tasks, including their duration, task relationships; project status meetings with the Lake County project manager and staff; FDOT staff members involved in the project, Progress review submittals (30%, 60%, 90%, and 100% (Final) completion stages); milestones; and QA/QC Reviews. OME will update all significant deliverables indicated as essential milestones on the project schedule at each project status meeting. OME can complete all required deliverables on this project within the timeframe set by Lake County.

Refer to milestone project schedule under Tab 7.

**Cost Estimates / Construction Schedule:** We will create a refined cost estimate at the Phase I (30%) stage when the initial design improvements are approved. OME will prepare more detailed cost estimates for Phase II, III, IV (60%, 90%, 100%), respectively, and the Final signed & sealed submittals. All pay items and cost formats will comply with the FDOT cost estimating system. OME has access to historical and current bid costs for projects from FDOT Historical prices. OME will also prepare a construction time estimate to complete the project with the Final signed & sealed submittal.



**Utility Coordination:** Thorough coordination with the utility companies will be crucial to the final design. We will send construction plans at the 30%, 60%, 90%, and 100% review stages to all utility companies to review and confirm utility locations and potential impacts. The utility coordination on the Hartwood Marsh Road – Phase 1 Expansion primarily involves revisiting all the Utility Agencies/Owners (UAO) that own/operate the utilities depicted in the 100% plans submitted in 2010. Several Utilities were supposed to be removed and new ones added at the same time. OME will conduct a thorough investigation of the current situation and how the proposed design updates will affect the 2010 utility adjustment plans. Since the initially proposed drainage system will be reconfigured/modified to accommodate the design updates, OME will meet with all UAOs to also obtain plans and approximate depth of cover for their utilities at modified locations and will check vertical elevations at potential conflict areas. OME has previous experience working with various UAOs and understands the unique intricacies and time commitment that utility coordination requires. OME's existing relationships and experience with the UAOs will be beneficial to achieve efficient and successful coordination.

OME team member ECHO conducted an 811 inquiry to determine the existing potential utility companies within the project limits. Based on the 811 System inquiry and results of utility permit search, there are potentially twelve (12) UAO Contacts within the project limits. To verify our findings, we will conduct field reviews, phone, written contacts, and records searches. The identified Utility Owners and Agencies that are potentially involved are detailed below:

<b><u>Utility Agency</u></b>	<b><u>Utility Type</u></b>
Bright House Networks dba Charter/Spectrum	CATV, Fiber, Telephone
CenturyLink	Fiber, Telephone
CenturyLink fka L3	Fiber
City of Clermont	Fiber
City of Clermont	Water, Sewer
Lake Apopka Natural Gas	Natural Gas
Opticaltel	CATV
Summit Broadband	Fiber, Telephone
Sumter Electric Cooperative	Electric
Utilities Inc. of Florida	Water
Verizon	Communication Lines, Fiber
ZayoGroup fka Lightwave	Fiber

*OME is also prepared to coordinate with other possible UAOs as discovered throughout the project site.*



## **Survey/Right-of-Way Engineering**

The Hartwood Marsh Road – Phase I project consists of updating the design documents and permits for the widening of Hartwood Marsh Road to four lanes from SR 25 (US 27) to Regency Hills Drive, approximately one mile.

Southeastern Survey and Mapping Company (SSMC), with assistance from ECHO UES, Inc. (ECHO), will provide the surveying services for this project and will include topographic, above, and below ground utility designation, and verification and verification of the existing right of way. The early completion/verification of the right-of-way survey and right-of-way mapping activities are necessary to confirm that the design improvements can be completed within the existing Hartwood Marsh Road right-of-way. SSMC's prior knowledge and work on this project in 2010 will be beneficial in expediting this process thoroughly.

SSMC's and ECHO's project approach will be multi-faceted. First, the 2010 HNTB plans and other existing relevant information for this corridor will be reviewed, including the previous right-of-way maps and topographic surveys that were completed. A right of way package will be requested from the Lake County right of way supervisor. This package will include all the right-of-way information available in the Lake County Public Works Department. A project schedule will be created and shared at the commencement of the project.

After receiving an NTP, SSMC's Project Manager will gather the necessary crews and have an internal kickoff meeting to go over the scope of work and plan of action. The field crews will begin by performing general reconnaissance along the corridor to recover monumentation and to assess the conditions to determine the best method for data collection. Next, control will be established. Horizontal Project Control (HPC) will be relative to Florida State Plane Coordinate System, Florida East Zone, North American Datum of 1983 (NAD83). Vertical Project Control (VPC) will be relative to the North American Vertical Datum of 1988 (NAVD88). Survey and Utility crews will begin performing their assigned tasks under the supervision of a Licensed Surveyor. All field survey work, including sketches, bench runs, and field notes, will be recorded and submitted to the County upon request. During fieldwork, monumentation will be recovered along the corridor to determine and re-establish the existing right of way.

All constructed or fixed improvements within the survey area will be mapped, along with deed lines, plat lines, designated roads, right-of-way lines, easements, and other matters of public record or information referenced in title reports. All underground storm and sanitary structures will be detailed for pipe size, type, top, and invert elevations. Any water bodies that fall within the scope limits will be mapped. After fieldwork is complete, all data coming to the office will undergo the first QC checkpoint for accuracy and correctness. A Topographic Survey will be created showing one-foot contours that contain a Digital Terrain Model. If a Right of Way Identification Map is required, SSMC will review title work received and prepare legal



descriptions and parcel sketches as needed. After all maps have been thru the QC/QA process, they will be delivered to the County for review and comments.

After all comments have been addressed, three (3) signed and sealed copies will be created and delivered to the County, along with an electronic copy. Our Team understands Lake County's emphasis on safety and its goal as stated in it's Mission Statement to:

***"protect the people and property of Lake County..."***

Both SSMC and ECHO will conduct fieldwork implementing all the necessary Maintenance of Traffic per FDOT Standards, ensuring a safe transportation system. Jointly, both SSMC and ECHO will coordinate with existing UAOs, designate, and locate utilities as directed by the Engineer of Record.

**Geotechnical Investigations and Analysis:**

From the initial research performed by Tierra, Inc. (Tierra), and based on a review of the USDA Soil Survey and information provided by Lake County, the subsurface conditions along the project corridor are reported to consist of well-draining sandy soils (A-3/A-2-4 material). Organic soils or shallow plastic (clay) soils are not expected along the roadway alignment. Groundwater levels along the project corridor are expected to be deep and were reported between approximate elevations of +87.5 and +92.0 feet NAVD during the original design. Base clearance to Seasonal High Ground Water Table (SHGWT) is not likely to be a concern for the roadway. New stormwater ponds or existing ponds that may be expanded or reconfigured to support the widening are expected to consist of dry bottom systems.

A geotechnical exploration program for the project will be performed, as required, following the FDOT Soils and Foundations Handbook to support the project design. The exploration program will include auger and SPT borings, as necessary, and corrosion series testing for use in optional pipe materials analyses. During the Soils Survey portion of the project design work, laboratory testing will be performed to verify visual classifications for each stratum encountered along the project alignment. The soils will then be characterized for reuse according to FDOT Standard Plans and to determine the usability of each stratum encountered for use as project fill.

**Roadway, Stormwater & Traffic Control Designs:**

Following the Notice to Proceed (NTP) meeting, the OME Team will begin the work tasks with design and prepare final construction plans and specifications for the Hartwood Marsh Road – Phase 1 expansion. OME will submit plan packages at the 30%, 60%, 90%, and 100% (Final) design phases along with the Lake County Review Submittal checklists. Each submittal will also include checked plans and computations following the OME Quality Assurance Procedures manual.

**Roadway Design:**

Utilizing the existing surveyed data, right-of-way, geotechnical and environmental considerations from the 2010 HNTB plans, the OME Team will begin to finalize the required design updates and verify the horizontal and vertical geometry initially proposed. The existing roadway geometry will also be re-established to the newly surveyed baseline and vertical control established for the



project. OME's design team will use the County approved typical section of Hartwood Marsh Road, 100-foot width right of way, a four-lane urban typical section with 12-foot travel lanes, four-foot bike lanes, full and directional median openings, and dedicated left and right turn lanes in various locations of the project. The design will also incorporate four-foot sidewalks on both sides.

From a preliminary analysis of the plans updates as detailed in section 1.1 of the RSQ, all can be accommodated. However, an additional Traffic Study may be required due to the recent and excessive population growth witnessed in this area. Our Team will work alongside TEDS to achieve the same. Essential items include:

- Determining turn lanes and turn-lane lengths at the key intersections (namely US 27 and Hancock Road), median openings, and turn-lane lengths at the various driveways. In conducting such analyses, TEDS can conduct the necessary traffic counts, prepare volume projections, and conduct capacity analyses to support the project.
- At present, the Publix eastern driveway is full access. Based on the design update request, this location would be converted to a right-in/right-out driveway. Thus, TEDS will ensure that southbound-to-northbound u-turn movements are appropriately accommodated at the US 27/Hartwood Marsh Road intersection, and the eastbound left-turn lane at the Hartwood Marsh/Danbury Mills intersection is of adequate length to accommodate the additional rerouted vehicles. Additionally, consideration will be given to the Royal Oaks Plaza/CVS Pharmacy on the south side of the road on how the motorists from the east on Hartwood Marsh Road access the development. This could be accommodated through westbound-to-eastbound u-turns at the US 27/Hartwood Marsh intersection, in which case the eastern leg would need to be provided with adequate width to accommodate such u-turns, and the northbound right-turn on red would need to be prohibited. Another option for accommodating westbound access to Royal Oaks Plaza/CVS is providing a westbound directional median opening at the Royal Oaks Plaza eastern driveway. However, this would require that the median within Hartwood Marsh be sufficient to accommodate this westbound left and the eastbound right for Danbury Mills, plus a separator. Additionally, a traversable section of the median will also need to be considered to accommodate the southbound left-turn movement from the fire station onto Hartwood Marsh.
- TEDS will coordinate with the County to understand the turn-lane length, which will consist of the necessary deceleration length following the roadway design speed plus a queue length based on expected queueing at this intersection. Further, TEDS will evaluate the need for and length of an eastbound right-turn lane into the development driveway.
- Currently, the First Baptist Church of Clermont driveway does not include an eastbound right-turn lane, and eastbound motorists can access the church via the driveway and the southern leg of the Hartwood/Hancock intersection. With the ultimate extension of





Hancock Road, eastbound motorists on Hartwood Marsh will need to access the site predominantly via the church driveway on Hartwood Marsh. Thus, TEDS will coordinate with the County regarding the need for an eastbound right-turn lane. While turn-lane needs are typically evaluated on a typical weekday AM/PM basis, for a church, turn-lane consideration should be based on Sunday activity when there is a potential for queue spillback onto the adjacent roadways.

- South Lake Charter Elementary School – Currently, an extensive eastbound left-turn lane is provided for this school. TEDS will coordinate with the County and, if necessary, conduct a study of current stacking conditions to evaluate the necessary turn-lane length to accommodate any queue spill back that may be expected to occur.
- Crosswalk at South Lake Charter Elementary School – Midblock crosswalks require a balance of being conveniently located to pedestrians to maximize their use. However, at the same time, ideally, it is preferred that midblock crosswalks be provided at the midblock location, without turn lanes and turning vehicles, to make decision-making easier for pedestrians. Maintaining the crosswalk at the current location would mean that there will be three westbound lanes (two through lanes and one right-turn lane) crossing the crosswalk, which is typically undesirable. TEDS will coordinate with the County on examining other potential locations to enhance pedestrian safety. However, the current location is the most convenient location to accommodate pedestrians from both the west and east destined to go to the school. When conducting an evaluation, they will also assess the need for additional treatments (such as RRFB, hybrid pedestrian beacon) per FDOT's Traffic Engineering Manual, Section 5.2.
- Hunters Run - TEDS will coordinate with the County to understand the turn-lane lengths for the eastbound left and westbound right-turn lanes. The left eastbound lane will consist of the necessary deceleration length following the roadway design speed plus a queue length based on expected queueing at this intersection. Also, TEDS will look into the need for an eastbound right-turn lane for the Regency Hills development, given its size and number of entering vehicles.
- Due to the widening of Hartwood Marsh, the throat distance at Hunters Run and Regency Hills driveways to their gates will be shortened. The right-turn lanes will be critical in the event queues from the gates spill back onto the eastbound right for Hartwood Marsh. If desired, TEDS can evaluate the current stacking conditions at those gates to assess potential concerns and evaluate additional solutions to avoid potential queue spillback.

OME also understands that the design standards have been updated since 2010, and the original design and the proposed design updates will be thoroughly scrutinized to conform to current standards as defined by Lake County, FDOT, AASHTO, ADA and any other applicable guidelines. Moving on with the design, OME will create roadway cross-sections to refine further the roadway improvements and any right-of-way requirements for the 30% design. The OME Team will then



meet with the Lake County Project Manager and Staff to review the proposed typical sections, cross-sections, and right-of-way requirements for the proposed improvements. After incorporating the County's review comments on the 30% design, OME will proceed to develop further the Hartwood Marsh Road - Phase1 expansion roadway plans; signing & marking, signal, lighting (if required), utility relocation, and maintenance of traffic plans for the 60%, 90%, and 100% design phases.

**Stormwater / Permitting Design:** The original design was completed and permitted in 2010, wherein the stormwater management was provided in two dry retention/detention ponds. POND 1, located south of Hartwood Marsh Road and southeast of the Florida Discount Self-Storage, discharges to an unnamed lake south of the Self-Storage. The pond was designed to provide treatment for only Hartwood Marsh Road runoff from US 27 to Hancock Road, about 3400 feet long. The second pond (POND 2), located in the southeast corner of First Baptist Church, was designed as a joint-use pond to provide total retention of runoff from Hartwood Marsh Road section between Hancock Road and the entrance of Imagine South Lake Charter School, the future South Hancock Road extension, and the First Baptist Church site. In 2019, the First Baptist Church development plan was approved by the St. John's River Water Management District (SJRWMD). The plan designed three small ponds, two of which were connected to the ponds in the Hartwood Marsh Residential. In 2020, the Hartwood Marsh Residential, located south of Hartwood Marsh Road, east of the Self-Storage and west of the Hancock Road, was issued by SJRWMD.

The residential development designed two connected dry ponds (Pond-1 in POND 1 location) to treat stormwater from the residential area, the future South Hancock Road extension, the Hartwood Marsh Road section between the Self-Storage and the Hancock Road, and part of the First Baptist Church. Thus, POND 1 proposed initially is not available for the widening use of Hartwood Marsh Road. For widening Hartwood Marsh Road to four lanes, one alternative to stormwater treatment is to identify a new pond location to treat runoff from Hartwood Marsh Road between US 27 and the Self-Storage. This new pond shall be located to the south of Self-Storage. Another alternative is to discharge the runoff of the Hartwood Marsh Road section between the US 27 and the Self-Storage to the Pond-1 in the Hartwood Marsh Residential. In exchange, designed stormwater to Pond-1 from the Hartwood Marsh Road between the Self-Storage and the Hancock Road, the future South Hancock Road extension, and the two ponds in the First Baptist Church to the location of POND 2. POND 2 will be re-designed as a jointly used pond. In this option, OME will negotiate with the developers of the Hartwood Marsh Residential and the First Baptist Church to modify their ponds and re-design a joint-use POND 2. OME's drainage design and analysis will be focused on evaluating the 2010 design, identifying the new pond location, negotiating with other developers of joint use ponds, and designing the new POND 2. It is anticipated that the collection system developed in 2010 for the roadway east of Self-Storage will also be re-designed, collection systems designed in 2010 for the west of Self-Storage will be modified.

OME will also study the existing underground stormwater and sanitary sewer structures, including pipe size, type, condition, and flow direction. All water bodies that fall within the scope



limits will be mapped. If available, the Base Flood Elevation will be determined, shown and Floodplain compensation will be provided. Stormwater Pollution Prevention Plans (SWPPP) will be developed for construction use. For drainage evaluation, design, and analysis, OME will incorporate the standards of Lake County, SJRWMD, and FDOT. FDOT's GeoPAK tool and ICPR model will be our primary tools in drainage design and runoff calculation. In the ERP application, OME will review the related permits issued by SJRWMD in the area, including Permit # 114354 - 1: widening of Hartwood Marsh Road between US 27 to 1500 feet east of Hancock Road from a two-lane undivided rural roadway to a four-lane divided urban roadway; Permit # 114354 -2: widening, reconstruction, and realignment of Hartwood Marsh Road between 1500 feet east of Hancock Road to the Orange County line from a two-lane undivided rural roadway to a four-lane divided urban roadway; Permit # 114354 -3: modifying POND 2; Permit #158467-1: Hartwood Marsh Residential; and Permit # 157210-1: First Baptist Church. OME will submit a modification of the previous permits. OME generally submits permits at the time of completion of 60% design. Before preparing the application, OME's drainage team will meet with the SJRWMD's permit department staff to discuss the procedure and request an application. Meeting minutes and the progress of the application will be reported to the County regularly. Other permits, such as de-watering permits, permit from the Army Corps of Engineers, FDEP, FDOT connection permits, and Florida Fish and Wildlife Conservation Commission, will be prepared following a similar procedure during the ERP permit application.

**Traffic Control / MOT Design:**

OME anticipates that the proposed roadway widening construction can occur in phases as initially proposed in 2010, which will be less disruptive to the motoring patrons on Hartwood Marsh Road and the local roadway network. Construction equipment should be able to access the project site adequately. The OME team will establish and use the following general design criteria in the preparation and design of safe and effective maintenance of traffic plans:

- We will maintain existing posted speed limits on Hartwood Marsh Road and the local roadway networks where possible.
- Establish and maintain early coordination with Lake County Traffic Operations regarding the design and construction of the roadway widening through the project corridor.
- Maintain the existing lane widths on Hartwood Marsh Road in each direction during peak hours and at least one 10' wide lane maintained in each direction at all times on the local roadways. To provide separation of the work zones, we will utilize the necessary traffic control devices required due to the high posted speeds and safety precautions.
- Maintain capacity and access of the existing roadways during the construction, particularly during peak travel hours. Accomplish this by maintaining the same number of travel lanes and designing detours to maintain travel speed and flow.
- Provide access for construction equipment and materials to and from the local roads to the work areas and staging areas.
- Minimize lane closures for the road widening along Hartwood Marsh Road and at the US 27 intersection improvements.



- Sequence any drainage construction to meet environmental permitting needs, as well as contractor needs, during construction.
- Identify and mitigate constrained work areas to avoid complicated and lengthy construction operations.
- Look for critical construction areas to assess the applicability of incentives/disincentives to speed up construction and minimize public inconvenience.

Traffic control for the roadway widening consists of utilizing the FDOT Standard Plans 102-602 & 102-603 for single-lane closures during off-peak travel times. Traffic control mainly at US 27, Hancock Road Intersection, and other intersections with existing/new driveways will require site-specific traffic control plans. Safety being of utmost importance, we will make sure the Clermont Fire Department Station has uninterrupted access to roads during the construction. At the same time, the South Lake Charter Elementary school will be allowed to be accessed without any roadblocks.

### **Signalization Design:**

Traffic Engineering Data Solutions, Inc. (TEDS) has prepared numerous traffic signal designs for Lake County both under continuing services contracts and project-specific contracts. TEDS also recently prepared a signal modification plan for the Hartwood Marsh Road/Hancock Road intersection to incorporate a signalized pedestrian crosswalk on the south side of the intersection, considering the future extension of Hancock Road to the south (an item also to be considered for this project). TEDS's approach will be to work closely with OME on the roadway design and the design of the pedestrian ramps and develop preliminary strain pole designs for both the US 27 and Hancock Road intersections. Following, TEDS will attend a field meeting with George Gadiel, Larry Gobel, and James Globig to obtain buy-in on the preliminary signal layout and identify any unique preferences for the signal designs such as video detection and any interconnect/fiber needs. Geotechnical borings will be obtained, and subsurface utility exploration will be conducted to ensure the proposed signal pole locations are clear of utilities. Conflicts with overhead powerlines will also need to be carefully considered given the various lines crossing at the US 27 intersections and the lines on the north side of Hartwood Marsh at the Hancock Road intersection. TEDS will provide in-field support of the SUE efforts to provide real-time assistance if a conflict is identified, thus maintaining the project schedule. After, TEDS will prepare a pre-final signal design for each of the intersections. After receipt of agency comments, the structural engineering design of the strain poles will be conducted, and the signal plans finalized.

To accommodate the Clermont Fire Department Station, OME and TEDS will coordinate with the County regarding the desired replacement of the emergency signal at the fire station. A critical aspect of this will be maintaining full access for the fire station, requiring a paved traversable section across the median to accommodate the southbound left-turn movement out of the fire station. Other key items to be incorporated into the signal design include proper design/location of pedestrian signalization to ensure ADA/MUTCD requirements are met, such as detectors adjacent to a flat landing and within 10 feet of the crosswalk. TEDS will coordinate with the County concerning any preferences for accessible pedestrian signal features. Another key aspect



will be signal phasing for right-turn movements, such as the westbound right at the US 27 intersection and whether overlaps are desired. TEDS understands that Lake County prefers to use 4-section heads for protected-permissive left-turn movements. They will coordinate with County staff to understand, for enhancing pedestrian safety, if it is desired to have a left-turn movement function protected-only when there is a pedestrian call on the far side crosswalk. Lastly, based on the existing signalization, TEDS will develop signal designs to eliminate the need for temporary signalization.

While not identified in the scope of services, replacing the traffic signal at the US 27 intersection will cause the need to install pedestrian lighting following FDOT's FDM, Section 231. Lighting is not provided at this intersection; therefore, a key consideration will be whether the lights will be provided on the signal poles, the power poles, and stand-alone conventional light poles. TEDS, along with OME, will also coordinate with FDOT to understand whether or not the Department has any lighting plans for this intersection. Having prepared the lighting design for more than 150 signalized intersections in the past three years with FDOT District 5, TEDS recognizes that night-time pedestrian safety is paramount. However, TEDS also recognizes that lighting design takes a balance of achieving the FDOT lighting levels as best as practicable while avoiding right-of-way impacts and maintaining reasonable project costs.

#### **Signing and Pavement Marking (S&PM) Design:**

Once the established pavement edges and intersection geometry for the proposed design updates have been approved, the OME Team will prepare signing & marking plans and any required lighting plans for the 60% design phase submittal. Signing and Marking plans will be prepared to conform to the Manual of Traffic Control Devices, FDOT Standards, and Lake County Standards guidelines.

## **Environmental / Permitting Services**

Environmental Analysis: E Sciences Inc LLC (E Sciences) staff has conducted a preliminary ecological database assessment of the project area and provided the following project information related to their understanding of the environmental conditions and likely regulatory requirements.

#### **Wetlands and Surface Waters:**

- Jurisdictional wetlands and surface waters do not appear to occur within the project area. During the plans update phase, a field review will be conducted to ensure no impacts on wetlands and surface waters.

#### **Wildlife:**

- Based on limited natural habitat within the existing right of way, impacts to protected wildlife species are not anticipated. The closest eagle nest (1855) is located over one mile southwest of the project site, and impacts to the nest are not anticipated. The project is located within the sand skink consultation area, and



early coordination with USFWS will be conducted to document site conditions and the potential for occurrence. E Sciences will work with the project team to conduct wildlife surveys during the appropriate time of the year and within the design schedule to document the presence or absence of protected species.

**Environmental Resource Permitting:**

- Permits through the SJRWMD (Permit 114354-1 and 114354-3) were issued for the project in 2008 and modified in 2009. The permits expired in 2013. A new environmental resource permit application will be required for the project to permit the proposed changes to the roadway.

## **Public Involvement Services**

Quest Corporation of America (QCA) will provide any required public involvement tasks needed on the project. QCA understands that improving capacity along Hartwood Marsh Road is necessary to accommodate safe travel for the growing numbers of vehicles that use that road to access US 27. Since the Project Development & Environment (PD&E) Study in 2004 and the initial design effort in 2010, hundreds of new homes were built in the Hunter's Run subdivision, and the First Baptist Church of Clermont was constructed. Additionally, many new residents have purchased homes in the area who may not be aware of the widening plans. For this reason, QCA recommends a robust and multi-faceted public involvement approach.

In addition to local, regional, and state agencies, key stakeholders for this update will be the residents and property owners in the Hunters Run, Regency Hills, Hartwood Pines, and Kings Ridge, the staff, parents, and students of Imagine Schools South Lake, the Clermont Fire Department (Station 2), Florida Discount Self Storage, First Baptist Church of Clermont, CVS, the Circle K and Marathon gas stations, and the businesses in the Royal Oaks Plaza and Kings Ridge Shopping Mall, which is anchored by Publix. The proposed median change will impact the Kings Ridge Shopping Mall access, so careful coordination with both the property owner and individual tenants will be needed.

QCA's public involvement approach would begin with developing a Community Awareness Plan within 30 days of Notice to Proceed. The plan will identify all of the key stakeholders, potential issues, and concerns. It will outline the strategies to engage the stakeholders and build acceptance for the project proactively. Project documents indicate a generally favorable view of the project. However, early and continuous engagement will help to address any issues or concerns that may arise proactively.

Among the strategies QCA would recommend are:





- A kickoff newsletter distributed by mail and email (when possible) to all stakeholders. The newsletter would provide a project-specific email address to accept questions and invite stakeholders to join the project email list.
- Setting up a project webpage with a Question link to allow the community to submit comments or questions through the website.
- Following the kickoff newsletter, outreach to the individual homeowner associations with an offer to present project information at one of their regular HOA meetings.
- Door-to-door outreach with the local businesses, including a meeting specifically with Publix and the other tenants in the Kings Ridge Shopping Mall.
- A hybrid public meeting/hearing just before the 60% plan submittal. The meeting will include augmented or virtual reality videos or other 3D animations to help the community visualize the finished project. The visualizations will also show how the improvements can improve the look and feel of the corridor and enhance safety and operations.
- Geomarketing – targeted social media posts to drivers who frequently travel the corridor. The posts will be used ahead of the public meeting to announce the meeting and invite people to visit the project webpage.
- A final project newsletter that describes any adjustments to the plans that were made as a result of public input and provides an updated schedule for construction.

Throughout the project, any questions or comments would be responded to in writing. All responses would be submitted to the County for review and approval before sending to ensure consistent messaging. According to US Census data, more than 16% of residents in the area are Hispanic or Latino. As a result, materials will be prepared in English and Spanish as directed by the County. Before the public meeting, QCA will conduct a facilities evaluation to ensure the meeting location is fully ADA accessible and easy to find. One potential location is the First Baptist Church. QCA will document all public involvement activities, public input, as well as all materials. A complete summary will be provided to the County at the conclusion of the project.

**Post Design Services (if required):** Although this is not a part of the RSQ, OME can provide shop drawing engineering services for all roadway, drainage, potential lighting, and structural component submittals. We can review the shop drawing submittals for conformance to project specifications promptly to meet construction schedules. All shop drawing submittals would be recorded in a tracking database and forwarded to the County for their records. If requested by the County, OME can also provide construction administration assistance by performing engineering services, responding to requests for information, and attending the Pre-Bid Construction Meeting and Pre-Construction Conference.

**Conclusion:**

OME will provide plans and specifications that meet all applicable criteria, including AASHTO, FDOT, and Lake County standards. We will provide submittals at the 30%, 60%, 90%, and 100% review phases. Our extensive resources and roadway, structural, drainage, and permitting experience for rural/urban highways will allow us to complete the design within a year subjected



to the acquisition of right-of-way for the pond. OME's past and recent experience in coordinating SJRWMD, FDOT, and Lake County is invaluable to ensuring this project's timely and successful completion. OME looks forward to the opportunity to provide our design services to Lake County and hopes you find our proposal and design team satisfactory. Should you have any questions about this proposal, or if we can be of any further assistance, please contact our office.



## **ADDITIONAL DESIGN CAPABILITIES SUPPORTING OME'S QUALIFICATIONS**

With the projected growth in Lake County and the area surrounding Hartwood Marsh Road, the success of your transportation improvement project is coveted on the execution of a safely designed and engineered plan which is communicated efficiently and effectively, to its internal and external team(s). Critical in this Transportation project, will be precise and ongoing communication with District Five (5) of the Florida Department of Transportation, and its reporting agencies, along with the local community and surrounding municipalities to safely streamline delivery on this traffic-impacting project.

Recent and extensive experience with District 5 of the Florida Department of Transportation and its projects, is a critical help OME brings to your County's project. This experience will be essential in the prompt completion of the successful design and implantation of this important public safety project. Communication with the appropriate neighboring municipalities and officials, local news outlets and community, will be essential on the forefront of this project for minimal disruption to the County's already busy, daily industry and commerce.

### **Experience in Action**

*Example of the aforementioned above, is detailed below:*

#### **Project Experience**

##### **Kirkman Road Extension – Orange County, Florida**

*OME is the prime consultant for the ongoing Kirkman Road Extension project. The project corridor is divided into two parts, Kirkman Road North Section and Kirkman Road Middle.*

Kirkman Road North Section was proposed to be widened and extended south to a new intersection with Universal Blvd. A total overhaul of the existing Sand Lake Road and Kirkman Road bridges into a Single Point Urban Interchange bridge will allow greater volumes of traffic flow with less congestion and increase the level of service. The project includes the reconstruction of Sand Lake Road from the Universal Blvd on the west to the Greenbriar Parkway intersection on the east to a 6-lane divided roadway. The existing condition of the project site includes signalized intersections, elevated ramps, and bridges. The proposed corridor will consist of a multi-modal corridor with six general traffic lanes, dedicated transit lanes, and multi-purpose pathways. The project involves designing a multi-lane roadway with signalized intersections, elevated ramps, concrete bridges, box culverts, and pedestrian tunnels.

Kirkman Road Middle Section, starting about 0.2 miles south of SLR on the north and continue south approximately 1.2 miles to the intersection of Universal Blvd and Tradeshow Road, was proposed to be extended to a 6-lane urban section with 3-lanes in each direction and two

dedicated transit lanes in the median. The project also comprises a new elevated ramp system proposed in an undeveloped site with Right-of-Way constraints, encumbered by several permanent easements including a Duke Energy Easement, an Orlando Utilities Commission (OUC) easement, and a canal easement for a tributary of Shingle Creek. The existing condition of the project area is an undeveloped site. The project involves designing a multi-lane roadway with signalized intersections, elevated ramps, concrete and steel bridges.

The project corridor consists of several existing and proposed utilities. OME and the design team performed coordination with several Utility Agencies/Owners (UAO) to resolve conflicts between proposed drainage structures, light poles, structural foundations, landscaping, and existing & proposed utilities including buried & overhead electric lines, storm sewers, sanitary sewers, gas mains, and fiber optic networks. Detailed discussions and coordination efforts with Developers and Property Owners were performed by OME to accommodate changes in the proposed design and reconfiguration of proposed utilities in a short time.

Diligent design and coordination efforts implemented by OME and the design team ensured that no modifications were required to existing Duke Transmission pole locations in the FDOT Right of Way, resulting in time and cost-saving. The proposed design was coordinated with Duke Transmission to establish proper tie-in between the proposed ground and existing ground at the pole locations while maintaining all required clearances to the roadway, lighting, and signalization structures. The project also consisted existing AT&T duct bank comprising of 9 to 12 conduits along the Sand Lake Road corridor. Coordination with AT&T to avoid conflicts between the existing duct bank and proposed drainage structures, ditches, and structural foundations resulted in cost and time-saving.

OME prepared detailed utility adjustment plans showing dispositions of proposed and existing utilities along the project corridor. Design efforts included verifying required clearances between the proposed design and existing utility crossings. OME's SUE surveyors provided Verified Vertical and Horizontal locations for several utility crossings to investigate possible conflicts with the proposed design. OME's survey team provided a list of existing easements which were analyzed individually to verify the justification and implications to the proposed design. The project planning phase established the requirement of relocating the water main, reclaim water, and sanitary sewer force main running along the Sand Lake Road corridor. OME provided detailed Utility Work by Highway Contractor plans to conform to those standards set by the Orlando Utilities Commission, Orange County Utilities, and FDOT.

Drainage design and ERP application will be performed by OME's drainage team. Our team consists of experienced hydraulics/hydrological experts and drainage engineers. Team members have solid skills and experience in drainage design, ERP application, and hydraulic/hydrological model application. They are familiar with design criteria and rules/regulations of Lake County, St John's River Water Management District, FDOT, and FDEP.

OME's drainage team designed roadway drainage and stormwater treatment facilities and ERP application to South Florida Water Management District (SFWMD). The design for Kirkman Road North Section includes eight (8) wet detention ponds, three (3) major ditches, two (2) outfall structures, and various inlets and pipes systems. FDOT's GeoPAK program was used in drainage design and ICPR model was used in stormwater routing modeling. For Kirkman Road Middle Section, OME's drainage team, designed roadway drainage and stormwater treatment facilities and ERP application to SFWMD. The design includes five (5) wet detention ponds and one (1) dry retention pond, four (4) outfall structures, and various inlets and pipe systems. FDOT GeoPAK program was used in drainage design and ICPR model was used in stormwater routing modeling.



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# Tab 4

## Subcontractors



## **OM ENGINEERING SERVICES, INC. PROPOSED SUBCONTRACTORS**

**ECHO UES, Inc.**

400 SR 434, Suite 1024  
Oviedo, FL 32765

**ESciences**

34 East Pine Street  
Orlando, FL 32801

**Quest Corporation of America, Inc.**

17220 Camelot Court, Suite 101  
Land O'Lakes, FL 34638

**Southeastern Surveying and Mapping Corp.**

6500 All American Blvd.  
Orlando, FL 32810

**TEDS**

80 Spring Vista Drive  
DeBary, FL 32713

**Tierra, Inc.**

591 Susan B. Britt Court  
Winter Garden, FL 34787



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# Tab 5 Financial Stability



1113 Saxon Blvd  
Orange City, FL 32763  
04/21/2021

OM Engineering Services, Inc.

To whom it may concern,

This letter is to confirm that OM Engineering Services Inc.'s relationship at Cogent Bank is in good standing. If you have any additional questions please do not hesitate reaching out to me.

Traci Smith  
Senior Vice President, Relationship Manager  
[tsmith@cogentbank.net](mailto:tsmith@cogentbank.net)  
407-590-4664

Sincerely,

*Traci Smith*

Traci Smith  
SVP, Commercial Banking  
407-590-4664 (m)



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# Tab 6 Litigation





### **Statement of Litigation**

OM Engineering Services, Inc. has had no details of litigation within the past three (3) years.



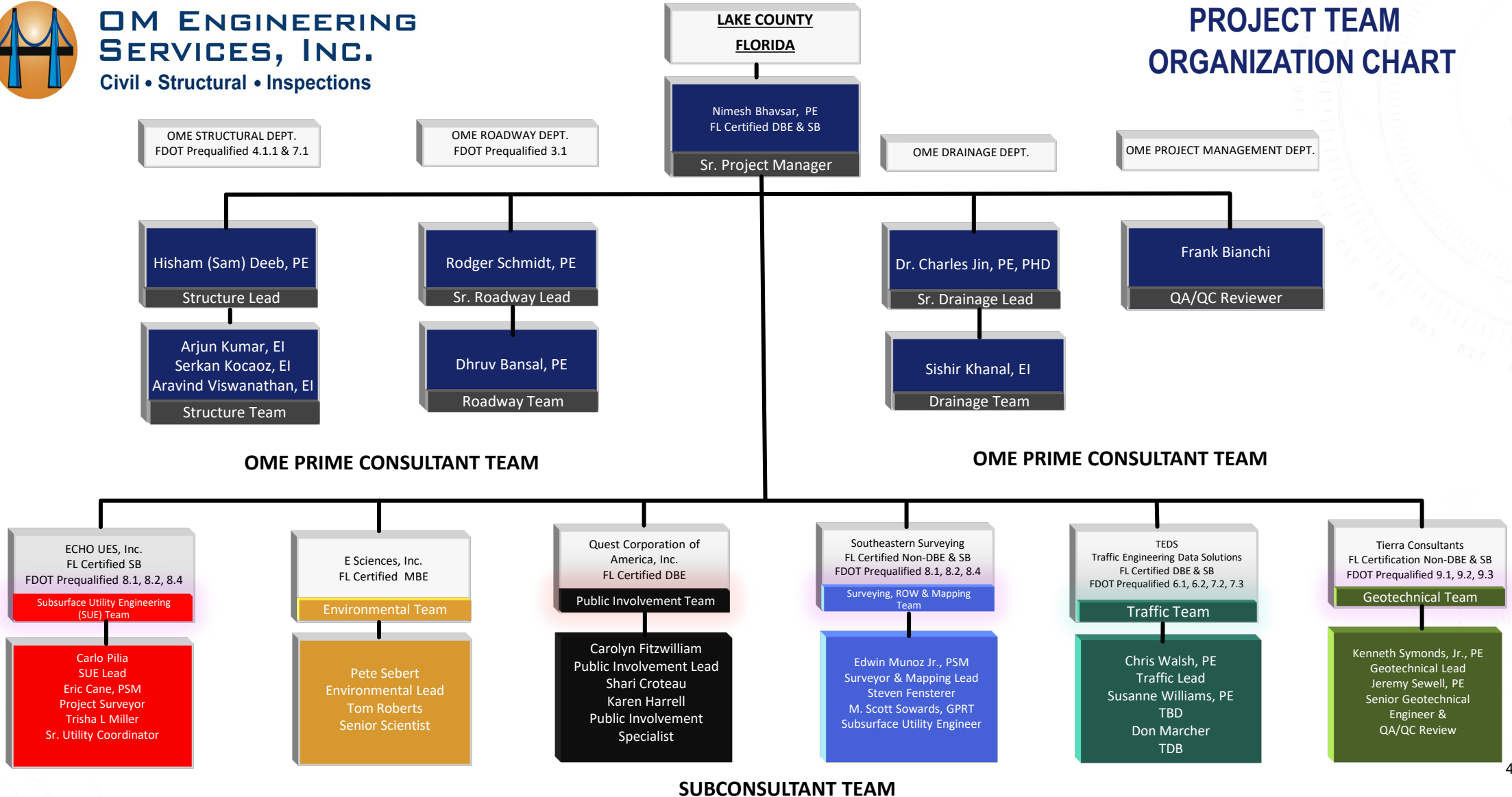
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# Tab 7 Other Information



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**PROJECT TEAM ORGANIZATION CHART**





**OM ENGINEERING DESIGN MILESTONE SCHEDULE**

**LAKE COUNTY ENGINEERING AND DESIGN SERVICES OF HARTWOOD  
MARSH ROAD – PHASE 1, RSQ-21-0921**

MILESTONE	DURATIONS	START DATES	COMPLETION DATES
Start To Finish	365	October 4, 2021	October 4, 2022
Request for Statement of Qualification Available		-	April 27, 2021
Last Day to Receive Written Questions		-	May 14, 2021
Solicitation Closing Date Via Portable		-	May 27, 2021
Notice to Proceed (NTP) Per Lake County		October 4, 2021	October 4, 2021
Project Kick-off Meeting	1	October 4, 2021	October 4, 2021
<b>PLANNING</b>			
<b>SURFACE UTILITY ENGINEER (SUE)</b>			
Utility Designation and Survey Delivery	5 Weeks	October 4, 2021	November 5, 2021
<b>SURVEYING, MAPPING &amp; ROW</b>			
Submit 60% Deliverable	8 Weeks	January 17, 2022	March 3, 2022
Submit 90% Deliverable	8 Weeks	March 6, 2022	April 14, 2022
Submit 100% Deliverable	6 Weeks	April 17, 2022	May 26, 2022
Final Submittals	6 Weeks	May 30, 2022	July 8, 2022
<b>GEOTECHNICAL</b>			



**OM ENGINEERING DESIGN MILESTONE SCHEDULE**

**LAKE COUNTY ENGINEERING AND DESIGN SERVICES OF HARTWOOD  
MARSH ROAD – PHASE 1, RSQ-21-0921**

MILESTONE	DURATIONS	START DATES	COMPLETION DATES
Roadway & Drainage			
Field & Lab Testing	3-4 Weeks	October 4, 2021	October 29, 2021
Report Preparation	2 Weeks	November 5, 2021	November 12, 2021
Structures (Gravity Wall Near Danbury Mill Blvd) at 60%			
Field & Lab Testing	2 Weeks	October 4, 2021	October 15, 2021
Report Preparation	2 Weeks	October 18, 2021	October 29, 2021
Signal Structures (Hartwood Marsh & South Hancock Rd) at 60%			
Field & Lab Testing	2 Weeks	October 4, 2021	October 15, 2021
Report Preparation	2 Weeks	October 18, 2021	October 29, 2021
<b>ENVIRONMENTAL</b>			
Project permitting meeting with client 1 day; after right of way is established	1 Day	November 2, 2021	November 2, 2021
Coordination with USFWS for Sand Skinks	30-45 Days	November 2, 2021	December 15, 2021



**OM ENGINEERING DESIGN MILESTONE SCHEDULE**

**LAKE COUNTY ENGINEERING AND DESIGN SERVICES OF HARTWOOD  
MARSH ROAD – PHASE 1, RSQ-21-0921**

MILESTONE	DURATIONS	START DATES	COMPLETION DATES
Submit 30% Deliverable	5 Days	December 17, 2021	December 21, 2021
Field report	10 Days	January 3, 2022	January 12, 2022
Start 60% plans	30 Days	January 17, 2022	February 15, 2022
ERP application prep	30 Days	February 15, 2022	March 17, 2022
ERP application review by County	15 Days	March 17, 2022	April 1, 2022
ERP application updates	10 Days	April 1, 2022	April 10, 2022
ERP application review by SJRWMD	30 Days	April 10, 2022	May 10, 2022
ERP application updates (RAI response)	30 Days	May 10, 2022	June 10, 2022
ERP application approval	30-60 Days	June 10, 2022	August 10, 2022
<b>TRAFFIC</b>			
Upon receipt of survey and roadway design			
Develop 60% Plans	4 Weeks	January 17, 2022	February 3, 2022
RAI 60% response	2 Weeks	February 3, 2022	February 17, 2022
Review SUE and Geotechnical Documents	2 Weeks	January 17, 2022	January 27, 2022
Review Structural Engineering Documents	2 Weeks	January 17, 2022	January 27, 2022



**OM ENGINEERING DESIGN MILESTONE SCHEDULE**

**LAKE COUNTY ENGINEERING AND DESIGN SERVICES OF HARTWOOD  
MARSH ROAD – PHASE 1, RSQ-21-0921**

MILESTONE	DURATIONS	START DATES	COMPLETION DATES
Finalize 90% Plans	1 Weeks	March 6, 2022	March 11, 2022
RAI 90% response	2 Weeks	March 14, 2022	March 25, 2022
<b>STRUCTURES</b>			
Submit 30% Deliverable	8 Weeks	December 17, 2021	February 3, 2022
Submit 60% Deliverable	8 Weeks	January 17, 2022	March 3, 2022
Submit 90% Deliverable	6 Weeks	March 6, 2022	April 14, 2022
Submit 100% Deliverable	6 Weeks	April 17, 2022	May 26, 2022
Final Submittals	6 Weeks	May 30, 2022	July 8, 2022
<b>ROADWAY</b>			
Submit 30% Deliverable	8 Weeks	December 17, 2021	February 3, 2022
Submit 60% Deliverable	8 Weeks	January 17, 2022	March 3, 2022
Submit 90% Deliverable	6 Weeks	March 6, 2022	April 14, 2022
Submit 100% Deliverable	6 Weeks	April 17, 2022	May 26, 2022
Final Submittals	6 Weeks	May 30, 2022	July 8, 2022
<b>DRAINAGE</b>			



**OM ENGINEERING DESIGN MILESTONE SCHEDULE**

**LAKE COUNTY ENGINEERING AND DESIGN SERVICES OF HARTWOOD  
MARSH ROAD – PHASE 1, RSQ-21-0921**

MILESTONE	DURATIONS	START DATES	COMPLETION DATES
Submit 30% Deliverable	8 Weeks	December 17, 2021	February 3, 2022
Submit 60% Deliverable	8 Weeks	January 17, 2022	March 3, 2022
Submit 90% Deliverable	6 Weeks	March 6, 2022	April 14, 2022
Submit 100% Deliverable	6 Weeks	April 17, 2022	May 26, 2022
Final Submittals	6 Weeks	May 30, 2022	July 8, 2022
<b>PUBLIC INVOLVEMENT</b>			
Prepare CAP After NTP	30 Days	October 4, 2021	November 4, 2021
Kick-off News Letter After NTP	60 Days	October 4, 2021	December 4, 2021
Targeted Outreach to Stakeholders at 30% Plans	24-40 Hours	February 3, 2022	February 4, 2022
Public Meeting Preparations at 60% Plans	48 Hours	March 4, 2022	March 4, 2022
Hybrid Public Meeting	26 Hours	March 5, 2022	March 5, 2022
Follow-up with Targeted Outreach to Address Concerns	24 Hours	March 8, 2022	March 8, 2022
Final Project News Letter	24 Hours	July 8, 2022	July 8, 2022

Note: Dates are subject to change based on agency review time and Lake County Office of Parks & Trails bidding & buyout schedule.





## EDUCATION

Bachelor of Science, Civil Engineering, University of Florida, 1993

## REGISTRATIONS

Professional Engineer, 56861, FL

## ADDITIONAL COURSEWORK/TRAINING

Bridge Design, University of Central Florida, 1996

Advanced Steel Design, University of Central Florida, 1996

Masonry Lintel and Wall Design, University of Florida, 2001

FDOT Load Rating Seminar, November 2005

FDOT Design Conference, August 2006

Advanced Florida Building Code, January 2007

FDEP Stormwater Erosion and Sediment Control, June 2007

FDOT Advanced Traffic Work Zone, July 2012

## COMPUTER/SOFTWARE SKILLS

STAAD Pro, STAAD, etc., RCPier, CONSPAN, FlaPier, Merlin-Dash, Descus I, Descus II, ATLAS, MathCad, Exel/Lotus/Quattro Pro, MsWord, GEOPAK, FB-Pier, and Microstation

## PROFESSIONAL AFFILIATIONS

Florida Engineering Society  
American Society of Civil Engineers,  
Structural Board - East Central  
Branch, Orlando Florida

## PROFESSIONAL RECOGNITION

Young Engineer of the Year 2005,  
Nominee E-Week

## EXPERIENCE PROFILE

Nimesh Bhavsar is a Project Manager with over 25 years of experience, specializing in design and analysis of structures. Expertise includes design, detailing, and analysis of concrete and steel bridges, mast arm/sign structures, retaining walls, strain pole design, and reinforced concrete box culverts. Mr. Bhavsar has also established experience with conducting structural inspections and the design/construction of bridges. Examples of design and inspection work include overhead sign structures for FDOT District 1, 2, 7, 3, and 4, water control structures, water tanks, and bridges. Mr. Bhavsar's experience has involved geometric design using GEOPAK and production for sections and details of all components of a structure.

## REPRESENTATIVE PROJECT EXPERIENCE

### **OM Engineering Services, Inc.**

**(2005-Current)**

#### **Kirkman Extension, Orlando, FL, Private Developer/ FDOT/ Orange County, Project Manager**

OME designed the extension of Kirkman Road South, from Carrier Drive to Universal Boulevard at the existing intersection with Tradeshow Boulevard, approximately 1.7 miles for Universal Orlando in association with Orange County, FDOT, and local Utility Companies. OME was the acting prime consulting engineer and hired sub-consultants. OME scope included Drainage Design, Structural Design, Utility Coordination, Miscellaneous structures, and project management.

#### **Sand Lake Widening, Orlando, FL, Prince Contracting, LLC, Project Manager**

OME was responsible for developing modified maintenance of traffic plan sheets for Phase 2A construction of project 407143-5-52-01 and Phase 2 of project 407143-4-52-01, working alongside the contractor.

#### **Sand Lake Widening, Orlando, FL, Private Developer, Project Manager**

OME was responsible for developing plans for adding an additional right turn lane to an existing six-lane roadway. The right turn lane also served as an entrance to the adjacent property. Two existing 3-way intersections were also converted to 4-way intersections to serve the adjacent property owner. Four new mast arm signal structures and two new span wire signal assemblies. The four-mast arm structures utilized standard FDOT configurations. The span wire signal structures had spans of 265' and 276'. Structural design utilized the ATLAS program.

#### **NE 36<sup>th</sup> Ave/NE 21<sup>st</sup> St. Mast Arms, Marion County, FL, Project Manager**

Responsible for providing structural calculations and internal quality control (QC) for structural design and associated structural elements for four-mast arm signal structures at the intersection of NE36<sup>th</sup> Ave and NE 21<sup>st</sup> St using FDOT MastArm-LRFD program/ standard Excel sheets.

#### **SR 417/Florida's Turnpike Interchange Ramp B1 over Town Center Boulevard, Orlando Orange County Expressway Authority (OOCEA), Orlando, FL, Project Manager**

Responsible for the new ramp bridge for the turnpike interchange. The new ramp was a 147-ft single-span 60" FIB pre-stressed beams bridge designed according to FDOT Structures Design Manual and AASHTO LRFD Specifications.

**I-4 Ramp Guard Rail, Private Developer - Reviewed by City of Orlando, FL, Project Manager**

Responsible for reviewing shop drawings for a new guard rail along an I-4 ramp.

**Volcano Bay Park – South Parking Garage/Tram Road Modifications, Orlando, FL, Private Developer, Project Manager**

OME provided varying engineering support, including structural engineering, for Volcano Bay Park. Our responsibilities involved modifications to the South Parking Garage at Universal Studios Orlando in accommodating the Park, including the structural design of new standalone structures within the parking garage (guest services building, employee support building, and four guest services kiosks), modifications of the existing parking garage slab for foundation support, modification/new construction of the parking garage sidewalls, banner pole design (external from the garage) and master arms design (external from the garage).

**Turkey Lake Road at Wallace Road Intersection Modification, City of Orlando, Orlando, FL, Engineer of Record**

Responsible for providing plans for the construction of a secondary entrance for a property at the intersection of Turkey Lake Rd and Wallace Rd, located in Orlando, FL-Orange county. The project involved modification of curb returns, signing, and pavement markings at the intersection and the design of a new two-lane concrete road linking the intersection to an internal asphalt road and structural design of a chain-link fence rolling gate that tied into the existing fence around the property. An MOT plan was also provided for the two roads to facilitate the construction and ensure public safety.

**Elevated Water Tank Restoration, City of Ormond Beach, FL, Project Manager**

Responsible for providing an assessment on existing repair plans and aid in the implementation of changes to the repair plans. We also provided an engineering estimate for the total project cost.

**Parking Lot Modification, Private Developer - Reviewed by City of Orlando, FL, Project Manager**

Responsible for providing necessary design modifications to project plans for a new parking lot at an existing laundry facility.

**F-4D Phantom Vietnam Memorial at Colonel Joe Kittinger Park, City of Orlando, Orlando, FL, Engineer of Record**

OM Engineering provided structural engineering support for the Vietnam Memorial monument. Our responsibilities included structural calculations for monument attachment, foundation design support, and structural pedestal design for the monument. These services were a charitable contribution to the Vietnam Memorial.

**17-92/Lee Rd Mast Arms, Orlando, FL, Florida Department of Transportation (FDOT), District 5 (D5), Project Manager**

Responsible for the Structural Design and associated structural elements for a 4-pole signal at 17-92 & Lee Rd, a one-pole signal at Webster Ave. & Lee Rd extension, and Structural calculations at 17-92 & Webster Ave.



## EDUCATION

Bachelor of Science, Civil Engineering, University of Illinois at Chicago, 1981

Associate of Science, General Studies, College of Lake County, 1977

## REGISTRATIONS

Professional Engineer, 40234, FL  
Professional Engineer, 18302, NC

## COMPUTER SOFTWARE SKILLS

Microsoft Office 365, Bluebeam, Microsoft Word, Microsoft Excel, Microsoft Outlook, Excel4apps, Knowledge of: Bentley MicroStation, Geopak, Civil 3D

## PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers, Member, 1989-2008  
National Society of Professional Engineers, Member since 1989  
Florida Engineering Society, Member since 1988

## COURSE WORK/TRAINING

Planning/Design of Interchanges; Orlando-Orange County Expressway Authority (now Central Florida Expressway Authority), 1989  
FHWA Highway Geometric Design, 1990  
Plans Preparation Workshop; Florida Department of Transportation, 1990  
Access Management Course

## EXPERIENCE PROFILE

Rodger Schmidt is a Senior Engineer with more than 36 years of civil and transportation engineering experience that includes a variety of projects at many different levels of engineering. He has been a project manager and project engineer, responsible for preliminary and final designs and construction inspection of various civil and structural projects relating to transportation and public works projects. Mr. Schmidt's projects have included location and route studies, preliminary engineering report preparation (PD&E), light rail transit (LRT), highway alignments, roadway design and conceptual and final interchange design plans. He also supervised and managed the final design and preparation of contract and bid documents for new and rehabilitation of Interstate/Expressway/Major highway facilities.

## REPRESENTATIVE PROJECT EXPERIENCE

### **OM Engineering Services, Inc.**

**(2019 – Present)**

#### **Kirkman Extension, Orlando, FL, Private Developer/ FDOT/ Orange County, Project Engineer**

Designed the extension of Kirkman Road South, connecting Universal Boulevard at the existing intersection with Tradeshaw Boulevard approximately 1.7 miles for Universal Orlando Parks and Resorts in association with Orange County, FDOT and local Utility Companies. OME was the acting prime consulting engineers and hired sub-consultants to complete an experience and knowledgeable project roadway team. Scope of Services included all design related services between the Concept Design Release for Construction Design Phase and Post Construction Design Contract, as well as submissions to all pertaining authorities having jurisdiction (AHJ). The scope also included site utility coordination of existing site utilities with respective vendors as well as the design and relocation of existing OUC water main and sanitary force main

#### **SR 82, Lehigh Acres, FL, FDOT D1, Senior Engineer**

Developed MOT plans and the design of temporary S&PM,

#### **SR 710, Florida Department of Transportation (FDOT) District 1 (D1), Okeechobee, FL, Engineer of Record**

The design of S&PM, the design of mast arm locations, signalization design, and other associated design components.

#### **CDM Smith Senior Project Manager (2016 – 2018)**

#### **Wekiva Parkway (CR 46A Realignment) Section 5, Final Design, Lake County, FL, Florida Department of Transportation, District 5, Project Manager**

CDM Smith is providing final and post design services for Section 5 of the new Wekiva Parkway (SR 429). Wekiva Parkway Section 5 is for the CR 46A Realignment from the CR 46/SR 429 interchange to the existing CR46A. The project consists of over 2 mi of new 4-lane divided roadway design, drainage, lighting, multiuse trail, signalization and extensive utility coordination. Mr. Schmidt's responsibilities included Project Management activities were implementing and managing the post design activities on the final design construction documents. The post design services include the responding to contractor's RFIs, shop drawing reviews, design plan revisions, attendance at Contractor's weekly meetings, construction site visits and other post design activities. His management responsibilities include developing project status reports and invoicing; scope and fee preparation for extra work; negotiations; staff supervision; client, CEI consultant; subconsultant coordination; and public involvement.



**Parsons Senior Project Manager (1998 – 2016)**

**Wekiva Parkway (SR 429) Section 2A, Final Design, Orange County, FL, Central Florida Expressway Authority (CFX), Design Project Manager**

Parsons provided final design services and post design services for Section 2A of the new Wekiva Parkway (SR 429) from the systems interchange east to Mount Plymouth Road (CR 435). The project consists of 2 mi of new limited-access roadway design, three bridges, drainage, and extensive utility coordination. Mr. Schmidt was responsible for the final design and development of construction documents. The final design includes the development of typical sections, interchange alternatives, roadway and drainage designs, traffic control, signing and pavement marking (S&PM), and utility coordination, as well as the design of eight bridges over local roads and the Florida Gas Transmission easement. The design and development of bridge aesthetics are also part of the final design plans preparation. His management responsibilities include project planning; scope and fee preparation; negotiations; staff supervision; client, general engineering consultant, and subconsultant coordination; coordination of reviews and with other consultants; final document preparation; and public involvement, including preparing exhibits and attending one public information meeting. Mr. Schmidt also served as the project manager for the development of the final fee estimate for post design services during construction on the project.

**SR 417/Boggy Creek Interchange Improvements, Orlando, FL, CFX, Project Engineer, Design**

Parsons, as a subconsultant to Dewberry was selected to provide final design services for two flyover structures, traffic control, and lighting as part of the enhancements to the SR 417/Boggy Creek Road Interchange. The improvements will provide direct movements into the South Access Road of Orlando International Airport. Mr. Schmidt was responsible for the final design and development of construction documents for the complex maintenance-of-traffic (MOT). The final design included the development of MOT typical sections, phasing plans, detour plans and traffic control cross sections for the four proposed directional interchange ramps. His management responsibilities include scope and fee preparation; negotiations; staff supervision; and prime consultant coordination; coordination of reviews and final document preparation. Mr. Schmidt also served as the project engineer for post design services during construction on the project.

**Maitland Boulevard (SR 414) Extension and Arch Bridge, Maitland, FL, CFX, Project Manager**

As part of the Maitland Boulevard (SR 414) Extension project, Parsons designed a signature steel tied arch bridge at the US 441 crossing. The arch span is 231' and 9" and creates a façade for the actual girder bridge that carries the traffic. The client wanted the appearance of a signature bridge, but was not comfortable with the maintenance and inspection responsibility for a tied arch that carried traffic. Mr. Schmidt was responsible for the preliminary and final designs and development of construction documents. The final design includes the development of typical sections and multiple interchange alternatives, roadway and drainage designs, complex traffic control, S&PM, and utility coordination, as well as the design of two bridges and a 2,600 ft. viaduct bridge over local roads and the CSX railroad. The design and development of bridge aesthetics and sound walls are also part of the final design plans preparation. His management responsibilities include project planning; scope and fee preparation; negotiations; staff supervision; client, general engineering consultant, and subconsultant coordination; coordination of reviews and with other consultants; final document preparation; and public involvement, including preparing exhibits and attending two public information meetings. Mr. Schmidt also served as the project manager for post design services during construction on the project.





## EDUCATION

Bachelor of Science, Civil Engineering, The Ohio State University, 1984  
Master's of Science, Civil Engineering, Clemson University, 1985  
Master's of Business Administration, Accounting, University of Phoenix, 2004

## REGISTRATIONS

**USA PE:** 44407 FL, Georgia, Alabama, Mississippi, Texas, South Carolina, North Carolina, Tennessee, Indiana, Connecticut, Utah

### **CAN - PEng**

British Columbia, Alberta, Ontario

## ADDITIONAL COURSEWORK/TRAINING

-Certified by SCDOT for Seismic Design of Structural Systems.  
-LRFD Superstructure-Substructure NHI course certification

## COMPUTER/SOFTWARE SKILLS

STAAD Pro, STAAD etc., LEAP Bridge, MDX, MIDAS, Merlin-Dash, Descus I, Descus II, MathCad, MS Office, and Microstation

## PROFESSIONAL AFFILIATIONS

-Member of American Society of Civil Engineers (ASCE)  
-Member of American Concrete Institute (ACI)  
-Member of American Institute of Steel Construction (AISC)  
-Member of the Portland cement Institute (PCI)  
-Member of American Railway Engineers (AREMA).  
-Member of the National Council of Examiners for Engineers and Surveyors (NCEES) Examination Review Committee, Clemson, SC.

## EXPERIENCE PROFILE

Hisham (Sam) Deeb has over 35 plus years of extensive experience in providing structural engineering services, quality assurance, cost controls and management to various clients across North America with a comprehensive portfolio of over hundred bridge design, maintenance and rehabilitation projects, which encompass waterway crossings and complex grade interchanges. Mr. Deeb was also involved with various pedestrian bridges that catered to the public and their aesthetic preferences as well as the sustainability of the structures. Mr. Deeb has accumulated many years of GDOT bridge design practice and has been the engineer of record for some of the most visible bridges in the Atlanta area, including SR 316/I-85 Interchange, 17<sup>th</sup> Street Bridge over I-75/I-85, and 14<sup>th</sup> Street Bridge over I-75/I-85.

His expertise in Value Engineering (VE) with various structural materials and applications amplify his abilities to effectively and innovatively produce the best alternative for any project; specifically, for maintenance and rehabilitation-based projects that require rapid mobilization, expeditious responses, aggressive schedules, various repair and advanced techniques, and solutions. Also, Mr. Deeb has been involved in fast track ABC and P3 /Design-Build projects that are fluid and require additional diligence for risk management as well as many conventional Design-Bid-Build projects that are more regimented and procedural; either expertise can be interchanged fully or partially to accommodate any specific project with special detailing or approach requirements.

With his versatility in structural, hydrological, materials, and geotechnical disciplines equips him with a unique skillset that benefits all clients. Mr. Deeb has the ability to manage these various disciplines and others to compile complete sets of preliminary and final design packages that conform to any DOT's PDP and Bridge Design Guidelines with broad measures of Quality Assurance and Control (QA/QC).

## REPRESENTATIVE PROJECT EXPERIENCE

### **OM Engineering Services, Inc. (2020-Current) Universal Parks and Resorts, Orlando, Florida**

**Universal Project 963:** Design the extension of Kirkman Road south, approximately 1.7 miles, connecting Universal Boulevard at the existing intersection with Tradeshow Boulevard for Universal Orlando Parks and Resorts in association with Orange County, FDOT and local Utility Companies. OME was the acting prime consulting engineers and hired sub-consultants Jacobs Engineering, VHB, FCA and DBA to complete an experienced and knowledgeable project roadway team. Scope of Services included all design related services from the Concept Design to Release for Construction and Post Construction Phases, as well as submissions to all pertaining authorities having jurisdiction (AHJ). Also, the scope included five prestress bridges and an elevated roundabout circular steel bridge with related roadway design and site utility coordination with respective vendors as well as the design and relocation of existing OUC water main and sanitary force main.



### **Previous Companies**

#### **Bridge Lead/PM, The Transform 285/400 improvement project; Fulton/DeKalb Counties; Georgia; 09/2017-03/2021:**

The project will improve 4.3 miles of I-285 from west of Roswell Road to east of Ashford Dunwoody Road and 6.2 miles along SR 400 from the Glenridge Connector to Spalding Drive. This priority project adds new flyover ramps, new collector-distributor lanes and other facilities to aid east-west travel along I-285 and north-south travel along SR 400. Some of the interchange improvements include: New flyover ramps, New east-west Collector-Distributor (CD) lanes along I-285 and new north-south CD lanes along SR 400, I-285 Over GA 400 and I-285 Over Glenridge bridge replacements, Existing SR 400/Abernathy Road Interchange will be converted into a diverging diamond interchange (DDI), Mt. Vernon Road Bridge replacement, Construction of a shared-use path to provide a connection, through the interchange for planned bike/pedestrian facilities. Work included Seven Bridges and Six Independent Design Reviews of I-285 over GA 400/Glenridge, Mt Vernon & Abernathy, and 4 CD bridges.

**Manager Bridges, North East Anthony Henday [Alberta Transportation (AT)]; Edmonton, Alberta; September 2012 to 2015;** This project involves the design and construction of Northeast Anthony Henday Drive in Edmonton, Alberta, consisting of approximately 27 km of new six- and eight-lane divided freeway, additional basic and auxiliary lanes, nine interchanges, 10 flyovers (eight rail and two road), two river structures, and pre-grading for future interchanges. Major considerations and challenges included mitigating potential cost and schedule impacts on third party oil and gas pipelines; and coordination with more than ten firms on the project. As part of the design-build team, MMM was responsible for the design of four interchanges, and specifically, the Calgary office was responsible for the Baseline and Petroleum way sites with 3 bridges each. Baseline bridges are two spans 48m+/- each with integral piers, semi-integral abutments and NU 2400 girders. Petroleum way bridges are single spans 30m+/- each with integral abutments and NU 1200 girders. Approximate fees: \$75 million (total consulting fees), \$14 million (MMM fees), \$1.50 Billion Construction Value.

**SOUTH LAGRANGE LOOP, STP-2921(4), P. I. No. 350990, Troup County, Georgia;** Project Manager for single-track 20'-0"x280'-0" Railroad Bridge (4 @ 70.0' steel plate girder spans) over a proposed LaGrange Road and one 45'-3"x 898'-0" bridge to carry LaGrange Road over CSX railway and the wetlands (7 @123.0' spans and 1@ 80.0' end-span).

**SR 54 Interchange @ I-75, NH-IM-75-2(174) Clayton County;** Project involved the replacement and lengthening of a railroad steel girder bridge crossing and interstate crossing bridge and widening of an existing steel bridge as well as adding another. It involved drastic staging specifically of the railroad bridge whereby one track was to be operational while the other track was replaced. Complicated shoring and staging scheme for all bridges since all were 10+ feet apart. Also, collector distributor and HOV lanes are added on the interstate below to accommodate future expansion.



## EDUCATION

Ph.D., Civil Engineering, Jointly Xi'an University of Technology and National University Ireland, Galway, Ireland, 1991

Master of Science, Computer Engineering, University of Minnesota, 2003

Master of Science, Civil Engineering, Xi'an University of Technology, 1986

Bachelor of Science, Civil Engineering, Xi'an University of Technology, 1983

## COMPUTER/SOFTWARE SKILLS

MS-Office, ArcGIS, ArcHydro, GWIS Database, C++, FORTRIN, MATLAB, JAVA, and MATHEMATICA programming languages. ICPR, InfoWorks ICM, SWMM, PONDS, BASINS, SWAT, DRAINMOD model, etc.

## PROFESSIONAL AFFILIATIONS

Florida Stormwater Associations

## EXPERIENCE PROFILE

Dr. Jin has over 29 years of experience in hydrology, hydraulics, water resources, watershed delineation, drainage, and watershed modeling. Dr. Jin is an expert in using LiDAR data, ArcGIS, Geographic Watershed Information System (GWIS) geodatabase, ArcHydro, and watershed model ICPR watershed inventory, database building, basin delineation, and watershed model development. He has used ArcGIS, GWIS, ArcHydro, and ICPR models in four watershed master plan developments in Citrus County, Volusia County, City of New Smyrna Beach, City of Titusville etc. Dr. Jin also is good at model development. He helped South Florida Water Management District develop the FLOW program (a program used in calculating flow from various hydraulic structures, such as culverts, weirs, spillways, and pump stations), a protocol to calculate water balance in Stormwater Treatment Area (STA), and data QA/QC in DBHYDRO database. Dr. Jin has solid experience in water quality monitoring, Quality Assurance Program Plan (QAPP), hydrological and hydraulic data analysis, data QA/QC, TMDL, MFL, ERP, and BMAP. Currently, he is the lead engineer of OME's drainage team. He is responsible for drainage design, calculation, and environmental resources permit application.

## REPRESENTATIVE PROJECT EXPERIENCE

### **OM Engineering Services, Inc. (2019-current)**

#### **Kirkman Extension-North Section, Orlando, FL, Private Developer/ FDOT/ Orange County, Senior Drainage Engineer**

Responsible for roadway drainage design and ERP permit (SFWMD) application. He designed the drainage collection system and eight wet detention ponds for the intersection of Kirkman Road and Sand Lake Road in Orange County, Florida.

#### **Kirkman Extension- Mid-Section, Orlando, FL, Private Developer/ FDOT/ Orange County, Senior Drainage Engineer**

Responsible for roadway drainage design and ERP permit (SFWMD) application. He designed the drainage collection system and five wet detention ponds, and one dry retention pond for Kirkman Road from Sand Lake Road on the north to Universal Blvd on the south in Orange County, Florida.

#### **East Central Regional Rail Trail Segment 4A Bridge, Volusia County, FL, Hydraulics Engineer.**

Responsible for bridge hydraulics analysis for a mix-use trail bridge over Deep Creek (Lake Ashby Canal) and Deep Creek Diversion Canal in the City of Osteen, Volusia County, Florida.

#### **Anderson and Moopen Orthodontics Development, Orlando, FL, Senior Drainage Engineer**

Responsible for drainage design of the development side, including dry retention pond design, drainage calculation, and drainage system design.



**CES Consultants, Inc.**

**(2017-2019)**

**Hydrological and Hydraulics data QAQC for South Florida Water Management District (SFWMD) STA sites. Project Manager/Project Engineer.**

Responsible for hydrological and hydraulics data QAQC for Stormwater Treatment Areas (STAs), including STA-1E, STA-2, STA-3/4, and STA-5/6. Work included data analysis, data QAQC, removal of small head differential in flow calculation, water balance analysis, upload data to DBHYDRO database, flow calculation using FLOW program, etc.

**Wastewater modeling for City of Palm Beach, Florida, Modeler**

Responsible for wastewater pipe system modeling using InfoWorks ICM. Work included data collection, GIS database, pipe system verification, model parameters, and input data determination, model calibration, and result analysis and deliverables.

**Drainage plan for Tamiami Trail property, Seminole Tribe of Florida, Hollywood, Florida, Project Engineer.**

Responsible for planning, GIS data collection and analysis, 3D data analysis, flood mapping, and drainage calculation

**Outfall legislation wastewater pump station calculation for Miami-Dade County Water and Sewer Department (WASD). Project engineer.**

Responsible for pump capacity and pump curve calculation, and pump selection.

**Environmental Consulting & Technology, Inc.**

**(2007-2017)**

**Program manager of ECT's South Florida Water Management District projects (2007-2017).**

He developed and managed ECT's GES and OMRR&R general contracts. Projects include Stormwater Treatment Areas (STAs) data QA/QC, H&H data collection and measurement, flow data rating analysis, database development and update, technical writing, etc.

**Flow Data Analysis and Rating Improvement for SFWMD hydraulic control structures, Project Manager/Engineer.**

This project includes analysis of flow data at District structures (spillways, weirs, culverts, and pump stations), analysis of different flow computation methods, rating improvement and development, and pre-and post-processing Computational Fluid Dynamic analysis.

**Stormwater Utility Infrastructure Inventory and Drainage Basin Delineation for City of Titusville, FL, Lead Engineer.**

Responsible for city-wide watershed delineation using ArcGIS and ArcHydro based on 3D model and field infrastructure inventory of drainage features (pipes, canals, manholes, inlet, retention and detention facilities, etc.) for the City of Titusville in Volusia County, Florida.

**Cardinal Lane Watershed Management Plan for Southwest Florida Water Management District (SWFWMD), Lead Project Engineer.**

Responsible for field reconnaissance, data collection and analysis, LiDAR data processing, ArcGIS and ArcHydro application in watershed delineation, water quantity, and quality analysis, GWIS (Geographic Watershed Information System) database, ICPR model development, model result analysis, FEMA DFIRM development technical report writings for the 60 square miles Cardinal Lane watershed in Citrus County, Florida.





## EDUCATION

Associates of Science, Electrical Engineering, Chamberlayne College, 1983, Boston, Massachusetts.

## COMPUTER/SOFTWARE SKILLS

Microsoft Word, Excel, AutoCAD, Prolog, PM Web.

## EXPERIENCE PROFILE

Frank Bianchi is our Senior Project Director & Business Development with over 30 years of successful business in Mechanical, Electrical, Plumbing & Fire Protection design with specializing in electrical engineering design and general construction, design/build construction in conjunction with experience in site development, new construction, capital improvements and renovation of distressed projects nationwide and internationally. Proven leadership skills in Project & Construction Management, Projection Director, Design Management, Procurement, Pre-Construction and Construction of Projects; analyzing risk and determining budgets and schedules; maintaining key leadership roles in Mechanical, Electrical, Plumbing & Fire Protection design; establishing relationships with owners, architects, engineers, general contractors, subcontractors, and field workman; coordinating the project budget, construction schedules and on time and in-budget of project delivery, excellent computer, written and verbal communication skills as well as strong analytical and problem-solving skills. Understand what it takes to design, permit, buy out and construct the project from start to finish.

## REPRESENTATIVE PROJECT EXPERIENCE

### **OM Engineering Services, Inc.**

**(2020-Current)**

#### **Kirkman Extension, Orlando, FL, Private Developer/ FDOT/ Orange County,**

OME designed the extension of Kirkman Road south, connecting Universal Boulevard at the existing intersection with Tradeshow Boulevard approximately 1.7 miles for Universal Orlando Parks and Resorts in association with Orange County, FDOT, and local Utility Companies. OME was the acting prime consulting engineer and hired sub-consultants. Scope of Services included all design-related services between the Concept Design Release for Construction Design Phase and Post Construction Design Contract and submissions to all pertaining authorities having jurisdiction (AHJ). The scope also included site utility coordination of existing site utilities with respective vendors and the design and relocation of existing OUC water main and sanitary force main.

#### **Volcano Bay Park – South Parking Garage/Tram Road Modifications & Lighting Design, Orlando, FL,**

OME provided varying engineering support, including structural engineering, for Volcano Bay Park. Our responsibilities involved modifications to the South Parking Garage at Universal Studios Orlando to accommodate the Park. This included the structural design of new standalone structures within the parking garage (guest services building, employee support building, and four guest services kiosks), modifications of the existing parking garage slab for foundation support, modification/new construction of the parking garage sidewalls, banner pole design (external from the garage) and master arms design (external from the garage). Also, we provided the Lighting design for Tram Road, inside a private property. Design and Drawings were based on FDOT Design Criteria and Specifications.



**Universal Creative Orlando, Florida, Harry Potter Diagon Alley, Escape from Gringott's, Hogsmead Express, & Universal Volcano Bay Water Theme Park, Senior Project and Construction Manager, Owner's Representative**

Responsible for performing the following at Universal Orlando Parks & Resorts Orlando, Florida.

**Construction and Implementation:** Mr. Bianchi was responsible for the prequalification, procurement, selection, contracting, and performance of the Contractors, Vendors, etc., that was required to complete the development of the entire project from buyout to closeout. Ensure that all project procedures are being followed related to Correspondence, RFI's, Directives, Shop Drawings, Submittals, Meeting Minutes, Punch Lists, Deficiency Lists, Notices, Pay Applications, etc. necessary to implement the project successfully.

**Budget:** Responsible for maintaining the overall project budget and within the targeted objectives set forth during project approval.

**Schedule:** Responsible for maintaining the overall project schedule within the targeted objectives set forth during project approval.

**Creative Development:** Responsible for the management and development of the creative content done by the Creative-core team or outside consultants. Responsible for the final delivery of a guest experience that meets the initial objectives set forth during project approval. Responsible for the prequalification, procurement, selection, contracting, and performance of all Architects, Engineers, Designers, and Vendors contracted to develop creative concepts.

**Design Management:** Responsible for the prequalification, procurement, selection, contracting and performing of all Architectural, Engineering, Technical Designers, and Creative Designers hired to complete the all-design phases of the project. Responsible for the successful completion of the design within the budget and schedule established for the project.

**Personnel Management:** Responsible for the hiring and selecting the necessary project teams required to implement the projects. Responsible for each project team's performance as it relates to the successful opening of the project. Responsible for the development and growth of the project team.

**Project Reporting:** Responsible for the management, tracking, and reporting of all of the necessary project components inclusive of budget, schedule, and project progress, to stakeholders. Responsible for maintaining accurate documentation required to ensure successful project completion within the targeted budget and schedule.

**Obsolescence:** Mr. Bianchi was responsible for investigating, forecasting, scheduling, managing, and reporting all the potential obsolescence issues for each project.