KCA | KISINGER CAMPO & ASSOCIATES

EAST LAKE ROAD BRIDGES OVER BROOKER CREEK

Solicitation No.: 24-0351-RFP-CCNA

CONTACT INFORMATION:

Kisinger Campo & Associates, Corp.

201 N. Franklin Street, Suite 400

Tampa, FL 33602

David Thompson, PE, Project Manager

Office: 813.871.5331 | dthompson@kcaeng.com

APRIL 2, 2024

KCA | KISINGER CAMPO & ASSOCIATES

CONTACT INFORMATION
Kisinger Campo & Associates, Corp.
201 N. Franklin Street, Suite 400
Tampa, FL 33602
David Thompson, PE, Project Manager
Office: 813.871.5331 | dthompson@kcaeng.com

April 2, 2024

Pinellas County Board of County Commissioners (BOCC)
400 S. Ft. Harrison Avenue, Clearwater, FL 33756
Annex Building – 6th Floor
Attn: Pamela Ulrich, Lead Procurement Analyst

Re: East Lake Road Bridges Over Brooker Creek Professional Design Services | Solicitation No.: 24-0351-RFP-CCNA

Kisinger Campo & Associates, Corp. (KCA), your local, full-service engineering firm, understands the importance of selecting the most qualified engineering firm for this important bridge widening project. KCA is that firm. The East Lake Road Bridges over Brooker Creek carry a principal arterial roadway through Pinellas County providing thoroughfare for a total of five lanes, shoulders, and two shared use paths. Due to heavy traffic volumes and congestion, the County is proposing to increase the capacity of the roadway to six lanes and bring the shoulders up to current standards. KCA's similar bridge design experience in recent years, within Pinellas County and beyond, provides a full understanding of the needs of the County, as well as the surrounding East Lake communities.

KCA is able to provide the following key capabilities:

- An experienced design team familiar with Pinellas County policies, procedures, and bridge inventory. **KCA completed the load ratings of the project's existing bridges in 1992.**
- Community Awareness staff to keep the local communities, businesses, and public services informed of design and construction events and schedules.
- Availability- KCA commits a design team who will be 100% available to meet all projects goals.
- Extensive experience with similar bridge widening projects.
- A highly experienced roadway staff focused on maintaining continuous vehicular and pedestrian access to the respective communities.
- Awareness of requested project goals such as a designated vehicular access lane for community entrance.
- Innovative solutions for minimizing noise and vibrations during construction.
- Forward thinking design that protects existing utilities and minimizes utility relocations within the project corridor.
- Analyses that consider the impacts of storm surge and sea-level rise.
- In-house permitting services that enable environmental protection of nearby nesting eagles and timely permit issuance.
- Constructable bridge designs with minimal risk of contractor delays or claims.
- A design service life for bridges that will require only basic maintenance needs.
- Commitment to Minority and Small Business Enterprises (MBE/SBE) goals.

We carefully selected a team that exemplifies the qualities of KCA and has the local experience for the ultimate efficiency. The KCA team's capability is highlighted by **David Thompson, PE**, who will serve as our Project Manager (PM). He will utilize his expertise in bridge design management to ensure compliance with current national, state, and County design standards. During his 31 years at KCA, he has been either responsible engineer or PM for many of KCA's hundreds of bridge projects for the Florida Department of Transportation (FDOT) and local municipalities. His background, including repair and rehabilitation projects, provides a focus on a full bridge design life and reliable, low-maintenance features.

Our proposed Deputy Project Manager (DPM) and Engineer of Record (EOR), **Sarah Wilson, PE**, has 13 years of experience in structural design at KCA, including bridge widenings and replacements, ancillary structures, and structural inspection. She's recently served as PM and Structures EOR on the 29-Span Pedestrian Bridge that will connect the Courtney Campbell Causeway Trail to the Bayshore Trail and span over the Courtney Campbell Causeway (Construction starting this year).

KCA's proposed Structures Team Lead is **Austin Black, PE**. He has valuable experience with bridge design for Florida municipalities including Pinellas and Monroe Counties and the City of St. Petersburg among others. Mr. Black is EOR for the Madonna Boulevard Bridge Replacement Design.

Our team's familiarity working with Pinellas County dates back to the early 1990s with bridge design for safety improvements, and most recently, with the Old Coachman Road Bridge over Alligator Creek (under construction), the Ream Wilson Trail Pedestrian Bridge (complete), and the Madonna Blvd. Bridge replacement design (nearing final design submittal).

Our Pinellas County projects have also included the widening of Pinellas Trail Loop North Segment Design-Build (D/B), Belcher Road from 38th Avenue to 54th Avenue from two to five lanes (approximately a six to seven mile-long widening), Fred Howard Park bridge replacements, and numerous infrastructure management and repair projects. KCA's stable and professional staff have the required experience and expertise to meet the needs of the County.

Our extensive bridge modification/repair design experience includes the consideration of long-term conditions at a project site. Inclusion of design details and materials resulting in low maintenance provides long-term economy and minimizes the need for future attention by County maintenance staff. Our staff has worked closely with the FDOT Materials Office to remain aware of innovative materials and methods to improve serviceability of bridge structures.

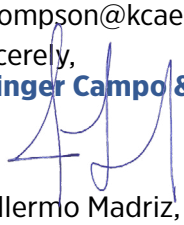
Our wide-ranging experience in bridge design, inspection, evaluations, load ratings, and repair projects provides a solid understanding of what makes a successful and reliable new bridge design. These skills have been enhanced by our bridge design contracts throughout Florida. Most importantly, our extensive experience with similar bridge and structural engineering services contracts for Pinellas County and other municipalities throughout the state allows us to fully understand the County's needs and tailor our services, staff, and the proposed scope of services for the greatest efficiency.

KCA's corporate headquarters are located in Hillsborough County, and Mr. Thompson, our proposed PM, is a lifelong resident of Pinellas County. Our office in downtown Tampa is 30 minutes away from Pinellas County's offices. The majority of KCA personnel who will work on this contract are located in our downtown Tampa office, which will allow rapid response.

KCA staff is highly available to work on this important County project. We have the structural bridge engineering skills, techniques, and experience to provide the required services in a timely and efficient manner. Our vast personnel resources include a structures staff of 41, roadway staff of 44, drainage staff of 20, traffic staff of 13, planning and environmental staff of 19, and Florida-based construction engineering and inspection (CEI) staff of 52, for assistance in constructability and bidability reviews.

KCA pledges to use the knowledge gained from our past Pinellas County experience along with the talents and dedication of our current staff to continue providing unmatched service to Pinellas County's satisfaction. If you have any questions or require additional information, please contact our PM, Mr. Thompson, at 813.871.5331 or dthompson@kcaeng.com. Thank you for your consideration.

Sincerely,
Kisinger Campo & Associates, Corp.



Guillermo Madriz, PE, Vice President/Principal-in-Charge

SPECIFIC SERVICES TO BE OFFERED

KCA is a full-service transportation engineering firm with highly skilled and experienced staff. Specific responsibilities of each team member for this project are included below:

SERVICES OFFERED BY FIRM	
KCA (Prime Consultant)	▸▸ Project management ▸▸ Quality assurance/quality control (QA/QC) ▸▸ Structures analysis and plans ▸▸ Roadway analysis and plans ▸▸ Drainage analysis and plans ▸▸ Signing and pavement marking (S&PM) analysis and plans ▸▸ Lighting analysis and plans ▸▸ Pavement design ▸▸ Construction cost estimates ▸▸ Technical specifications and special provisions ▸▸ Environmental evaluation and permitting ▸▸ Public workshop ▸▸ Post design services
SUBCONSULTANTS	
Alfka	▸▸ Maintenance of Traffic (MOT) assistance
DPS	▸▸ Geotechnical field work
ECHO	▸▸ Utility coordination
Janus	▸▸ Cultural resources
Tierra	▸▸ Geotechnical/contamination

TABLE OF CONTENTS

STANDARD FORM (SF) 330 PARTS I AND II

As requested in Pinellas County's RFP, KCA has included our SF 330 in this section.

ARCHITECT - ENGINEER QUALIFICATIONS

PART I - CONTRACT-SPECIFIC QUALIFICATIONS

A. CONTRACT INFORMATION

1. TITLE AND LOCATION *(City and State)*

East Lake Road Bridges Over Brooker Creek – Professional Design Services, Pinellas County, FL

2. PUBLIC NOTICE DATE	3. SOLICITATION OR PROJECT NUMBER
March 1, 2024	RFP # 24-0351-RFP-CCNA

B. ARCHITECT-ENGINEER POINT OF CONTACT

4. NAME AND TITLE

David Thompson, PE, Project Manager

5. NAME OF FIRM

Kisinger Campo & Associates, Corp.

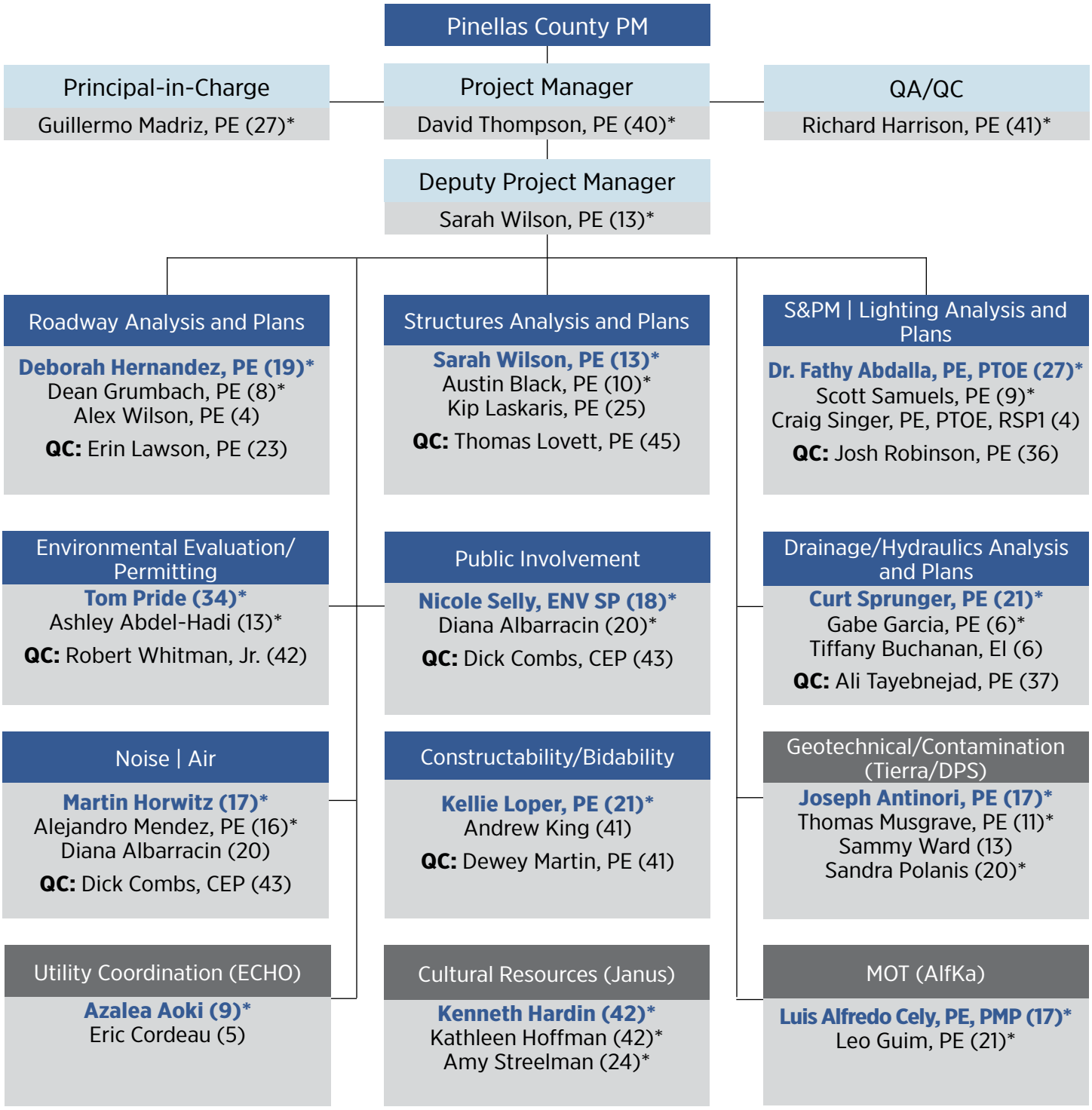
6. TELEPHONE NUMBER	7. FAX NUMBER	8. E-MAIL ADDRESS
813.871.5331	813.871.5135	dthompson@kcaeng.com

C. PROPOSED TEAM

(Complete this section for the prime contractor and all key subcontractors.)

	(Check) PRIME	(Check) J-V PARTNER	(Check) SUBCONTRACTOR	9. FIRM NAME	10. ADDRESS	11. ROLE IN THIS CONTRACT
a.	X			Kisinger Campo & Associates, Corp. (KCA) ☐ CHECK IF BRANCH OFFICE	201 North Franklin Street, Suite 400, Tampa, FL 33602	Project management; quality assurance/quality control (QA/QC); structures analysis and plans; roadway analysis and plans; drainage analysis and plans; S&PM/lighting analysis and plans; Environmental evaluation and permitting; noise | air; public involvement; post design services
b.			X	Alfka, LLC (Alfka) – SBE/MBE ☐ CHECK IF BRANCH OFFICE	400 North Tampa Street, Suite 1440, Tampa, FL 33602	Maintenance of Traffic (MOT)
c.			X	Diversified Professional Services, Inc. (DPS) – SBE/MBE ☐ CHECK IF BRANCH OFFICE	27915 Johnston Road, Dade City, FL 33523	Geotechnical support
d.			X	ECHO UES, Inc. (ECHO) – MBE ☐ CHECK IF BRANCH OFFICE	4803 George Road, Suite 350, Tampa, FL 33634	Utility coordination
e.			X	Janus Research, Inc. (Janus) – SBE ☐ CHECK IF BRANCH OFFICE	1107 N Ward Street, Tampa, FL 33607	Cultural resources
f.			X	Tierra, Inc. (Tierra) - MBE ☐ CHECK IF BRANCH OFFICE	7351 Temple Terrace Highway Tampa, FL 33637	Geotechnical/contamination

D. ORGANIZATIONAL CHART OF PROPOSED TEAM X *(Attached)*



SUBCONSULTANTS (■Florida MBE | ●Pinellas County SBE)

- Alfka, LLC (Alfka)■●
- Diversified Professional Services, Inc. (DPS)■●
- ECHO UES, Inc. (ECHO)■
- Janus Research, Inc. (Janus)
- Tierra, Inc. (Tierra)■

(xx) years of experience
Denotes EOR/discipline lead
*Key personnel resumes included in Part E of Standard Form 330

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
David Thompson, PE	Project Manager	40	31

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BSCE, University of South Florida	Professional Engineer Florida # 45403; North Carolina, # 25687

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Thompson has 40 years of experience in engineering and construction, including analysis and design of bridges and other structures. He has performed engineering studies and designed repairs for aging bridge structures throughout the state, including more than 20 years of managing FDOT districtwide bridge contracts. He has designed new superstructure and substructure components for major FDOT bridges, supervised bridge load ratings, and been responsible engineer for FDOT bridge inspections. Serving as project manager/project design engineer, his responsibilities have included development and supervision of plans and specifications for a variety of projects including cathodic protection, concrete restoration, scour remediation, emergency response, and bridge element replacement and strengthening.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
Madonna Boulevard Bridge Replacement, Pinellas County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Project Manager. KCA was selected by Pinellas County to provide structural design services for the Madonna Boulevard Bridge Replacement project. KCA is providing structural design services for this bridge replacement that provides sole access to the Monte Cristo community in Tierra Verde. KCA has served the County for the last 36 years, having completed repairs of a very similar Tierra Verde bridge in the early 1990s led by KCA CEO Paul Foley, PE. KCA's Structures Department has designed numerous bridge replacement projects within neighborhoods recently and is aware of the importance of maintaining access for vehicles and pedestrians. **Cost**: $890,128

b.

(1) TITLE AND LOCATION *(City and State)*
Old Coachman over Alligator Creek – Bridge No. 154252, Pinellas County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Structures Engineer. Under our Pinellas County Miscellaneous Services contract, KCA was tasked to develop a multi-phased preliminary engineering report (PER) for Old Coachman Road over Alligator Creek to determine the condition of the existing bridge and adjacent structures and propose alternatives for design of a bridge replacement and roadway improvements. The bridge is functionally obsolete and has exceeded its design life. It also exhibits considerable deterioration. The initial bridge replacement study (Phase I) investigated whether these structures within an approximate 10-year period should be replaced, rehabilitated, or repaired. The Phase II replacement study, dated July 2012, addressed preliminary geometry, roadway, and structural design to meet the hydraulic needs of the site, including associated permitting, environmental, and construction considerations. Phase IIB included updated hydraulic modelling of the site and surrounding area based on the most recent City of Clearwater data. KCA proceeded with design of the replacement bridge to raise the profile, remove adjacent aging drainage structures, and improve safety. The hydraulic study and environmental permitting of the complex system was completed to minimize impact on the surrounding natural resources. The final design includes a three-span Florida Slab Beam superstructure for function and rapid construction to minimize road closure during construction.

c.

(1) TITLE AND LOCATION *(City and State)*
Island Estates Bridge Replacements, City of Clearwater, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Project Engineer. Under the City of Clearwater's Engineer-of-Record (EOR) contract, KCA was tasked with providing engineering services to replace four bridges—Bridge No. 155513: Island Way NB over Clearwater Harbor; Bridge No. 155514: Island Way SB over Clearwater Harbor; Bridge No. 155515: Harbor Passage West Bridge over Clearwater Harbor; and Bridge No. 155516: Harbor Passage East Bridge over Clearwater Harbor—near Clearwater Beach. Services consisted of structural engineering, roadway design, environmental, permitting, drainage, survey, and coastal engineering. KCA also provided structural engineering services to repair the seawall in addition to utility coordination, traffic control plans, bridge inspection, and load ratings. **Fees**: $472,266

d.

(1) TITLE AND LOCATION *(City and State)*
Maydell Drive Bridge Replacement, Hillsborough County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Chief Structures Engineer. This Hillsborough County/FDOT District Seven Local Agency Program (LAP) project consisted of replacing the existing 616-foot bridge, reconstructing the roadway approaches, and providing pedestrian connectivity. This structurally deficient bridge has been closed to vehicular and pedestrian traffic for several years. The replacement bridge consists of six 90-foot spans resulting in a total bridge length of 630 feet. The bridge has 36-inch Florida-I Beams, which are supported by pile bents and riprap protection was provided at the sloped abutments. The adjacent roadway was reconstructed and a combination open/closed drainage system was provided to accommodate the slightly raised profile. The 10-foot-wide sidewalk on the bridge connects back to existing sidewalks north and south of the project; however, this wide sidewalk is designed to eventually accommodate the Hillsborough County Trails Master Plan. The KCA team provided a PD&E study, final design plans, specifications, and construction phase support for this project. Extensive permitting efforts were also provided for the U.S. Coast Guard (USCG) Bridge Permit, Southwest Florida Water Management District (SWFWMD) Permit, U.S. Army Corps of Engineers (USACE) Permits (including a 408 Permit) and a Tampa Port Authority Sovereign Submerged Lands (SSL) Easement. Seeking an accelerated design schedule, KCA guided the County through the SWAT process. **Fees**: $1.6 million

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Sarah Wilson, PE	Deputy Project Manager; Structures Analysis and Plans	13	13

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
M.E., Structural Engineering, University of Florida BSCE, Florida Gulf Coast University	Professional Engineer in Florida #80342

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Ms. Wilson has 12 years of engineering experience. Her experience at KCA has included all aspects of bridge design as well as design of miscellaneous structures including walls, mast arms, and sign structures. She also has experience with analysis of LFR and LRFR for a variety of bridge types.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **TBNext Segment 2: I-275 (SR 93) from north of I-375/5th Avenue N to north of 38th Ave. North, FDOT District Seven, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Structures Engineer. Segment 2 of TBNext (I-275 from North of I-375/5th Avenue N. to North of 38th Avenue North) is an Urban Principal Arterial Interstate with 3 interchanges and 11 bridges. This project's improvements include the addition of express lanes in the median of I-275, operational and lane continuity improvements, rigid pavement rehabilitation, Regional Rapid Transit (RRT) accommodations, and noise wall construction. In addition, KCA is evaluating and addressing safety issues (i.e., hydroplaning and wrong way detection [WWD]), providing a comprehensive temporary traffic control plan (TTCP), permitting, and maintaining current bridge clearances are all essential requirements. Fees: $9.6 million

b.

(1) TITLE AND LOCATION *(City and State)*: **Central Polk Parkway from Polk Parkway to US 17 (SR 35), Florida Turnpike Enterprise (FTE), Polk County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022; CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Structures Engineer. KCA is providing design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. The services will be divided into a two-part scope in which Part A will develop 90% concept plans for the ultimate six-lane section for advance coordination with Florida Gas Transmission (FGT), identify right-of-way (R/W) needs, and develop a Project Recommendations Report. Part B includes the development of final design and construction plans for the CPP Part A scope and performing a PD&E reevaluation of the design. For Part A, KCA will design an ultimate six-lane divided, limited-access highway typical section with a 74-foot median, 12-foot lanes, and 8-foot inside (4-foot paved) and 12-foot outside shoulders (10-foot paved). The alignment for the SR 570 to US 17 section will include a tri-level interchange at Polk Parkway, overpasses at SR 540, Thornhill Road (two locations), Old Bartow Eagle Lake Road, and an at-grade intersection at US 17.

c.

(1) TITLE AND LOCATION *(City and State)*: **Maydell Drive Bridge Replacement, Hillsborough County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2021; CONSTRUCTION *(If applicable)*: 2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Structures Engineer. This Hillsborough County/FDOT District Seven Local Agency Program (LAP) project consisted of replacing the existing 616-foot bridge, reconstructing the roadway approaches, and providing pedestrian connectivity. This structurally deficient bridge has been closed to vehicular and pedestrian traffic for several years. The replacement bridge consists of six 90-foot spans resulting in a total bridge length of 630 feet. The bridge has 36-inch Florida-I Beams, which are supported by pile bents and riprap protection was provided at the sloped abutments. The adjacent roadway was reconstructed and a combination open/closed drainage system was provided to accommodate the slightly raised profile. The 10-foot-wide sidewalk on the bridge connects back to existing sidewalks north and south of the project; however, this wide sidewalk is designed to eventually accommodate the Hillsborough County Trails Master Plan. The KCA team provided a PD&E study, final design plans, specifications, and construction phase support for this project. Extensive permitting efforts were also provided for the U.S. Coast Guard (USCG) Bridge Permit, Southwest Florida Water Management District (SWFWMD) Permit, U.S. Army Corps of Engineers (USACE) Permits (including a 408 Permit) and a Tampa Port Authority Sovereign Submerged Lands (SSL) Easement. Seeking an accelerated design schedule, KCA guided the County through the SWAT process. **Fees**: $1.6 million

d.

(1) TITLE AND LOCATION *(City and State)*: **Madonna Blvd. Bridge Replacement, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Structures Engineer. KCA was selected by Pinellas County to provide structural design services for the Madonna Boulevard Bridge Replacement project. KCA is providing structural design services for this bridge replacement that provides sole access to the Monte Cristo community in Tierra Verde. KCA has served the County for the last 36 years, having completed repairs of a very similar Tierra Verde bridge in the early 1990s led by KCA CEO Paul Foley, PE. KCA's Structures Department has designed numerous bridge replacement projects within neighborhoods recently and is aware of the importance of maintaining access for vehicles and pedestrians. **Cost**: $890,128

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Guillermo Madriz, PE	Principal-in-Charge	27	22

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
M.E., Civil Engineering, University of Florida; BSCE, University of Costa Rica	Professional Engineer in Florida #57530

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Madriz has 27 years of experience in structures design. He currently serves as KCA's Vice President/Director of Corporate Operations and has served as the lead design engineer and project manager for projects that involved highway bridges, foundation analysis and design, retaining walls, and utility structures. Mr. Madriz is experienced in the design of reinforced and prestressed concrete bridges, I-girder and box girder steel bridges, horizontally curved steel bridges, and advanced foundations design. Mr. Madriz has CEI experience including supervision of construction methods and estimation of operating costs. Mr. Madriz assisted with the programming of the FB-Pier software for the University of Florida.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
TBNext Segment 2: I-275 (SR 93) from north of I-375/5th Avenue N to north of 38th Ave. North, FDOT District Seven, Pinellas County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Chief Structures Engineer. Segment 2 of TBNext (I-275 from North of I-375/5th Avenue N. to North of 38th Avenue North) is an Urban Principal Arterial Interstate with 3 interchanges and 11 bridges. This project's improvements include the addition of express lanes in the median of I-275, operational and lane continuity improvements, rigid pavement rehabilitation, Regional Rapid Transit (RRT) accommodations, and noise wall construction. In addition, KCA is evaluating and addressing safety issues (i.e., hydroplaning and wrong way detection [WWD]), providing a comprehensive temporary traffic control plan (TTCP), permitting, and maintaining current bridge clearances are all essential requirements. **Fees**: $9.6 million

b.

(1) TITLE AND LOCATION *(City and State)*
Madonna Blvd. Bridge Replacement, Pinellas County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

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c.

(1) TITLE AND LOCATION *(City and State)*
Maydell Drive Bridge Replacement, Hillsborough County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Chief Structures Engineer. This Hillsborough County/FDOT District Seven Local Agency Program (LAP) project consisted of replacing the existing 616-foot bridge, reconstructing the roadway approaches, and providing pedestrian connectivity. This structurally deficient bridge has been closed to vehicular and pedestrian traffic for several years. The replacement bridge consists of six 90-foot spans resulting in a total bridge length of 630 feet. The bridge has 36-inch Florida-I Beams, which are supported by pile bents and riprap protection was provided at the sloped abutments. The adjacent roadway was reconstructed and a combination open/closed drainage system was provided to accommodate the slightly raised profile. The 10-foot-wide sidewalk on the bridge connects back to existing sidewalks north and south of the project; however, this wide sidewalk is designed to eventually accommodate the Hillsborough County Trails Master Plan. The KCA team provided a PD&E study, final design plans, specifications, and construction phase support for this project. Extensive permitting efforts were also provided for the U.S. Coast Guard (USCG) Bridge Permit, Southwest Florida Water Management District (SWFWMD) Permit, U.S. Army Corps of Engineers (USACE) Permits (including a 408 Permit) and a Tampa Port Authority Sovereign Submerged Lands (SSL) Easement. Seeking an accelerated design schedule, KCA guided the County through the SWAT process. **Fees**: $1.6 million

d.

(1) TITLE AND LOCATION *(City and State)*
Old Coachman over Alligator Creek - Bridge No. 154252
Pinellas County, FL.

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Structures Engineer. Under our Pinellas County Miscellaneous Services contract, KCA was tasked to develop a multi-phased preliminary engineering report (PER) for Old Coachman Road over Alligator Creek to determine the condition of the existing bridge and adjacent structures and propose alternatives for design of a bridge replacement and roadway improvements. The bridge is functionally obsolete and has exceeded its design life. It also exhibits considerable deterioration. The initial bridge replacement study (Phase I) investigated whether these structures within an approximate 10-year period should be replaced, rehabilitated, or repaired. The Phase II replacement study, dated July 2012, addressed preliminary geometry, roadway, and structural design to meet the hydraulic needs of the site, including associated permitting, environmental, and construction considerations. Phase IIB included updated hydraulic modelling of the site and surrounding area based on the most recent City of Clearwater data. KCA proceeded with design of the replacement bridge to raise the profile, remove adjacent aging drainage structures, and improve safety. The hydraulic study and environmental permitting of the complex system was completed to minimize impact on the surrounding natural resources. The final design includes a three-span Florida Slab Beam superstructure for function and rapid construction to minimize road closure during construction.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Richard Harrison, PE	QA/QC	a. TOTAL: 41	b. WITH CURRENT FIRM: 35

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BSCE, University of South Florida; AA, Hillsborough Community College	Professional Engineer in Florida #66644; Georgia #32570; North Carolina #043693

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Harrison has 41 years of specialized engineering experience including roadway design, and he currently serves as KCA's Quality Assurance (QA) Manager. In his role as QA Manager, Mr. Harrison is responsible for reviewing every submittal to ensure our Quality Control process has been followed and documented correctly. His project management experience includes leading projects on interstate, state, and local roads. His design experience includes all geometric aspects of interstate highways and interchanges, major/minor highway widening, intersections, and minor structures, stormwater, erosion control, temporary traffic control, S&PM, and cost estimating. Mr. Harrison has served as PM and Roadway EOR for several FDOT and local municipality projects.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **TBNext Segment 2: I-275 (SR 93) from north of I-375/5th Avenue N to north of 38th Ave. North, FDOT District Seven, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

QA/QC. Segment 2 of TBNext (I-275 from North of I-375/5th Avenue N. to North of 38th Avenue North) is an Urban Principal Arterial Interstate with 3 interchanges and 11 bridges. This project's improvements include the addition of express lanes in the median of I-275, operational and lane continuity improvements, rigid pavement rehabilitation, Regional Rapid Transit (RRT) accommodations, and noise wall construction. In addition, KCA is evaluating and addressing safety issues (i.e., hydroplaning and wrong way detection [WWD]), providing a comprehensive temporary traffic control plan (TTCP), permitting, and maintaining current bridge clearances are all essential requirements. **Fees:** $9.6 million

b.

(1) TITLE AND LOCATION *(City and State)*: **Maydell Drive Bridge Replacement, Hillsborough County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2021; CONSTRUCTION *(If applicable)*: 2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

QA/QC. This Hillsborough County/FDOT District Seven Local Agency Program (LAP) project consisted of replacing the existing 616-foot bridge, reconstructing the roadway approaches, and providing pedestrian connectivity. This structurally deficient bridge has been closed to vehicular and pedestrian traffic for several years. The replacement bridge consists of six 90-foot spans resulting in a total bridge length of 630 feet. The bridge has 36-inch Florida-I Beams, which are supported by pile bents and riprap protection was provided at the sloped abutments. The adjacent roadway was reconstructed and a combination open/closed drainage system was provided to accommodate the slightly raised profile. The 10-foot-wide sidewalk on the bridge connects back to existing sidewalks north and south of the project; however, this wide sidewalk is designed to eventually accommodate the Hillsborough County Trails Master Plan. The KCA team provided a PD&E study, final design plans, specifications, and construction phase support for this project. Extensive permitting efforts were also provided for the U.S. Coast Guard (USCG) Bridge Permit, Southwest Florida Water Management District (SWFWMD) Permit, U.S. Army Corps of Engineers (USACE) Permits (including a 408 Permit) and a Tampa Port Authority Sovereign Submerged Lands (SSL) Easement. Seeking an accelerated design schedule, KCA guided the County through the SWAT process. **Fees**: $1.6 million

c.

(1) TITLE AND LOCATION *(City and State)*: **Madonna Blvd. Bridge Replacement, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

QA/QC. KCA was selected by Pinellas County to provide structural design services for the Madonna Boulevard Bridge Replacement project. KCA is providing structural design services for this bridge replacement that provides sole access to the Monte Cristo community in Tierra Verde. KCA has served the County for the last 36 years, having completed repairs of a very similar Tierra Verde bridge in the early 1990s led by KCA CEO Paul Foley, PE. KCA's Structures Department has designed numerous bridge replacement projects within neighborhoods recently and is aware of the importance of maintaining access for vehicles and pedestrians. **Cost**: $890,128

d.

(1) TITLE AND LOCATION *(City and State)*: **SRS 56 Extension from Meadow Pointe Boulevard to US 301 D/B, Pasco County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE ☒ Check if project performed with current firm

QA/QC. Cone & Graham Inc. (C&G) in association with KCA, provided all aspects of the creation of the SR 56 Extension from Meadow Pointe Boulevard to US 301 in Pasco County (including providing the right-of-way, PD&E re-evaluation, permitting, utility coordination and relocation, design, drainage, and construction). KCA designed the four-lane divided typical section compatible with the ultimate six-lane section and centered in a 250-foot right-of-way corridor. All ponds were designed and constructed to accommodate the ultimate six-lane typical section with frontage roads. The project also included three new signalized intersections at Meadow Pointe Boulevard, Morris Bridge Road, and US 301. Fees: $5 million

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Deborah Hernández, PE	Roadway Analysis and Plans	a. TOTAL: 19	b. WITH CURRENT FIRM: 11

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
M.E., Transportation, University of South Florida (USF); M.S., Engineering Mnmgt, USF; BSCE, Polytechnic University of Puerto Rico	Professional Engineer in Florida #74754; North Carolina #043695

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Ms. Hernández has 19 years of experience in transportation project management and design. She has extensive experience as a roadway designer, including design and coordination of projects for state clients and local governments. Her project management experience includes interstate, state and local roads. Design experience includes all geometric aspects of interstate highways, highway widening, intersections, as well as stormwater, erosion control, TTC, S&PM, and cost estimating.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
SR 60 (Courtney Campbell Causeway) Multi-Use Path, FDOT District Seven Hillsborough and Pinellas Counties, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2013 — CONSTRUCTION *(If applicable)*: 2016

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Roadway Design Engineer. This project involved construction of a multi-use path along the south side of SR 60 (Courtney Campbell Causeway) from Bayshore Boulevard in Pinellas County to west of the Ben T. Davis Beach entrance in Hillsborough County. The proposed multi-use path serves as a link in a regional network of trail systems serving the Tampa Bay region. Included were shoreline protection enhancements, repairs to the existing seawall, and minor drainage improvements. This was a "goes with" project that included KCA's design of milling and resurfacing SR 60 from Damascus Road to the Pinellas/Hillsborough County line, and the adjacent trail design. This contract required special coordination to ensure seamless integration between three design projects. **Cost**: $324,000

b.

(1) TITLE AND LOCATION *(City and State)*
Bimini Drive Bridge Replacement / Harbour Drive Bridge Replacement Monroe County, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2020/2021 — CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Roadway Engineer. KCA is providing structures, drainage, and roadway design; environmental assessment and permitting; utility coordination; and public involvement services for the Bimini Drive Bridge (No. 904603) Replacement and Harbour Drive Bridge (No. 904604) Replacement projects. These bridges are two of four historic Duck Key bridges, requiring evaluation under the National Historic Preservation Act (NHPA). KCA led the Section 106 (NHPA) process to a successful conclusion, obtaining a MOA for all four historic bridges. Tasks include assessment of wetland, seagrass, coral, and protected species impacts resulting from the proposed structure replacement as well as coordination with federal and state resource and regulatory agencies. Additional tasks include obtaining US Army Corps of Engineers (USACE) 404 dredge and fill permit, USCG Bridge Permit, Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) permit, and South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP). These bridges provide the only access to the Island of Duck Key. As a result, the bridge replacements included a phased construction sequence to maintain resident access and utility operation throughout all phases of construction. Innovative solutions were implemented to minimize noise and vibrations in this residential neighborhood. Fees: $ 712,255 (Bimini Drive)/ $626,739 (Harbor Drive)

c.

(1) TITLE AND LOCATION *(City and State)*
Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE Polk County, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022 — CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Roadway Engineer. KCA is providing design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. The services will be divided into a two-part scope in which Part A will develop 90% concept plans for the ultimate six-lane section for advance coordination with Florida Gas Transmission (FGT), identify right-of-way (R/W) needs, and develop a Project Recommendations Report. Part B includes the development of final design and construction plans for the CPP Part A scope and performing a PD&E reevaluation of the design. For Part A, KCA will design an ultimate six-lane divided, limited-access highway typical section with a 74-foot median, 12-foot lanes, and 8-foot inside (4-foot paved) and 12-foot outside shoulders (10-foot paved). The alignment for the SR 570 to US 17 section will include a tri-level interchange at Polk Parkway, overpasses at SR 540, Thornhill Road (two locations), Old Bartow Eagle Lake Road, and an at-grade intersection at US 17.

d.

(1) TITLE AND LOCATION *(City and State)*
I-75 Overpass Concept; North Sarasota Multimodal Connector, Lakewood Ranch Development, Sarasota County, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing — CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Roadway Engineer. The KCA team provided a preliminary evaluation and cost estimate and designed an extension of Lakewood Ranch Boulevard from the east side of I-75 to the west side by constructing a bridge over I-75, connecting to North Cattleman Road. The project is located just to the south of University Boulevard in Sarasota County near the new rowing lake. The facility will be a four-lane divided roadway with curb and gutter. Bike lanes and sidewalks may be incorporated. The development of this corridor is important to the overall transportation network. This overpass to the south of the mall will provide a vital link that bypasses University Parkway and provides connectivity to Fruitville Road. **Cost**: $1.3 million

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Dean Grumbach, PE	Roadway Analysis and Plans	a. TOTAL: 8	b. WITH CURRENT FIRM: 5

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BSCE, University of Central Florida	Professional Engineer in Florida #91903

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Grumbach has over eight years of engineering experience. He serves as a Project Engineer in our Roadway division. Mr. Grumbach has experience with software such as AutoCAD, MicroStation, and GEOPAK.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Madonna Blvd. Bridge Replacement, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Roadway Engineer. KCA was selected by Pinellas County to provide structural design services for the Madonna Boulevard Bridge Replacement project. KCA is providing structural design services for this bridge replacement that provides sole access to the Monte Cristo community in Tierra Verde. KCA has served the County for the last 36 years, having completed repairs of a very similar Tierra Verde bridge in the early 1990s led by KCA CEO Paul Foley, PE. KCA's Structures Department has designed numerous bridge replacement projects within neighborhoods recently and is aware of the importance of maintaining access for vehicles and pedestrians. **Cost**: $890,128

b.

(1) TITLE AND LOCATION *(City and State)*: **Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE Polk County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022; CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Roadway Engineer. KCA is providing design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. The services will be divided into a two-part scope in which Part A will develop 90% concept plans for the ultimate six-lane section for advance coordination with Florida Gas Transmission (FGT), identify right-of-way (R/W) needs, and develop a Project Recommendations Report. Part B includes the development of final design and construction plans for the CPP Part A scope and performing a PD&E reevaluation of the design. For Part A, KCA will design an ultimate six-lane divided, limited-access highway typical section with a 74-foot median, 12-foot lanes, and 8-foot inside (4-foot paved) and 12-foot outside shoulders (10-foot paved). The alignment for the SR 570 to US 17 section will include a tri-level interchange at Polk Parkway, overpasses at SR 540, Thornhill Road (two locations), Old Bartow Eagle Lake Road, and an at-grade intersection at US 17.

c.

(1) TITLE AND LOCATION *(City and State)*: **US 92/SR 600/Gandy Boulevard (East of 4th Street to Westshore Boulevard) PD&E and Design, FDOT District Seven, Hillsborough and Pinellas Counties, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Roadway Engineer. KCA was selected by FDOT District Seven to conduct a PD&E study for Gandy Boulevard from East of 4th Street North in Pinellas County to Westshore Boulevard in Hillsborough County as well as prepare 15% Line and Grade design for the project segment from 4th Street North to west of the Gandy Bridge. The contract has an option for additional design services necessary to accelerate the project development. This project's purpose is to reduce traffic congestion and improve bicycle and pedestrian accommodations along Gandy Boulevard including the existing eastbound and westbound bridges. The improvements will extend the existing controlled access facility on Gandy Boulevard and connect to the Selmon West Extension in Hillsborough County. The 7-mile, four-lane divided facility is classified as an urban principal arterial and is part of FDOT's Strategic Intermodal System (SIS). The PD&E will evaluate improvements including grade separations at major intersections and widening Gandy Boulevard to six lanes. Bridge widening and/or replacement will also be evaluated as part of this project. KCA will develop three alternatives, analyze the need for managed lanes, and assess the project's impact on the social, economic, cultural, natural, and physical environment. **Cost:** $2.7 million

d.

(1) TITLE AND LOCATION *(City and State)*: **16th Street NE Bridge Design, Collier County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Roadway Engineer. The project involves bridge and roadway design for improvements along 16th Street NE from Golden Gate Boulevard W. to Randall Boulevard in Naples, FL. The goal of this project is to provide multi-modal connectivity by constructing a new bridge to span the Golden Gate Main Canal with roadway enhancements, improved emergency response times, mobility and operations, services efficiency, and safety along the corridor. The KCA team will be providing structural, roadway, and drainage design; project development and environment (PD&E) re-evaluations; environmental/permitting; maintenance of traffic (MOT); traffic, signals, and signing and pavement markings (S&PM); lighting and Intelligent Transportation Systems (ITS) design; and public involvement. **Fees:** $1.3 million

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Austin Black, PE	Structures Analysis and Plans	a. TOTAL: 10	b. WITH CURRENT FIRM: 10

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
M.E., Civil Engineering, Florida State University BSCE, Florida State University	Professional Engineer in Florida # 83487

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Black has ten years of experience in structural design and rehabilitation, including concrete and steel bridge design, ancillary structure design, and structural inspection. He has performed numerous bridge load rating analyses utilizing Load Factor Rating (LFR), Allowable Stress Rating (ASR), and Load and Resistance Factor Rating (LRFR) methodologies on bridges throughout Florida. He has served as a Structures Engineer on bridge replacement projects of various material types, including timber, prestressed and reinforced concrete, steel, and composites.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Madonna Blvd. Bridge Replacement, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Structures Engineer. KCA was selected by Pinellas County to provide structural design services for the Madonna Boulevard Bridge Replacement project. KCA is providing structural design services for this bridge replacement that provides sole access to the Monte Cristo community in Tierra Verde. KCA has served the County for the last 36 years, having completed repairs of a very similar Tierra Verde bridge in the early 1990s led by KCA CEO Paul Foley, PE. KCA's Structures Department has designed numerous bridge replacement projects within neighborhoods recently and is aware of the importance of maintaining access for vehicles and pedestrians. **Cost**: $890,128

b.

(1) TITLE AND LOCATION *(City and State)*: **Maydell Drive Bridge Replacement, Hillsborough County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2021; CONSTRUCTION *(If applicable)*: 2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Structures Engineer. This Hillsborough County/FDOT District Seven Local Agency Program (LAP) project consisted of replacing the existing 616-foot bridge, reconstructing the roadway approaches, and providing pedestrian connectivity. This structurally deficient bridge has been closed to vehicular and pedestrian traffic for several years. The replacement bridge consists of six 90-foot spans resulting in a total bridge length of 630 feet. The bridge has 36-inch Florida-I Beams, which are supported by pile bents and riprap protection was provided at the sloped abutments. The adjacent roadway was reconstructed and a combination open/closed drainage system was provided to accommodate the slightly raised profile. The 10-foot-wide sidewalk on the bridge connects back to existing sidewalks north and south of the project; however, this wide sidewalk is designed to eventually accommodate the Hillsborough County Trails Master Plan. The KCA team provided a PD&E study, final design plans, specifications, and construction phase support for this project. Extensive permitting efforts were also provided for the U.S. Coast Guard (USCG) Bridge Permit, Southwest Florida Water Management District (SWFWMD) Permit, U.S. Army Corps of Engineers (USACE) Permits (including a 408 Permit) and a Tampa Port Authority Sovereign Submerged Lands (SSL) Easement. Seeking an accelerated design schedule, KCA guided the County through the SWAT process. **Fees**: $1.6 million

c.

(1) TITLE AND LOCATION *(City and State)*: **Bimini Drive Bridge Replacement / Harbour Drive Bridge Replacement Monroe County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2020/2021; CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Structures Engineer. KCA is providing structures, drainage, and roadway design; environmental assessment and permitting; utility coordination; and public involvement services for the Bimini Drive Bridge (No. 904603) Replacement and Harbour Drive Bridge (No. 904604) Replacement projects. These bridges are two of four historic Duck Key bridges, requiring evaluation under the National Historic Preservation Act (NHPA). KCA led the Section 106 (NHPA) process to a successful conclusion, obtaining a MOA for all four historic bridges. Tasks include assessment of wetland, seagrass, coral, and protected species impacts resulting from the proposed structure replacement as well as coordination with federal and state resource and regulatory agencies. Additional tasks include obtaining US Army Corps of Engineers (USACE) 404 dredge and fill permit, USCG Bridge Permit, Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) permit, and South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP). These bridges provide the only access to the Island of Duck Key. As a result, the bridge replacements included a phased construction sequence to maintain resident access and utility operation throughout all phases of construction. Innovative solutions were implemented to minimize noise and vibrations in this residential neighborhood. Fees: $ 712,255 (Bimini Drive)/ $626,739 (Harbor Drive)

d.

(1) TITLE AND LOCATION *(City and State)*: **Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE Polk County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022; CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Structures Engineer. KCA is providing design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. The services will be divided into a two-part scope in which Part A will develop 90% concept plans for the ultimate six-lane section for advance coordination with Florida Gas Transmission (FGT), identify right-of-way (R/W) needs, and develop a Project Recommendations Report. Part B includes the development of final design and construction plans for the CPP Part A scope and performing a PD&E reevaluation of the design.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Dr. Fathy Abdalla, PE, PTOE	S&PM/Lighting Analysis and Plans	a. TOTAL: 28	b. WITH CURRENT FIRM: 20

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Ph.D., Civil Engineering (Transportation), University of Central Florida MSCE, Cairo University; BSCE, Zagazig University	Professional Engineer in Florida #63914; North Carolina #043459 Michigan #6201051908 Professional Traffic Operations Engineer #1578

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Dr. Abdalla has 28 years of diversified experience in the transportation industry and serves as KCA's Traffic Engineering and Planning Department Manager. Traffic experience includes traffic impact studies, traffic circulation studies, traffic simulation and modeling, intersection/interchange analysis, corridor analysis, traffic safety, signing and pavement marking design and plan preparation, and signalization design. He has prepared numerous transportation/traffic studies for FDOT and other local authorities. Typical traffic studies include trip generation, trip distribution, level of service/capacity analyses of signalized intersections and arterials, freeway merge, diverge, and weaving analyses along with the associated recommendations for the improvements necessary to meet design criteria.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **TBNext Segment 2: I-275 (SR 93) from north of I-375/5th Avenue N to north of 38th Ave. North, FDOT District Seven, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Lead Traffic Engineer. Segment 2 of TBNext (I-275 from North of I-375/5th Avenue N. to North of 38th Avenue North) is an Urban Principal Arterial Interstate with 3 interchanges and 11 bridges. This project's improvements include the addition of express lanes in the median of I-275, operational and lane continuity improvements, rigid pavement rehabilitation, Regional Rapid Transit (RRT) accommodations, and noise wall construction. In addition, KCA is evaluating and addressing safety issues (i.e., hydroplaning and wrong way detection [WWD]), providing a comprehensive temporary traffic control plan (TTCP), permitting, and maintaining current bridge clearances are all essential requirements. **Fees**: $9.6 million

b.

(1) TITLE AND LOCATION *(City and State)*: **Maydell Drive Bridge Replacement, Hillsborough County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2021; CONSTRUCTION *(If applicable)*: 2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Senior Traffic Engineer. This Hillsborough County/FDOT District Seven Local Agency Program (LAP) project consisted of replacing the existing 616-foot bridge, reconstructing the roadway approaches, and providing pedestrian connectivity. This structurally deficient bridge has been closed to vehicular and pedestrian traffic for several years. The replacement bridge consists of six 90-foot spans resulting in a total bridge length of 630 feet. The bridge has 36-inch Florida-I Beams, which are supported by pile bents and riprap protection was provided at the sloped abutments. The adjacent roadway was reconstructed and a combination open/closed drainage system was provided to accommodate the slightly raised profile. The 10-foot-wide sidewalk on the bridge connects back to existing sidewalks north and south of the project; however, this wide sidewalk is designed to eventually accommodate the Hillsborough County Trails Master Plan. The KCA team provided a PD&E study, final design plans, specifications, and construction phase support for this project. Extensive permitting efforts were also provided for the U.S. Coast Guard (USCG) Bridge Permit, Southwest Florida Water Management District (SWFWMD) Permit, U.S. Army Corps of Engineers (USACE) Permits (including a 408 Permit) and a Tampa Port Authority Sovereign Submerged Lands (SSL) Easement. Seeking an accelerated design schedule, KCA guided the County through the SWAT process. **Fees**: $1.6 million

c.

(1) TITLE AND LOCATION *(City and State)*: **Old Coachman over Alligator Creek - Bridge No. 154252, Pinellas County, FL.**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022; CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Traffic Engineer. Under our Pinellas County Miscellaneous Services contract, KCA was tasked to develop a multi-phased preliminary engineering report (PER) for Old Coachman Road over Alligator Creek to determine the condition of the existing bridge and adjacent structures and propose alternatives for design of a bridge replacement and roadway improvements. The bridge is functionally obsolete and has exceeded its design life. It also exhibits considerable deterioration. The initial bridge replacement study (Phase I) investigated whether these structures within an approximate 10-year period should be replaced, rehabilitated, or repaired. The Phase II replacement study, dated July 2012, addressed preliminary geometry, roadway, and structural design to meet the hydraulic needs of the site, including associated permitting, environmental, and construction considerations. Phase IIB included updated hydraulic modelling of the site and surrounding area based on the most recent City of Clearwater data. KCA proceeded with design of the replacement bridge to raise the profile, remove adjacent aging drainage structures, and improve safety. The hydraulic study and environmental permitting of the complex system was completed to minimize impact on the surrounding natural resources. The final design includes a three-span Florida Slab Beam superstructure for function and rapid construction to minimize road closure during construction. **Fees:** $503,746

d.

(1) TITLE AND LOCATION *(City and State)*: **I-75 Overpass Concept; North Sarasota Multimodal Connector, Lakewood Ranch Development, Sarasota County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Traffic Engineer. The KCA team provided a preliminary evaluation and cost estimate and designed an extension of Lakewood Ranch Boulevard from the east side of I-75 to the west side by constructing a bridge over I-75, connecting to North Cattleman Road. The project is located just to the south of University Boulevard in Sarasota County near the new rowing lake. The facility will be a four-lane divided roadway with curb and gutter. Bike lanes and sidewalks may be incorporated. The development of this corridor is important to the overall transportation network. This overpass to the south of the mall will provide a vital link that bypasses University Parkway and provides connectivity to Fruitville Road. **Cost**: $1.3 million

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Scott Samuels, PE	S&PM/ Lighting Analysis and Plans	9	1

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BSCE, University of South Florida	Professional Engineer in Florida #88738

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Samuels has over nine years of diversified experience in traffic engineering including signing and pavement markings, signalization, lighting, ITS, and analysis and design. He has designed and served as Engineer-of-Record (EOR) on several projects as a Traffic Engineer for the Florida Department of Transportation (FDOT) and local Florida municipalities. He has experience with several software programs including OED, MicroStation, FDOT Connect, AGi32, and ArcGIS.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
TBNext Segment 2: I-275 (SR 93) from north of I-375/5th Avenue N to north of 38th Ave. North, FDOT District Seven, Pinellas County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Traffic Engineer. Segment 2 of TBNext (I-275 from North of I-375/5th Avenue N. to North of 38th Avenue North) is an Urban Principal Arterial Interstate with 3 interchanges and 11 bridges. This project's improvements include the addition of express lanes in the median of I-275, operational and lane continuity improvements, rigid pavement rehabilitation, Regional Rapid Transit (RRT) accommodations, and noise wall construction. In addition, KCA is evaluating and addressing safety issues (i.e., hydroplaning and wrong way detection [WWD]), providing a comprehensive temporary traffic control plan (TTCP), permitting, and maintaining current bridge clearances are all essential requirements. **Fees**: $9.6 million

b.

(1) TITLE AND LOCATION *(City and State)*
Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE Polk County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Traffic Analysis, Signalization, and S&PM. KCA is providing design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. The services will be divided into a two-part scope in which Part A will develop 90% concept plans for the ultimate six-lane section for advance coordination with Florida Gas Transmission (FGT), identify right-of-way (R/W) needs, and develop a Project Recommendations Report. Part B includes the development of final design and construction plans for the CPP Part A scope and performing a PD&E reevaluation of the design. For Part A, KCA will design an ultimate six-lane divided, limited-access highway typical section with a 74-foot median, 12-foot lanes, and 8-foot inside (4-foot paved) and 12-foot outside shoulders (10-foot paved). The alignment for the SR 570 to US 17 section will include a tri-level interchange at Polk Parkway, overpasses at SR 540, Thornhill Road (two locations), Old Bartow Eagle Lake Road, and an at-grade intersection at US 17.

c.

(1) TITLE AND LOCATION *(City and State)*
Charlotte County ATMS/ITS Master Plan, FDOT District One Charlotte County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Traffic/ITS Project Engineer; Signal and ATMS Engineer. This project involves development of an Advanced Traffic Management Systems (ATMS)/Intelligent Transportation Systems (ITS) Master Plan for Charlotte County including the Charlotte County Traffic Management Center (TMC), all signalized intersections (existing and proposed), all systems and networks tied to and relating to the signal systems, all ITS device locations (existing and proposed), and the associated communication routes (existing and proposed) within Charlotte County. Services also include ATMS/ITS study, planning, design, integration, management, review, and evaluation of the Incident Management (TIM) plans. The ATMS/ITS Master Plan will be consistent with the current technology regarding Connected and Automated Vehicle (CAV) programs. **Fees**: $479,288

d.

(1) TITLE AND LOCATION *(City and State)*
Cape Coral Bridge Design/Owner's Representative Lee County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Traffic/ITS Project Engineer. The KCA team was selected to perform Design and Owner's Representative services for the westbound span replacement and eastbound span widening of the Cape Coral Bridge between Cape Coral and Fort Myers in Lee County. The key aspects of this project include development of a design that expands the existing facility to six lanes while minimizing right-of-way (R/W) impacts, maintains westbound access for residents on the Cape Coral causeway, incorporates sheltered sidewalks on each bridge that tie into pedestrian facilities on Cape Coral Parkway and College Parkway, and maintains four lanes of traffic and local resident access throughout construction. The final design will focus on safety for both vehicular and pedestrian traffic. The design will also have the vision to incorporate high-value aesthetic components into the entire project to provide the "Signature Gateway" to the City of Cape Coral that is consistent with Lee County and the City of Cape Coral's goals for the project. **Cost**: $3.5 million

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Tom Pride	Environmental Evaluation/Permitting	a. TOTAL: 34	b. WITH CURRENT FIRM: 4

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
M.S., Tennessee Technology University; B.S., Tennessee Technology University	USFWS-approved Florida Bonneted Bat Acoustic Surveyor

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Pride's 34 years of experience includes the biological aspects of the National Environmental Policy Act (NEPA), listed species, wetlands, and environmental permitting. His expertise includes ecological assessments, habitat and listed species impact analyses, development of listed species conservation measures, coastal and freshwater wetland impact analyses and wetland mitigation design. He is proficient with federal, state, and local environmental agency criteria and permitting procedures and he has performed numerous NEPA/PD&E studies and environmental permitting for a wide variety of projects including roadway, airport, rail, bridge, port, water supply, and pipeline projects.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
TBNext Segment 2: I-275 (SR 93) from north of I-375/5th Avenue N to north of 38th Ave. North, FDOT District Seven, Pinellas County, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Chief Scientist. Segment 2 of TBNext (I-275 from North of I-375/5th Avenue N. to North of 38th Avenue North) is an Urban Principal Arterial Interstate with 3 interchanges and 11 bridges. This project's improvements include the addition of express lanes in the median of I-275, operational and lane continuity improvements, rigid pavement rehabilitation, Regional Rapid Transit (RRT) accommodations, and noise wall construction. In addition, KCA is evaluating and addressing safety issues (i.e., hydroplaning and wrong way detection [WWD]), providing a comprehensive temporary traffic control plan (TTCP), permitting, and maintaining current bridge clearances are all essential requirements. **Fees:** $9.6 million

b.

(1) TITLE AND LOCATION *(City and State)*
Maydell Drive Bridge Replacement SWAT, Hillsborough County, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2021; CONSTRUCTION *(If applicable)*: 2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Chief Scientist. This $6.4 million civil/site design project consisted of renovating streetscaping and existing City streets for an upscale shopping area in South Tampa. KCA provided planning, civil engineering design of roads, sidewalks, and drainage; and permitting to reconstruct the existing sidewalks for ADA compliance, reduce roadway lane widths to lower vehicle travel speeds, provide for more on-street parking, and improve pedestrian and bicycle mobility throughout the entire Village along Swann, Dakota, and Snow Avenues. This project reconfigured Swann Avenue from Freemont Avenue to Bayshore Boulevard from a four-lane undivided urban collector to a three-lane undivided collector with bicycle facilities and on-street parking. This 1-mile project, which ran through the Hyde Park Historical Neighborhood in Tampa, was completed under an accelerated schedule (3 months) to showcase neighborhood multi-modal connectivity during the Republican National Convention of 2012. **Cost:** $1.6 million

c.

(1) TITLE AND LOCATION *(City and State)*
I-75 Overpass Concept; North Sarasota Multimodal Connector, Lakewood Ranch Development, Sarasota County, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Chief Scientist. The KCA team provided a preliminary evaluation and cost estimate and designed an extension of Lakewood Ranch Boulevard from the east side of I-75 to the west side by constructing a bridge over I-75, connecting to North Cattleman Road. The project is located just to the south of University Boulevard in Sarasota County near the new rowing lake. The facility will be a four-lane divided roadway with curb and gutter. Bike lanes and sidewalks may be incorporated. The development of this corridor is important to the overall transportation network. This overpass to the south of the mall will provide a vital link that bypasses University Parkway and provides connectivity to Fruitville Road. **Cost**: $1.3 million

d.

(1) TITLE AND LOCATION *(City and State)*
Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE Polk County, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022; CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Chief Scientist. KCA is providing design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. The services will be divided into a two-part scope in which Part A will develop 90% concept plans for the ultimate six-lane section for advance coordination with Florida Gas Transmission (FGT), identify right-of-way (R/W) needs, and develop a Project Recommendations Report. Part B includes the development of final design and construction plans for the CPP Part A scope and performing a PD&E reevaluation of the design. For Part A, KCA will design an ultimate six-lane divided, limited-access highway typical section with a 74-foot median, 12-foot lanes, and 8-foot inside (4-foot paved) and 12-foot outside shoulders (10-foot paved). The alignment for the SR 570 to US 17 section will include a tri-level interchange at Polk Parkway, overpasses at SR 540, Thornhill Road (two locations), Old Bartow Eagle Lake Road, and an at-grade intersection at US 17.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Ashley Abdel-Hadi	Environmental Evaluation/Permitting	13	7

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Ecological Restoration, University of Florida, 2017 BS, Biology, University of Central Florida, 2010	Authorized Gopher Tortoise Agent # GTA-15-00012B USFWS-approved Florida Bonneted Bat Acoustic Surveyor

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Ms. Abdel-Hadi has 13 years of educational, professional, and field experience with wildlife ecology and terrestrial and aquatic community ecology throughout ecosystems of the Southeastern and Western United States. She has worked on a broad range of interdisciplinary projects in cooperation with federal agencies such as the U.S. Fish and Wildlife Service (USFWS), U.S. Environmental Protection Agency (EPA), and Bureau of Land Management, as well as state agencies and private developers. Her primary responsibilities include project management, technical document preparation, vegetation monitoring, wetland delineations, habitat assessments, nuisance and/or exotic species mapping, protected species surveys and relocations, preliminary site assessments, data management, water quality sampling and data collection, environmental permitting, and permit compliance.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
Madonna Boulevard Bridge Replacement, Pinellas County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Senior Environmental Scientist. KCA was selected by Pinellas County to provide structural design services for the Madonna Boulevard Bridge Replacement project. KCA is providing structural design services for this bridge replacement that provides sole access to the Monte Cristo community in Tierra Verde. KCA has served the County for the last 36 years, having completed repairs of a very similar Tierra Verde bridge in the early 1990s led by KCA CEO Paul Foley, PE. KCA's Structures Department has designed numerous bridge replacement projects within neighborhoods recently and is aware of the importance of maintaining access for vehicles and pedestrians. Cost: $890,128

b.

(1) TITLE AND LOCATION *(City and State)*
Maydell Drive Bridge Replacement SWAT, Hillsborough County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Senior Environmental Scientist. This Hillsborough County/FDOT District Seven Local Agency Program (LAP) project consisted of replacing the existing 616-foot bridge, reconstructing the roadway approaches, and providing pedestrian connectivity. This structurally deficient bridge has been closed to vehicular and pedestrian traffic for several years. The replacement bridge consists of six 90-foot spans resulting in a total bridge length of 630 feet. The bridge has 36-inch Florida-I Beams, which are supported by pile bents and riprap protection was provided at the sloped abutments. The adjacent roadway was reconstructed and a combination open/closed drainage system was provided to accommodate the slightly raised profile. The 10-foot-wide sidewalk on the bridge connects back to existing sidewalks north and south of the project; however, this wide sidewalk is designed to eventually accommodate the Hillsborough County Trails Master Plan. The KCA team provided a PD&E study, final design plans, specifications, and construction phase support for this project. Extensive permitting efforts were also provided for the U.S. Coast Guard (USCG) Bridge Permit, Southwest Florida Water Management District (SWFWMD) Permit, U.S. Army Corps of Engineers (USACE) Permits (including a 408 Permit) and a Tampa Port Authority Sovereign Submerged Lands (SSL) Easement. Seeking an accelerated design schedule, KCA guided the County through the SWAT process. **Fees**: $1.6 M

c.

(1) TITLE AND LOCATION *(City and State)*
I-75 Overpass Concept; North Sarasota Multimodal Connector, Lakewood Ranch Development, Sarasota County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Senior Environmental Scientist. The KCA team provided a preliminary evaluation and cost estimate and designed an extension of Lakewood Ranch Boulevard from the east side of I-75 to the west side by constructing a bridge over I-75, connecting to North Cattleman Road. The project is located just to the south of University Boulevard in Sarasota County near the new rowing lake. The facility will be a four-lane divided roadway with curb and gutter. Bike lanes and sidewalks may be incorporated. The development of this corridor is important to the overall transportation network. This overpass to the south of the mall will provide a vital link that bypasses University Parkway and provides connectivity to Fruitville Road. **Cost**: $1.3 million

d.

(1) TITLE AND LOCATION *(City and State)*
Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE Polk County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Environmental Scientist. KCA is providing design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. The services will be divided into a two-part scope in which Part A will develop 90% concept plans for the ultimate six-lane section for advance coordination with Florida Gas Transmission (FGT), identify right-of-way (R/W) needs, and develop a Project Recommendations Report. Part B includes the development of final design and construction plans for the CPP Part A scope and performing a PD&E reevaluation of the design.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Nicole Selly, ENV SP	Public Involvement	a. TOTAL: 18	b. WITH CURRENT FIRM: 5

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Biology, University of Texas at Austin	Envision Sustainability Professional, #51773

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Ms. Selly has 18 years of experience in National Environmental Policy Act (NEPA) subject matter, including almost five years in the Florida Department of Transportation (FDOT) District Seven PD&E Section. During her time at FDOT, she had served as the District Specialist on listed species, wetlands, and habitat, Efficient Transportation Decision Making (ETDM) Coordinator, Cultural Resources Coordinator and Contamination Specialist. She has been involved in development, coordination, and review of many NEPA documents, including, Type 1 Categorical Exclusions, Type 2 Categorical Exclusions, State Environmental Impact Reports, and Environmental Assessment/Finding on No Significant Impacts. Project management included coordination with county and local governments and PD&E document review. Prior to work with FDOT, she had experience in biological research and monitoring, petroleum clean-up site management, and floodplain hazard management.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Madonna Boulevard Bridge Replacement, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Senior Environmental Scientist. KCA was selected by Pinellas County to provide structural design services for the Madonna Boulevard Bridge Replacement project. KCA is providing structural design services for this bridge replacement that provides sole access to the Monte Cristo community in Tierra Verde. KCA has served the County for the last 36 years, having completed repairs of a very similar Tierra Verde bridge in the early 1990s led by KCA CEO Paul Foley, PE. KCA's Structures Department has designed numerous bridge replacement projects within neighborhoods recently and is aware of the importance of maintaining access for vehicles and pedestrians. **Cost**: $890,128

b.

(1) TITLE AND LOCATION *(City and State)*: **Maydell Drive Bridge Replacement SWAT, Hillsborough County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2021; CONSTRUCTION *(If applicable)*: 2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Senior Environmental Scientist. This project is a Hillsborough County/FDOT LAP Project and consisted of replacing the existing 616-foot bridge, reconstructing the roadway approaches, and providing pedestrian connectivity. The existing structurally deficient bridge had been closed to vehicular and pedestrian traffic for several years. The bridge is highly visible as you drive east on the Selmon Expressway, and it is a great opportunity to showcase KCA's diverse capabilities to Hillsborough County. The KCA team provided a PD&E study, environmental/permitting services, final design plans, and specifications and construction phase support for this project. Seeking an accelerated design schedule, KCA will be guiding the County through the SWAT process. **Fees**: $1.6million

c.

(1) TITLE AND LOCATION *(City and State)*: **Dunedin Causeway, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2020; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☐ Check if project performed with current firm

FDOT District One PM, responsibilities included managing the subject specific documents, ERC document review, and assuring compliance of all NEPA related regulations. Coordinated and facilitated the Advanced Notification and ETDM review. Coordinated with county staff and OEM to assure swift approval. The Section 4(f) process was a key aspect of this project. **Fees:** Unknown

d.

(1) TITLE AND LOCATION *(City and State)*: **San Martin Bridge, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2020; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☐ Check if project performed with current firm

FDOT District One PM, responsibilities included managing the subject specific documents, review, and assuring compliance of all NEPA related regulations. Coordinated and facilitated the Advanced Notification and ETDM review. Coordinate with county staff and OEM to assure swift approval. **Fees**: Unknown

e.

(1) TITLE AND LOCATION *(City and State)*: **I-75 Overpass Concept; North Sarasota Multimodal Connector, Lakewood Ranch Development, Sarasota County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Lead Environmental Scientist, conducted virtual project workshop and public hearing. The KCA team provided a preliminary evaluation and cost estimate and designed an extension of Lakewood Ranch Boulevard from the east side of I-75 to the west side by constructing a bridge over I-75, connecting to North Cattleman Road. The project is located just to the south of University Boulevard in Sarasota County near the new rowing lake. The facility will be a four-lane divided roadway with curb and gutter. Bike lanes and sidewalks may be incorporated. The development of this corridor is important to the overall transportation network. This overpass to the south of the mall will provide a vital link that bypasses University Parkway and provides connectivity to Fruitville Road. **Cost:** $1.3 million

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Diana Albarracin	Public Involvement; Noise/Air	20	4

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MCE, University of South Florida; BSCE, Columbia School of Engineering	

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Ms. Albarracin has 20 years of diverse experience in Civil Engineering and Transportation Engineering, including development of traffic design for use with design and PD&E studies, traffic simulation, development of planning and traffic studies, signalization plans, communication plans, intelligent transportation systems (ITS) device plans, preparation of Engineer's Construction Cost Estimate, Access Management studies, and lighting justification studies. She also has knowledge of VISSIM, HCS, CORSIM, Microstation V8i, Synchro, OTISS - Traffic Impact Study software, Crash Data Management System (CDMS), Arc GIS and Windows Vista..

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Old Coachman over Alligator Creek - Bridge No. 154252, Pinellas County, FL	2022	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

PD&E Designer. Under our Pinellas County Miscellaneous Services contract, KCA was tasked to develop a multi-phased preliminary engineering report (PER) for Old Coachman Road over Alligator Creek to determine the condition of the existing bridge and adjacent structures and propose alternatives for design of a bridge replacement and roadway improvements. The bridge is functionally obsolete and has exceeded its design life. It also exhibits considerable deterioration. The initial bridge replacement study (Phase I) investigated whether these structures within an approximate 10-year period should be replaced, rehabilitated, or repaired. The Phase II replacement study, dated July 2012, addressed preliminary geometry, roadway, and structural design to meet the hydraulic needs of the site, including associated permitting, environmental, and construction considerations. Phase IIB included updated hydraulic modelling of the site and surrounding area based on the most recent City of Clearwater data. KCA proceeded with design of the replacement bridge to raise the profile, remove adjacent aging drainage structures, and improve safety. The hydraulic study and environmental permitting of the complex system was completed to minimize impact on the surrounding natural resources. The final design includes a three-span Florida Slab Beam superstructure for function and rapid construction to minimize road closure during construction.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Tubby's Creek and Mosquito Creek Bridge Replacements Monroe County, FL	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

PD&E Designer. This project consists of the replacement of the existing Tubby's Creek Bridge and Mosquito Creek Bridge along Card Sound Road. The existing bridges each consist of a three-span hollow core slab unit bridge founded on pile bents that serves as a hurricane evacuation rout for residents that live in the Ocean Reef community as well as all the southern Keys. The existing superstructures and substructures were in poor condition as a result of the structure's age and the extremely aggressive environment present at the bridge site. Monroe County tasked KCA to design bridge replacements that will provide a full 75 year service life. The bridges will utilize three 44ft spans for a total bridge length of 132 feet and services two 12-foot lanes with 8-foot outside shoulders and single slope traffic barriers. Because these bridges provide essential access to other areas in the Keys, a phased construction concept was required which will allow a single lane of traffic to be open during the entirety of construction. Special preference was given to corrosion resistant materials and special concrete mix designs to ensure this bridge replacement achieves the full 75-year design life. In addition to structures and roadway design, KCA provided MOT, S&PM, and drainage design as well as environmental/permitting services and public involvement for the project. Survey, geotechnical engineering, and coastal engineering have been provided by our subconsultants.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE Polk County, FL	2022	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

PD&E Designer. KCA is providing design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. The services will be divided into a two-part scope in which Part A will develop 90% concept plans for the ultimate six-lane section for advance coordination with Florida Gas Transmission (FGT), identify right-of-way (R/W) needs, and develop a Project Recommendations Report. Part B includes the development of final design and construction plans for the CPP Part A scope and performing a PD&E reevaluation of the design. For Part A, KCA will design an ultimate six-lane divided, limited-access highway typical section with a 74-foot median, 12-foot lanes, and 8-foot inside (4-foot paved) and 12-foot outside shoulders (10-foot paved). The alignment for the SR 570 to US 17 section will include a tri-level interchange at Polk Parkway, overpasses at SR 540, Thornhill Road (two locations), Old Bartow Eagle Lake Road, and an at-grade intersection at US 17.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Curt Sprunger, PE	Drainage /Hydraulics Analysis and Plans	a. TOTAL 21	b. WITH CURRENT FIRM 21

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BSCE, Purdue University	Professional Engineer in Florida #66524; North Carolina #043606

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Sprunger has 21 years of experience in stormwater design and currently holds the position of Drainage Department Manager at KCA. He has designed and modeled several roadway stormsewer systems in compliance with FDOT and various municipality design criteria. Mr. Sprunger has also completed pond siting analysis and designed numerous stormwater management facilities and floodplain compensation sites. He has completed various culvert designs including channel modeling and bridge scour analysis. He has coordinated with various Florida WMDs and environmental regulatory agencies to obtain construction permits.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Madonna Boulevard Bridge Replacement, Pinellas County, FL	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Drainage Engineer. KCA was selected by Pinellas County to provide structural design services for the Madonna Boulevard Bridge Replacement project. KCA is providing structural design services for this bridge replacement that provides sole access to the Monte Cristo community in Tierra Verde. KCA has served the County for the last 36 years, having completed repairs of a very similar Tierra Verde bridge in the early 1990s led by KCA CEO Paul Foley, PE. KCA's Structures Department has designed numerous bridge replacement projects within neighborhoods recently and is aware of the importance of maintaining access for vehicles and pedestrians. Cost: $890,128

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Old Coachman over Alligator Creek - Bridge No. 154252, Pinellas County, FL	2022	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Drainage Engineer. Under our Pinellas County Miscellaneous Services contract, KCA was tasked to develop a multi-phased preliminary engineering report (PER) for Old Coachman Road over Alligator Creek to determine the condition of the existing bridge and adjacent structures and propose alternatives for design of a bridge replacement and roadway improvements. The bridge is functionally obsolete and has exceeded its design life. It also exhibits considerable deterioration. The initial bridge replacement study (Phase I) investigated whether these structures within an approximate 10-year period should be replaced, rehabilitated, or repaired. The Phase II replacement study, dated July 2012, addressed preliminary geometry, roadway, and structural design to meet the hydraulic needs of the site, including associated permitting, environmental, and construction considerations. Phase IIB included updated hydraulic modelling of the site and surrounding area based on the most recent City of Clearwater data. KCA proceeded with design of the replacement bridge to raise the profile, remove adjacent aging drainage structures, and improve safety. The hydraulic study and environmental permitting of the complex system was completed to minimize impact on the surrounding natural resources. The final design includes a three-span Florida Slab Beam superstructure for function and rapid construction to minimize road closure during construction.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
I-75 Overpass Concept; North Sarasota Multimodal Connector, Lakewood Ranch Development, Sarasota County, FL	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Drainage Engineer. The KCA team provided a preliminary evaluation and cost estimate and designed an extension of Lakewood Ranch Boulevard from the east side of I-75 to the west side by constructing a bridge over I-75, connecting to North Cattleman Road. The project is located just to the south of University Boulevard in Sarasota County near the new rowing lake. The facility will be a four-lane divided roadway with curb and gutter. Bike lanes and sidewalks may be incorporated. The development of this corridor is important to the overall transportation network. This overpass to the south of the mall will provide a vital link that bypasses University Parkway and provides connectivity to Fruitville Road. **Cost**: $1.3 million

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE Polk County, FL	2022	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Drainage Engineer. KCA is providing design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. The services will be divided into a two-part scope in which Part A will develop 90% concept plans for the ultimate six-lane section for advance coordination with Florida Gas Transmission (FGT), identify right-of-way (R/W) needs, and develop a Project Recommendations Report. Part B includes the development of final design and construction plans for the CPP Part A scope and performing a PD&E reevaluation of the design. For Part A, KCA will design an ultimate six-lane divided, limited-access highway typical section with a 74-foot median, 12-foot lanes, and 8-foot inside (4-foot paved) and 12-foot outside shoulders (10-foot paved). The alignment for the SR 570 to US 17 section will include a tri-level interchange at Polk Parkway, overpasses at SR 540, Thornhill Road (two locations), Old Bartow Eagle Lake Road, and an at-grade intersection at US 17.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Gabe Garcia, PE	Drainage/Hydraulics Analysis and Plans	a. TOTAL: 6	b. WITH CURRENT FIRM: 6

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BSCE, University of Florida	Professional Engineer in Florida #95445

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Garcia has six years of stormwater engineering experience. He started working in our corporate office in March 2018 and currently serves as a Stormwater Engineer in our Drainage division. Mr. Garcia has experience with software such as AutoCAD, Matlab, GIS, and Bluebeam.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Old Coachman over Alligator Creek - Bridge No. 154252, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022 | CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Drainage Engineer. Under our Pinellas County Miscellaneous Services contract, KCA was tasked to develop a multi-phased preliminary engineering report (PER) for Old Coachman Road over Alligator Creek to determine the condition of the existing bridge and adjacent structures and propose alternatives for design of a bridge replacement and roadway improvements. The bridge is functionally obsolete and has exceeded its design life. It also exhibits considerable deterioration. The initial bridge replacement study (Phase I) investigated whether these structures within an approximate 10-year period should be replaced, rehabilitated, or repaired. The Phase II replacement study, dated July 2012, addressed preliminary geometry, roadway, and structural design to meet the hydraulic needs of the site, including associated permitting, environmental, and construction considerations. Phase IIB included updated hydraulic modelling of the site and surrounding area based on the most recent City of Clearwater data. KCA proceeded with design of the replacement bridge to raise the profile, remove adjacent aging drainage structures, and improve safety. The hydraulic study and environmental permitting of the complex system was completed to minimize impact on the surrounding natural resources. The final design includes a three-span Florida Slab Beam superstructure for function and rapid construction to minimize road closure during construction.

b.

(1) TITLE AND LOCATION *(City and State)*: **Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE Polk County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022 | CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Drainage Engineer. KCA is providing design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. The services will be divided into a two-part scope in which Part A will develop 90% concept plans for the ultimate six-lane section for advance coordination with Florida Gas Transmission (FGT), identify right-of-way (R/W) needs, and develop a Project Recommendations Report. Part B includes the development of final design and construction plans for the CPP Part A scope and performing a PD&E reevaluation of the design. For Part A, KCA will design an ultimate six-lane divided, limited-access highway typical section with a 74-foot median, 12-foot lanes, and 8-foot inside (4-foot paved) and 12-foot outside shoulders (10-foot paved). The alignment for the SR 570 to US 17 section will include a tri-level interchange at Polk Parkway, overpasses at SR 540, Thornhill Road (two locations), Old Bartow Eagle Lake Road, and an at-grade intersection at US 17.

c.

(1) TITLE AND LOCATION *(City and State)*: **Pinellas Trail Loop North Segment Design-Build (D/B), Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022 | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Drainage Engineer, created Bridge Hydraulic Report. The Pinellas Trail Loop project includes the construction of a 21.35-mile segment gap to create a continuous, designated trail network around the Pinellas County peninsula. The Pinellas Trail Loop is planned as a complete 75-mile regional trail network that connects residents and visitors to recreation, education, employment, services, and transit across the metropolitan region. The completed project improves safety and access for non-motorized travel. The ultimate vision is to create a continuous, designated Pinellas Trail loop that circles the county, interconnects other networks, and serves as the primary spine facility for pedestrian/bicycle infrastructure. The Pinellas Trail Loop has a significant gap between John Chesnut Sr. Park and the northern terminus of the St. Petersburg North Bay Trail.

d.

(1) TITLE AND LOCATION *(City and State)*: **I-75 Overpass Concept; North Sarasota Multimodal Connector, Lakewood Ranch Development, Sarasota County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Drainage Engineer. The KCA team provided a preliminary evaluation and cost estimate and designed an extension of Lakewood Ranch Boulevard from the east side of I-75 to the west side by constructing a bridge over I-75, connecting to North Cattleman Road. The project is located just to the south of University Boulevard in Sarasota County near the new rowing lake. The facility will be a four-lane divided roadway with curb and gutter. Bike lanes and sidewalks may be incorporated. The development of this corridor is important to the overall transportation network. This overpass to the south of the mall will provide a vital link that bypasses University Parkway and provides connectivity to Fruitville Road. **Cost:** $1.3 million

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Martin Horwitz	Noise/Air	a. TOTAL: 17	b. WITH CURRENT FIRM: 5

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Orlando, FL

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
M.Ed., Secondary Science Education, University of Florida B.S., Environmental Science, University of Florida	Authorized Gopher Tortoise Agent #GTA-22-00055A FDEP Qualified Stormwater Management Inspector, #8858 Florida Dept. of Management Services, Florida Certified Contract Manager

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

As a scientist for 17 years, Mr. Horwitz has extensive experience in managing and conducting public and private sector projects. He has experience with State Funded PD&E studies and NEPA documentation which includes State Environmental Impact Report (SEIR), Type 2 Categorical Exclusions, public involvement, Natural Resource Evaluation Reports, Wetland Evaluation Reports, Endangered Species Biological Assessments, Cultural Resource Assessment Survey, Noise Study Reports, etc. His experience also includes wetland delineation, protected species surveys, and environmental permitting. Mr. Horwitz has managed projects for private development, FDOT District One and Florida's Turnpike Enterprise, which included participating in numerous studies that required the development and evaluation of project alternatives along with public involvement, particularly in the field of transportation.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Tubby's Creek and Mosquito Creek Bridge Replacements Monroe County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Senior Environmental Scientist. This project consists of the replacement of the existing Tubby's Creek Bridge and Mosquito Creek Bridge along Card Sound Road. The existing bridges each consist of a three-span hollow core slab unit bridge founded on pile bents that serves as a hurricane evacuation rout for residents that live in the Ocean Reef community as well as all the southern Keys. The existing superstructures and substructures were in poor condition as a result of the structure's age and the extremely aggressive environment present at the bridge site. Monroe County tasked KCA to design bridge replacements that will provide a full 75 year service life. The bridges will utilize three 44ft spans for a total bridge length of 132 feet and services two 12-foot lanes with 8-foot outside shoulders and single slope traffic barriers. Because these bridges provide essential access to other areas in the Keys, a phased construction concept was required which will allow a single lane of traffic to be open during the entirety of construction. In addition to structures and roadway design, KCA provided MOT, S&PM, and drainage design as well as environmental/permitting services and public involvement for the project. Survey, geotechnical engineering, and coastal engineering have been provided by our subconsultants.

b.

(1) TITLE AND LOCATION *(City and State)*: **Graham Swamp Trail and Pedestrian Trail Bridge over SR 100 Flagler County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2020; CONSTRUCTION *(If applicable)*: 2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Senior Environmental Scientist. KCA was selected by Flagler County to design a multi-use trail through the Graham Swamp. This LAP project involves the design and permitting of a trail and/or elevated boardwalk in the Graham Swamp Trail system from the existing Lehigh Trail continuing south approximately 1.6 miles to SR 100, connecting the existing sidewalk. The project includes a new pedestrian bridge over SR 100. Fees: $1.34 million

c.

(1) TITLE AND LOCATION *(City and State)*: **16th Street NE Bridge Design, Collier County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Senior Environmental Scientist. The project involves bridge and roadway design for improvements along 16th Street NE from Golden Gate Boulevard W. to Randall Boulevard in Naples, FL. The goal of this project is to provide multi-modal connectivity by constructing a new bridge to span the Golden Gate Main Canal with roadway enhancements, improved emergency response times, mobility and operations, services efficiency, and safety along the corridor. **Fees:** $1.3 million

d.

(1) TITLE AND LOCATION *(City and State)*: **SR 429 Widening from Stoneybrook West Parkway (South) to Florida's Turnpike, CFX, Orange County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2024; CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Senior Environmental Scientist. KCA to perform design services for the widening of SR 429 (Stoneybrook West to Florida's Turnpike). This project is the southern component of an overall plan to widen SR 429 in three segments from Stoneybrook West Parkway (South) to SR 414. This project will provide additional capacity and increase the level of service (LOS) by adding an additional through lane with inside widening and constructing full-depth inside shoulders to serve as part-time shoulder use (PTSU) lanes now or in the future. All mainline bridges (Stoneybrook West Parkway [South], CR 535, and Stoneybrook West Parkway [North]) will also be widened to accommodate the appropriate shoulder widths, additional general use lane, and ramp modifications. Ramp improvements will also be made at SR 429 SB to Turnpike. Additional improvements include milling and resurfacing the existing lanes, surveying, drainage evaluation and design, permitting, lighting, signing and pavement markings, signalization, ITS (fiber optic network), maintenance of traffic, utility design and coordination, and geotechnical analysis. **Fees**: $3.9 M

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Alejandro Mendez, PE	Noise/Air	a. TOTAL: 16	b. WITH CURRENT FIRM: 5

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Engineering Management, University of South Florida BSCE, University of South Florida; A.S., Engineering, St Petersburg College	

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Mendez has 16 years of roadway and highway design experience as well as maintenance of traffic for the various phases of highway construction and site development. Mr. Mendez has outstanding IT literacy with a strong ability using various software packages relevant to the industry such as MicroStation, Geopak, and AutoTurn as well as familiarity using AutoCAD, InRoads, and Corridor Modeling. He also has in-depth knowledge of codes of practice, design criteria, and standards of some governmental agencies such as the American Association of State Highway and Transportation Officials (AASHTO) Code; the Florida, Texas, and Virginia Departments of Transportation (DOTs); and the Association of Australasian Road Transport and Traffic agencies (Austroads).

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE Polk County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022 | CONSTRUCTION *(If applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

PD&E Engineer. KCA is providing design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. The services will be divided into a two-part scope in which Part A will develop 90% concept plans for the ultimate six-lane section for advance coordination with Florida Gas Transmission (FGT), identify right-of-way (R/W) needs, and develop a Project Recommendations Report. Part B includes the development of final design and construction plans for the CPP Part A scope and performing a PD&E reevaluation of the design.

b.

(1) TITLE AND LOCATION *(City and State)*: **I-75 Overpass Concept; North Sarasota Multimodal Connector, Lakewood Ranch Development, Sarasota County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

PD&E Engineer. The KCA team provided a preliminary evaluation and cost estimate and designed an extension of Lakewood Ranch Boulevard from the east side of I-75 to the west side by constructing a bridge over I-75, connecting to North Cattleman Road. The project is located just to the south of University Boulevard in Sarasota County near the new rowing lake. The facility will be a four-lane divided roadway with curb and gutter. Bike lanes and sidewalks may be incorporated. The development of this corridor is important to the overall transportation network. This overpass to the south of the mall will provide a vital link that bypasses University Parkway and provides connectivity to Fruitville Road. **Cost:** $1.3 million

c.

(1) TITLE AND LOCATION *(City and State)*: **19th Avenue NE Widening – US 41 to W. Lake Dr. PD&E Study Hillsborough County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2023 | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

PD&E Engineer. KCA was selected by Hillsborough County to evaluate improvements along 19th Avenue NE. This PD&E study involves widening a two-lane undivided road to provide a four-lane divided facility with enhanced pedestrian, bicycle, and transit facilities. This project requires widening the existing two-lane I-75 overpass or constructing a new overpass spanning the interstate. This improvement impacts I-75's limited access R/W. KCA is developing PD&E documents and 30% design plans. Additionally, KCA is assisting with the required airspace agreement, which will be signed by the County Administrator and approved by FDOT and FHWA. **Cost:** $2.3 million

d.

(1) TITLE AND LOCATION *(City and State)*: **US 92/SR 600/Gandy Boulevard PD&E and Design, FDOT District Seven, Hillsborough and Pinellas Counties, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Senior Environmental Scientist. KCA is conducting a PD&E study for Gandy Boulevard as well as prepare 15% Line and Grade design for the project segment from 4th Street North to west of the Gandy Bridge. The contract has an option for additional design services necessary to accelerate the project development. This project's purpose is to reduce traffic congestion and improve bicycle and pedestrian accommodations along Gandy Boulevard including the existing eastbound and westbound bridges. The improvements will extend the existing controlled access facility on Gandy Boulevard and connect to the Selmon West Extension in Hillsborough County. The PD&E will evaluate improvements including grade separations at major intersections and widening Gandy Boulevard to six lanes. Bridge widening and/or replacement will also be evaluated as part of this project. **PD&E Fees:** $2.8 million

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Kellie Loper, PE	Construction Cost Estimating | Constructability	a. TOTAL: 21	b. WITH CURRENT FIRM: 21

15. FIRM NAME AND LOCATION *(City and State)*
Kisinger Campo & Associates, Corp., Tampa, Florida

16. EDUCATION (DEGREE AND SPECIALIZATION)	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
ME, Civil Engineering, University of Florida BSCE, University of Florida	Professional Engineer in Florida #68417, Georgia #PE034906, North Carolina, #041095

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

Mr. Loper has 21 years of invaluable experience in the CEI industry working in various roles including Inspector Aide, Inspector, Senior Inspector/CSS, Project Engineer, and Senior Project Engineer. His CEI experience includes inspection and oversight of all aspects of asphalt, concrete, earthwork, drainage, structures, and major bridge operations. He is also experienced in CPM schedule reviews, preparation/participation in Disputes Review Board (DRB) hearings, negotiation and claim settlement. Mr. Loper has experience as a Structures Design Engineer with responsibilities including load rating analysis, structure analysis, bridge/structure design, quality control, plans preparation, shop drawing review, cost estimating, and emergency inspection and repair. Mr. Loper also has experience working with KCA's bridge inspection department. As confirming Professional Engineer, he was responsible for signing and sealing all completed Pontis reports and CID records for various structure types such as timber, movable, fixed, fracture critical, and pedestrian overpass bridges, as well as overhead signs and high mast light towers.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Miscellaneous Professional CEI Services, Pinellas County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing | CONSTRUCTION (If applicable): Ongoing

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Senior Project Engineer. KCA is providing CEI services for this contract. Construction tasks include sidewalks, signing and pavement markings, curb and gutter, road reconstruction and widening, stormwater drainage, signalization, water main construction, noisewalls, and structures. Construction Cost: Varies per task work order

b.

(1) TITLE AND LOCATION *(City and State)*: **New Tampa Boulevard Extension over I-75 to Commerce Boulevard City of Tampa, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2012 | CONSTRUCTION (If applicable): 2012

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Bridge Project Engineer/CSS/Senior Bridge Inspector. For this 0.7-mile extension of New Tampa Boulevard to bridge I-75 and connect southward to Commerce Park Boulevard, KCA provided administration and inspection for roadway and bridge construction, including the fabrication and erection of steel girders, provided QC testing for the construction of mechanically stabilized earth (MSE) retaining walls and all structural concrete for the project, reviewed specifications, pay items, and material testing results, performed field measurements and reviewed materials certifications. Project consisted of a 400-foot-long, two-span curved steel plate girder bridge, MSE retaining wall, box culvert construction, drainage installation, asphalt paving, pond construction, and other minor construction. This project was constructed in accordance with FDOT Specifications and Standards. **Construction Cost**: $14 million

c.

(1) TITLE AND LOCATION *(City and State)*: **SR 20 (Apalachee Parkway), FDOT District Three, Leon County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing | CONSTRUCTION (If applicable): Ongoing

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Senior Project Engineer. This project consists of highly urbanized milling and resurfacing of 3.345 miles of mainline SR 20 and parallel service roads through a heavy business and government corridor. The project also includes shoulder and roadway widening, stabilization, base, gravity wall, drainage improvements including two dry ponds, guardrail, bridge rail retrofits, curb and gutter, tree protection and mitigation, signalization (temporary and permanent), signing and pavement markings, manhole/utility adjustments, sidewalk and Americans with Disabilities Act (ADA) improvements, and pedestrian signal upgrades. **Construction Cost:** $4.8 million

d.

(1) TITLE AND LOCATION *(City and State)*: **I-75 Northbound over CR 329 Bridge Hit Emergency Repairs, FDOT District Five, Marion County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2015 | CONSTRUCTION (If applicable): 2015

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Senior Project Engineer. KCA performed oversight and inspection of emergency repairs to a collision damaged AASHTO concrete girder bridge for a major interstate. This high-profile project involved replacing two severely damaged concrete beams and associated diaphragms on a fast-paced and compressed schedule. Replacement of a portion of the concrete bridge deck and the traffic barrier wall was required to facilitate the installation of the replacement beams. **Fees**: $39,318

e.

(1) TITLE AND LOCATION *(City and State)*: **Pasco Countywide CEI Support Services, Pasco County, FL**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing | CONSTRUCTION (If applicable): Ongoing

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Senior Project Engineer. This Countywide CEI Support contract is a TWO-based contract. The contract involves providing several Inspectors as needed to provide CEI services for numerous concurrent projects. The individual projects include construction operations such as milling and resurfacing, full depth reclamation, structure and friction course asphalt paving, minor grading, and sodding. The contract also includes management services in the form of review and submittal of Daily Inspections Reports and timesheets. **Cost:** varies per task order

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER 1

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
TBNext Segment 2: I-275 (SR 93) from North of I-375/5th Avenue N. to North of 38th Avenue North, FDOT District Seven, Pinellas County, FL	2025	

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
FDOT District Seven	Mary Lou Godfrey, PE	813.975.6621

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

Segment 2 of TBNext (I-275 from North of I-375/5th Avenue N. to North of 38th Avenue North) is an Urban Principal Arterial Interstate with 3 interchanges and 11 bridges. This project's improvements include the addition of express lanes in the median of I-275, operational and lane continuity improvements, rigid pavement rehabilitation, Regional Rapid Transit (RRT) accommodations, and noise wall construction. This is accomplished with both inside and outside widening. In addition, KCA is evaluating and addressing safety issues (i.e., hydroplaning and wrong way detection [WWD]), providing a comprehensive temporary traffic control plan (TTCP), permitting, and maintaining current bridge clearances are all essential requirements.

RFP Relevancy
Local project in Pinellas County
Roadway design
Drainage design
Structures design
Enhanced aesthetic treatments
Public involvement
High level of community interest
Fast-track project
Same KCA team members

Fees: $9.6 million

TBNext Segment 2: current conditions

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**KCA**	Tampa, FL	Structures design; roadway design; TTC; S&PM; permitting; public involvement; drainage design
b.	**Tierra**	Tampa, FL	Geotechnical/contamination
c.	**DPS**	Tampa, FL	Geotechnical/contamination
d.	**ECHO**	Tampa, FL	Utility coordination/survey/SUE

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **2**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE, Polk County, FL	2027 (est.)	

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
FDOT FTE	Pam Nagot, PE	407.264.3043

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

KCA has provided design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. KCA designed an ultimate six-lane divided, limited-access highway typical section with a 74-foot median, 12-foot lanes, and 8-foot inside (4-foot paved) and 12-foot outside shoulders (10-foot paved). Although mostly new construction, the bridges over Landfill Road had to be widened to connect existing bridges to the Polk Parkway. The rest of the alignment for the SR 570 to US 17 section includes a tri-level interchange at Polk Parkway, overpasses at SR 540, Thornhill Road (two locations), Old Bartow Eagle Lake Road, and an at-grade intersection at US 17. The KCA team is responsible for roadway design, structures design, drainage design, traffic/S&PM/ lighting/signalization, ITS, TTC, utility coordination/SUE, PD&E re-evaluation, environmental permitting, landscape architecture, tolling architecture, tolling structures, public involvement, surveying/R/W mapping, and geotechnical services.

CPP Segment 1: rendering

RQS Relevancy
Same key personnel
Structures, roadway, safety, and drainage design
Bridge widening
Overpass
Traffic analysis
Utility coordination
FTE coordination
PD&E re-evaluation

Fees: $16.5 million

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**KCA**	Tampa, FL	Project management; roadway design; structures design; S&PM; drainage design; permitting;traffic/ ITS/lighting; PD&E.
b.	**Tierra**	Tampa, FL	Geotechnical/contamination
c.	**DPS**	Tampa, FL	Geotechnical

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **3**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
Maydell Drive over Palm River Bridge Replacement PD&E/Design, Hillsborough County, FL	2021	2023

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Hillsborough County	Manny Santos, EI	813.307.1921

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

This Hillsborough County/FDOT District Seven Local Agency Program (LAP) project consisted of replacing the existing 616-foot bridge, reconstructing the roadway approaches, and providing pedestrian connectivity. This structurally deficient bridge has been closed to vehicular and pedestrian traffic for several years. The replacement bridge consists of six 90-foot spans resulting in a total bridge length of 630 feet. The bridge has 36-inch Florida-I Beams, which are supported by pile bents and riprap protection was provided at the sloped abutments. The adjacent roadway was reconstructed and a combination open/closed drainage system was provided to accommodate the slightly raised profile. The 10-foot-wide sidewalk on the bridge connects back to existing sidewalks north and south of the project; however, this wide sidewalk is designed to eventually accommodate the Hillsborough County Trails Master Plan. The KCA team provided a PD&E study, final design plans, specifications, and construction phase support for this project. Extensive permitting efforts were also provided for the USCG Bridge Permit, Southwest Florida Water Management District (SWFWMD) Permit, USACE Permits (including a 408 Permit), and a Tampa Port Authority Sovereign Submerged Lands (SSL) Easement. Seeking an accelerated design schedule, KCA guided the County through the Statewide Acceleration Transformation (SWAT) process.

RFP Relevancy
Local municipal client
Bridge replacement
Geotechnical analysis
Structural analysis
Roadway design
Permitting
Public involvement
Same key team members

Fees: $1.59 million

Maydell Drive Bridge: after construction

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**KCA**	Tampa, FL	Project management; PD&E; roadway design/trail design; structures design; S&PM; drainage design; permitting;traffic/ITS/lighting

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **4**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
Madonna Boulevard Bridge Replacement, Pinellas County, FL	Ongoing	

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Pinellas County	Amin Vosouli, PE	727.464.8889

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

KCA was selected by Pinellas County to provide structural design services for the Madonna Boulevard Bridge Replacement project. KCA is providing structural design services for this bridge replacement that provides sole access to the Monte Cristo community in Tierra Verde. A major emphasis of the project was to maintain access for vehicles and pedestrians. KCA's PM for this project is David Thompson, PE.

RFP Relevancy
Local project in Pinellas County
Phase constructed bridge
Roadway design
Drainage design
Structures design
Environmental/permitting
Same PM and team members

Fees: $1.125 million

Madonna Blvd.: current conditions

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**KCA**	Tampa, FL	Multi-use trail design; roadway design; TTC; S&PM; structures design; public involvement; drainage design
b.	**Tierra**	Tampa, FL	Geotechnical/contamination
c.	**DPS**	Tampa, FL	Geotechnical
d.	**ECHO**	Tampa, FL	Utility coordination/survey/SUE

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT
(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: **5**

21. TITLE AND LOCATION *(City and State)*

Old Coachman Road over Alligator Creek – Bridge No. 154252, Pinellas County, FL

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
2021	Ongoing

23. PROJECT OWNER'S INFORMATION

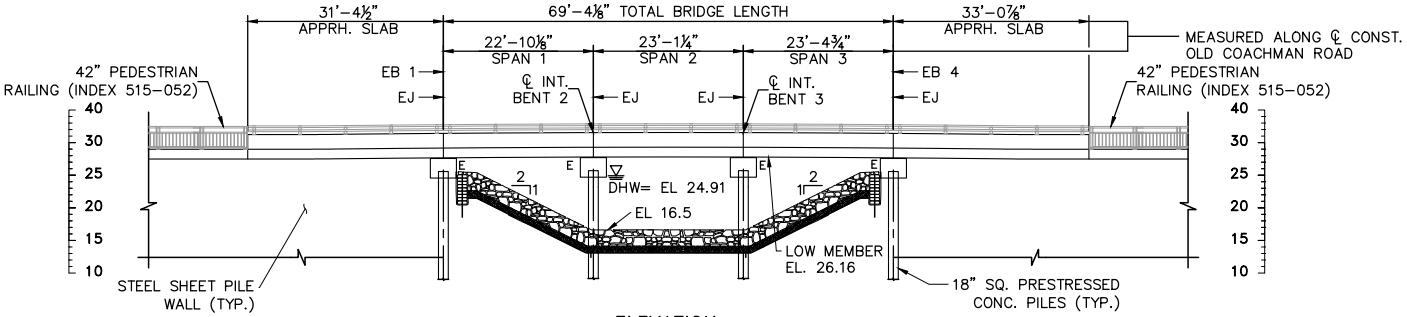
a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Pinellas County	Robert Meador, PE	727.464.8731

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

Under our Pinellas County Miscellaneous Services contract, KCA was tasked to develop a multi-phased preliminary engineering report (PER) for Old Coachman Road over Alligator Creek to determine the condition of the existing bridge and adjacent structures and propose alternatives for design of a bridge replacement and roadway improvements. The bridge is functionally obsolete and has exceeded its design life. It also exhibits considerable deterioration. The initial bridge replacement study (Phase I) investigated whether these structures within an approximate 10-year period should be replaced, rehabilitated, or repaired. The Phase II replacement study, dated July 2012, addressed preliminary geometry, roadway, and structural design to meet the hydraulic needs of the site, including associated permitting, environmental, and construction considerations. Phase IIB included updated hydraulic modelling of the site and surrounding area based on the most recent City of Clearwater data. KCA proceeded with design of the replacement bridge to raise the profile, remove adjacent aging drainage structures, and improve safety. The hydraulic study and environmental permitting of the complex system was completed to minimize impact on the surrounding natural resources. The final design includes a three-span Florida Slab Beam superstructure for function and rapid construction to minimize road closure during construction.

RFP Relevancy
Local project in Pinellas County
Same PM
Structures design
Roadway design
Hydraulics design
Public involvement
Environmental/permitting

Fees: $503,746



ELEVATION

Old Coachman Road: plans

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**KCA**	Tampa, FL	Structures design; roadway design; temporary traffic control; S&PM; safety improvements; hydraulics design; environmental/ permitting
b.	**Tierra**	Tampa, FL	Geotechnical/contamination

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **6**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
City of Clearwater EOR, Clearwater, FL	2023	

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
City of Clearwater	Michael Quillen, PE	727.562.4760

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

KCA has completed several projects as an existing EOR for the City of Clearwater including inspection of the SR Pier 60, pavement evaluation and five-year improvement plan for City-owned and maintained roads, forensic evaluations of failed pavement on Hercules Avenue, and first comprehensive inventory of sidewalks within the City. Under the City's EOR contract, KCA was tasked with providing engineering services to replace four bridges—Bridge No. 155513: Island Way NB over Clearwater Harbor; Bridge No. 155514: Island Way SB over Clearwater Harbor; Bridge No. 155515: Harbor Passage West Bridge over Clearwater Harbor; and Bridge No. 155516: Harbor Passage East Bridge over Clearwater Harbor—near Clearwater Beach. Services consisted of structural engineering, roadway design, environmental, permitting, drainage, survey, and coastal engineering. These phase constructed bridge were heavily coordinated with the City and the surrounding communities. KCA also provided structural engineering services to repair the seawall as well as utility coordination, TCPs, bridge inspection, and load ratings.

RFP Relevancy

- Local project in Pinellas County
- General services task-based contract
- Structures design
- Signalization design
- Environmental/permitting
- Roadway design

Fees: Vary depending on work order

Island Estates Bridge: after replacements

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**KCA**	Tampa, FL	PD&E; roadway, drainage and structures design; permitting/ environmental; S&PM/traffic/ signals; MOT; public involvement
b.	**Tierra**	Tampa, FL	Geotechnical/contamination

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **7**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
North Sarasota Multi-Modal Connector (Lakewood Ranch), Sarasota County, FL	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
LWR Development LLC	Roger Aman	941.757.1574

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

KCA was selected by Schroder Manatee Ranch, LLC on behalf of Sarasota County to provide a NEPA PD&E study and concurrent design and permitting for a new overpass roadway crossing the I-75 limited access corridor between Fruitville Road and University Parkway in northern Sarasota County. The PD&E study evaluates three independent alignments connecting Cattleman Road south of the University Town Center to an actively developing section Lakewood Ranch, a master planned community in Manatee and Sarasota Counties. The PD&E study addresses Section 4(f) impacts to Nathan Benderson Park, a large regional recreation, and rowing facility adjacent to Cattlemen Road within the project limits. Concept development and design efforts require extensive coordination with FDOT District One to ensure the proposed overpass can accommodate the ultimate 20-lane I-75 typical section. The environmental analysis includes Florida Bonneted Bat and other species specific surveys needed for approval and permitting.

KCA led the extensive public involvement efforts. Our virtual workshop was an effective format to inform the public and obtain their ideas. We are proud of the positive feedback we received from our client. As a result of public comments, the KCA team is reviewing potential bicycle and pedestrian accommodations at one of the project intersections. KCA presented findings from the workshop at the February 2021 Sarasota Board of County Commissioners (BOCC) meeting, along with recommendations regarding a preferred alternative.

RFP Relevancy
Local municipal project
PD&E and design
Roadway, drainage, and structures design
Overpass roadway crossing
Public involvement
Traffic analysis
Same PM and team members

Fees: $1.25 million

North Sarasota Multi-Modal Connector: rendering

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**KCA**	Tampa, FL	PD&E/planning; roadway design; TTC; S&PM; structures design; public involvement; drainage design
b.	**Tierra**	Tampa, FL	Geotechnical/contamination

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **8**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
SR 429 Widening from Stoneybrook West Parkway (South) to Florida's Turnpike, CFX, Orange County, FL	2024	Ongoing

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Central Florida Expressway	Dana Chester	407.690.5000

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

CFX selected KCA to perform design services for the widening of SR 429 (Stoneybrook West to Florida's Turnpike). This project is the southern component of an overall plan to widen SR 429 in three segments from Stoneybrook West Parkway (South) to SR 414. This project will provide additional capacity and increase the level of service (LOS) by adding an additional through lane with inside widening and constructing full-depth inside shoulders to serve as part-time shoulder use (PTSU) lanes now or in the future. All mainline bridges (Stoneybrook West Parkway [South], CR 535, and Stoneybrook West Parkway [North]) will also be widened to accommodate the appropriate shoulder widths, additional general use lane, and ramp modifications. Ramp improvements will also be made at SR 429 SB to Turnpike. Additional improvements include milling and resurfacing the existing lanes, surveying, drainage evaluation and design, permitting, lighting, signing and pavement markings, signalization, ITS (fiber optic network), maintenance of traffic, utility design and coordination, and geotechnical analysis.

RFP Relevancy
Bridge widening
Structures design
Roadway design
S&PM
TTC
Utility coordination

Fees: $5.9 million

SR 429 Widening: under construction

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**KCA**	Tampa, FL	Multi-use trail design; roadway design; TTC; S&PM; structures design; public involvement; drainage design
b.	**Tierra**	Tampa, FL	Geotechnical/contamination
c.	**ECHO**	Tampa, FL	Utility coordination/survey/SUE

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT
(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: **9**

21. TITLE AND LOCATION *(City and State)*

SR 56 Extension from Meadow Pointe Boulevard to US 301 Design-Build, FDOT District Seven, Pasco County, FL

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
2020	2020

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
FDOT District Seven	Manuel Flores	813.975.6469

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

Cone & Graham Inc. (C&G) in association with KCA, provided all aspects of the creation of the SR 56 Extension from Meadow Pointe Boulevard to US 301 in Pasco County (including providing the right-of-way, PD&E re-evaluation, permitting, utility coordination and relocation, design, drainage, and construction). KCA designed the four-lane divided typical section compatible with the ultimate six-lane section and centered in a 250-foot right-of-way corridor. All ponds were designed and constructed to accommodate the ultimate six-lane typical section with frontage roads. New, single span bridges with barrier protected sidewalks were designed to cross New River. The project also included three new signalized intersections at Meadow Pointe Boulevard, Morris Bridge Road, and US 301.

RFP Relevancy
Structures design
Roadway/MOT design
Drainage design
Environmental/permitting
S&PM

Fees: $4.9 million

SR 56: after construction

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**KCA**	Tampa, FL	Structures design; roadway design; drainage design; environmental/ permitting; S&PM; signalization

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, If not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **10**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
Bimini Drive Bridge Replacement | Harbour Drive Bridge Replacement, Monroe County, FL	2020 | 2021	Ongoing

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Monroe County	Clark Briggs	305.295.4306

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

KCA is providing structures, drainage, and roadway design; environmental assessment and permitting; utility coordination; and public involvement services for the Bimini Drive Bridge (No. 904603) Replacement and Harbour Drive Bridge (No. 904604) Replacement projects. These bridges are two of four historic Duck Key bridges, requiring evaluation under the National Historic Preservation Act (NHPA). KCA led the Section 106 (NHPA) process to a successful conclusion, obtaining a MOA for all four historic bridges. Tasks include assessment of wetland, seagrass, coral, and protected species impacts resulting from the proposed structure replacement as well as coordination with federal and state resource and regulatory agencies. Additional tasks include obtaining US Army Corps of Engineers (USACE) 404 dredge and fill permit, USCG Bridge Permit, Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) permit, and South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP).

These bridges provide the only access to the Island of Duck Key. As a result, the bridge replacements included a phased construction sequence to maintain resident access and utility operation throughout all phases of construction. Innovative solutions were implemented to minimize noise and vibrations in this residential neighborhood.

RFP Relevancy
Local municipal project
Bridge replacement
Structures design
Roadway design
Drainage design
Environmental/permitting
Phased construction
Temporary/permanent utility relocation

Fees: $712,255 (Bimini Drive) $626,739 (Harbor Drive)

Bimini Drive Bridge: under construction

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**KCA**	Tampa, FL	PD&E; roadway, drainage and structures design; permitting/ environmental; S&PM/traffic/ signals; MOT; public involvement
b.	**Janus**	Tampa, FL	Cultural resources

G. KEY PERSONNEL PARTICIPATION IN EXAMPLE PROJECTS												
26. NAMES OF KEY PERSONNEL (From Section E, Block 12)	27. ROLE IN THIS CONTRACT (From Section E, Block 13)	28. EXAMPLE PROJECTS LISTED IN SECTION F (Fill in "Example Projects Key" section below before completing table. Place "X" under project key number for participation in same or similar role.)									
		1	2	3	4	5	6	7	8	9	10
David Thompson, PE	PM			✓	✓	✓	✓				✓
Sarah Wilson, PE	Deputy PM; Structures Analysis & Plans EOR	✓	✓	✓	✓		✓	✓		✓	
Guillermo Madriz, PE	Principal-in-Charge	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Richard Harrison, PE	QA/QC	✓	✓	✓	✓	✓		✓	✓	✓	✓
Deborah Hernández, PE	Roadway Analysis and Plans		✓	✓				✓		✓	✓
Dean Grumbach, PE	Roadway Analysis and Plans		✓		✓						
Austin Black, PE	Structures Analysis and Plans Lead		✓	✓	✓	✓				✓	✓
Fathy Abdalla, PE, PTOE	S&PM/ Lighting Analysis and Plans	✓	✓	✓		✓		✓		✓	✓
Scott Samuels, PE	S&PM/ Lighting Analysis and Plans	✓	✓								
Tom Pride	Environmental Evaluation/Permitting	✓	✓	✓				✓			
Ashley Abdel-Hadi	Environmental Evaluation/Permitting		✓	✓	✓	✓		✓		✓	✓
Nicole Selly, ENV SP	Public Involvement		✓	✓	✓			✓			
Diana Albarracin	Public Involvement; Noise/Air		✓			✓		✓			
Curt Sprunger, PE	Drainage/Hydraulics Analysis & Plans		✓		✓	✓		✓		✓	✓
Gabe Garcia, PE	Drainage/Hydraulics Analysis & Plans		✓			✓		✓			✓
Martin Horwitz	Noise/Air								✓		
Alejandro Mendez, PE	Noise/Air		✓					✓			
Kellie Loper, PE	Constructability/Bidability						✓			✓	
Joseph Antinori, PE (Tierra)	Geotechnical/Contamination	✓	✓		✓	✓	✓	✓	✓	✓	
Thomas Musgrave, PE (Tierra)	Geotechnical/Contamination	✓	✓		✓	✓	✓	✓	✓		
Sandra Polanis (DPS)	Geotechnical/Contamination	✓	✓		✓						
Azalea Aoki (ECHO)	Utility Coordination, Survey, SUE	✓			✓				✓		
Kenneth Hardin (Janus)	Cultural Resources										✓
Kathleen Hoffman, RPA (Janus)	Cultural Resources										✓
Amy Streelman (Janus)	Cultural Resources										✓
Alfredo Cely, PE, PMP (Alfka)	TTC									✓	

29. EXAMPLE PROJECTS KEY			
NO.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)	NO.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)
1	TBNext Seg 2: I-275 (SR 93) from north of I-375/5th Avenue N. to north of 38th Avenue North, FDOT D7	6	City of Clearwater EOR – Island Estate Bridge Replacements
2	Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE, Polk County, FL	7	North Sarasota Multi-Modal Connector (Lakewood Ranch)
3	Maydell Drive Bridge Replacement, Hillsborough County	8	SR 429 Widening from Stoneybrook West Parkway (South) to FL Turnpike, CFX
4	Madonna Blvd. Bridge Replacement, Pinellas County	9	SR 56 Extension from Meadow Pointe Boulevard to US 301 D/B
5	Old Coachman Rd over Alligator Creek – Bridge No. 154252, Pinellas County	10	Bimini Drive Bridge Replacement / Harbour Drive Bridge Replacements, Monroe County

H. ADDITIONAL INFORMATION

1. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

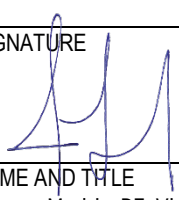
Why the KCA Team?

The Pinellas County Selection Committee will no doubt receive numerous proposals from qualified firms. So, why choose KCA? Some highlights/key advantages of our team include the following:

- Thorough technical understanding of Pinellas County's requirements and challenges for the Bridge and Other Structures services contract through past work with the County for more than 30 years
- Established project team with shared experience on numerous local neighborhood bridges
- Our office, in downtown Tampa, is minutes away from the Pinellas County offices. The majority of KCA personnel who will work on this contract are located in our downtown Tampa office, which will allow rapid response
- Team will be led by our Project Manager, **David Thompson, PE,** who has spent much of his career designing and managing bridge replacement projects. He recently served as PM or Chief Structures Engineer for the following projects:
  - Madonna Boulevard Bridge Replacement, Pinellas County
  - Old Coachman Road over Alligator Creek, Pinellas County
  - Island Estates Bridges, City of Clearwater
- Many of our Task Leads have long-standing working relationships with Pinellas County
- Proven track record of delivering quality, professional services throughout 47 years of operations in the State of Florida
- The most qualified staff with extensive experience working on bridge replacement projects throughout Florida
- The best corporate support in the industry. The resources of KCA are at the disposal of the project team to ensure success and client satisfaction
- Construction cost-conscious management
- Local staff readily available
- No conflicts with existing workload
- Commitment to the utilization of SBE and MBE firms including AlfKa, DPS, ECHO, Janus, and Tierra

I. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

2. SIGNATURE	3. DATE
	April 1, 2024

4. NAME AND TITLE

Guillermo Madriz, PE, Vice President/Principal-in-Charge

ARCHITECT ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (If any): 24-0351-RFP-CCNA

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME: Kisinger Campo & Associates, Corp.		3. YEAR ESTABLISHED: 1976	4. DUNS NUMBER: 085089126
2b. STREET: 201 North Franklin Street, Suite 400		5. OWNERSHIP	
		a. TYPE: Corporation	
2c. CITY: Tampa	2d. STATE: Florida / 2e. ZIP CODE: 33602	b. SMALL BUSINESS STATUS: N/A	
6a. POINT OF CONTACT NAME AND TITLE: David Thompson, PE, PM		7. NAME OF FIRM (If block 2a is a branch office): N/A	
6b. TELEPHONE NUMBER: 813.871.5331	6c. E-MAIL ADDRESS: dthompson@kcaeng.com		
8a. FORMER FIRM NAME(S) (If any): N/A		8b. YR. ESTABLISHED: N/A	8c. DUNS NUMBER: N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
02	Administrative	30	29
08	CADD Technician	3	2
14	Computer Programmer	6	6
15	Construction Inspector	130	21
16	Construction Manager/Engineer	6	2
19	Ecologist/Environmental Scientists	13	11
29	GIS	2	2
57	Structural Engineer	40	14
58	Technician/Analyst	13	3
60	Transportation Engineer	77	34
BI	Bridge Inspector	13	
CBI	Certified Bridge Inspector	17	
	Total	350	124

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number (see below)
B02	Bridges	9
E09	Environmental Impact Studies	9
G04	Geographic Information Studies	1
H07	Highways; Parking Lots	9
S13	Stormwater Handling & Facilities	7
T02	Testing & Inspection Services	8
T03	Traffic & Transportation Engineering	6
	Site Design	3

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	1
b. Non-Federal Work	9
c. Total Work	9

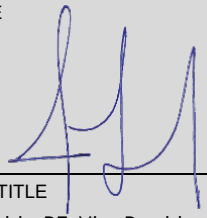
PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000.
2. $100,00 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE



b. DATE: April 1, 2024

c. NAME AND TITLE: Guillermo Madriz, PE, Vice President/Principal-in-Charge

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*:

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (*or Branch Office*) NAME: Alfka, LLC	3. YEAR ESTABLISHED: 2013
	4. UNIQUE ENTITY IDENTIFIER: 079399274
2b. STREET: 400 NORTH TAMPA STREET. SUITE 1440	5. OWNERSHIP
	a. TYPE: Partnership
2c. CITY: Tampa / 2d. STATE: FL / 2e. ZIP CODE: 33602	b. SMALL BUSINESS STATUS: YES
6a. POINT OF CONTACT NAME AND TITLE: Luis Alfredo Cely - Manager	7. NAME OF FIRM *(If Block 2a is a Branch Office)*
6b. TELEPHONE NUMBER: 813.544.2866 / 6c. EMAIL ADDRESS: info@alfka.com	

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH
12	Civil Engineer	3	
58	Technician Analyst	7	
	Other Employees		
	Total	10	

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
T03	Traffic & Transportation Engineering	2

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

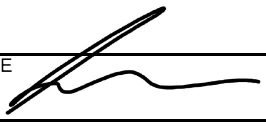
a. Federal Work	0
b. Non-Federal Work	4
c. Total Work	4

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE: 

b. DATE: 03/13/2024

c. NAME AND TITLE: Luis Alfredo Cely - Manager

ARCHITECT ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. DUNS NUMBER
Diversified Professional Services, Inc.	**2007**	**87-658-9370**

2b. STREET	5. OWNERSHIP
27915 Johnston Road	a. TYPE **Corporation**

2c. CITY	2d. STATE	2e. ZIP CODE	b. SMALL BUSINESS STATUS
Dade City	**Florida**	**33523**	SBE/WMBE

6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM *(If block 2a is a branch office)*
Sandra L. Polanis **President**	

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS
352.588.2811	**spolanis@DPS-Corp.com**

8a. FORMER FIRM NAME(S) *(If any)*	8b. YR. ESTABLISHED	8c. DUNS NUMBER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
2	Administrative	2	
8	CADD Technician	1	
58	Technician	6	
24	Environmental Scientist	2	
30	Geologist	1	
12	Civil Engineer	1	
Total		**13**	

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
S05	Soils & Geologic Studies: Foundations	4
T02	Testing and Inspection Services	2
E12	Environmental Remediation	6

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	3
b. Non-Federal Work	6
c. Total Work	6

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000.
2. $100,00 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
	**March 13, 2024**

c. NAME AND TITLE

Sandra L. Polanis, President

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: 24-0351-RFP-CCNA

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (*or Branch Office*) NAME	ECHO UES, Inc.
2b. STREET	4803 George Rd., Suite 350
2c. CITY	Tampa
2d. STATE	FL
2e. ZIP CODE	33634
3. YEAR ESTABLISHED	2017
4. UNIQUE ENTITY IDENTIFIER	MQE9GV4YL924
5. OWNERSHIP a. TYPE	S Corp / Privately Owned
b. SMALL BUSINESS STATUS	FDOT DBE, FL MBE
6a. POINT OF CONTACT NAME AND TITLE	Jeraldo Comellas, Jr., PE / President
6b. TELEPHONE NUMBER	727-423-2518
6c. EMAIL ADDRESS	jerry.comellas@echoues.com
7. NAME OF FIRM *(If Block 2a is a Branch Office)*	

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Function Code	b. Discipline	c. Number of Employees (1) IRM	c. Number of Employees (2) BRANCH	a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
02	Administrative	6	3	L02	Land Surveying	8
12	Civil Engineers	3	1	T02	Utilities	8
38	Land Surveyors	10	5			
48	Construction Experts/Mgrs/Eng.	1	1			
08	CADD Technicians	14	7			
Other	Field Mgrs & Field Technicians	73	39			
Other	Utility Coordinator	4	2			
Other	Marketing Coordinator	2	2			
	Other Employees					
	Total	113	60			

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	7
b. Non-Federal Work	7
c. Total Work	8

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less Than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE

b. DATE: 03/13/2024

c. NAME AND TITLE

Jeraldo Comellas, Jr., PE | President

ARCHITECT ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: 190-0068-NC (SS)

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME: Janus Research, Inc.		3. YEAR ESTABLISHED: 1979	4. DUNS NUMBER: 055004881
2b. STREET: 1107 N. Ward Street		5. OWNERSHIP	
2c. CITY: Tampa	2d. STATE: FL	2e. ZIP CODE: 33607	a. TYPE: Corporation
			b. SMALL BUSINESS STATUS: Small Business
6a. POINT OF CONTACT NAME AND TITLE: Kenneth Hardin, President			7. NAME OF FIRM *(If block 2a is a branch office)*
6b. TELEPHONE NUMBER: 813-636-8200	6c. E-MAIL ADDRESS: kenneth_hardin@janus-research.com		

8a. FORMER FIRM NAME(S) *(If any)*	8b. YR. ESTABLISHED	8c. DUNS NUMBER
Piper Archaeology	1979	055004881

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
05	Archaeologist	14	
06	Architectural Historian	4	
02	Administrative	4	
08	CADD Technician	1	
29	GIS Specialist	1	
	Other Employees		
	Total	24	

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
H08	Historical Preservation	5
E01	Archaeological Investigations	5

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work		0	
b. Non-Federal Work		6	
c. Total Work		6	

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000.
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE: 

b. DATE: March 15, 2024

c. NAME AND TITLE

Kenneth Hardin, President

ARCHITECT ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. DUNS NUMBER
Tierra, Inc.	**1992**	**794753707**

2b. STREET	5. OWNERSHIP
7351 Temple Terrace Highway	a. TYPE **Corporation**
2c. CITY **Tampa** / 2d. STATE **FL** / 2e. ZIP CODE **33637**	b. SMALL BUSINESS STATUS

6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM *(If block 2a is a branch office)*
Larry P. Moore, P.E., Vice President	
6b. TELEPHONE NUMBER **(813) 989-1354** / 6c. E-MAIL ADDRESS **lmoore@tierraeng.com**	

8a. FORMER FIRM NAME(S) *(If any)*	8b. YR. ESTABLISHED	8c. DUNS NUMBER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
2	Administrative	21	
8	CADD Technician	3	
15	Construction Inspector	98	
24	Environmental Scientist	6	
27	Foundation/Geotechnical Eng	31	
58	Technician	29	
	Other (Engineering Interns)	11	
	Total	**199**	

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
S05	Soils & Geologic Studies: Foundations	7
T02	Testing and Inspection Services	6

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

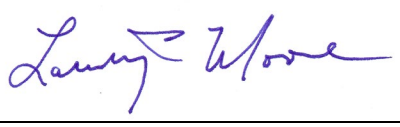
a. Federal Work	
b. Non-Federal Work	8
c. Total Work	8

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000.
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
	March 13, 2024

c. NAME AND TITLE

Larry P. Moore, P.E., Vice President

STATEMENTS | DOCUMENTATION

KCA is a Tampa Bay area engineering consultant with 47 years of experience in a wide variety of civil infrastructure projects including PD&E studies and structures, transportation, stormwater, and environmental projects. KCA has a staff of nearly 350 including 95 PEs who regularly provide design, document preparation, planning, permitting, and construction inspection and management services to a wide variety of municipal and private clients.

KCA Office Locations

KCA has several offices throughout Florida including Tampa, Brandon, Ft. Myers, Miami, Tallahassee, and Orlando.

Work for this contract will be performed from KCA's Tampa office, our corporate headquarters. All the proposed staff including our PM work in this office in downtown Tampa. This office is only half an hour away from Pinellas County's offices. This close proximity will allow for effective assignment performance. See the table to the right for contact information for KCA and our proposed subconsultants.

Required Documentation

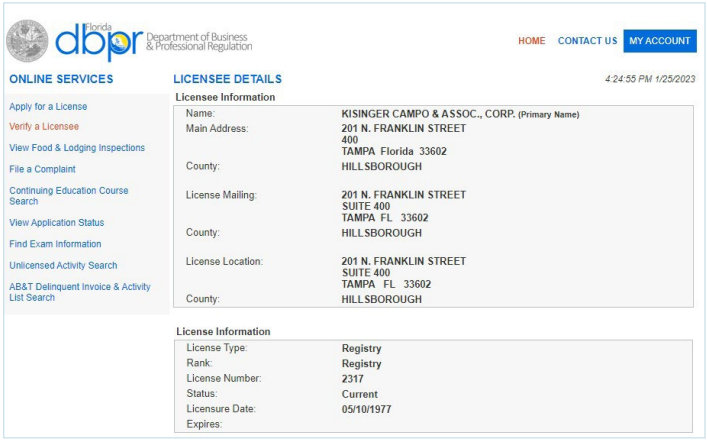
As requested in Pinellas County's RFP, KCA has included the following documents in this section:

- Licenses and certifications for key personnel
- State of Florida business license
- State of Florida corporate registration
- MBE and SBE Certificates
- Attachment A: SBE Status Form

CONTACT INFORMATION	
KCA	**David Thompson, PE, PM** 201 N. Franklin Street, Suite 400, Tampa, FL 33602 813.871.5331 | dthompson@kcaeng.com
AlfKa	**Alfredo Cely, PE, PMP** 400 North Tampa Street, Suite 1440 Tampa, FL 33602 813.638.6650 | alfredo@alfka.com
DPS	**Sandra Polanis, President** 27915 Johnston Road, Dade City, FL 33523 352.588.2811 | spolanis@dps-corp.com
ECHO	**Jerry Comellas, PE** 4803 George Road, Suite 350 Tampa, FL 33634 888.778.3246 | jerry.comellas@echoues.com
JANUS	**Amy Streelman** 1107 N Ward Street, Tampa, FL 33607 813.636.8200 | amy_streelman@janus-research.com
Tierra	**Larry Moore, PE** 7351 Temple Terrace Highway Tampa, FL 33637 813.989.1354 lmoore@tierraeng.com

Firm Licenses

KCA

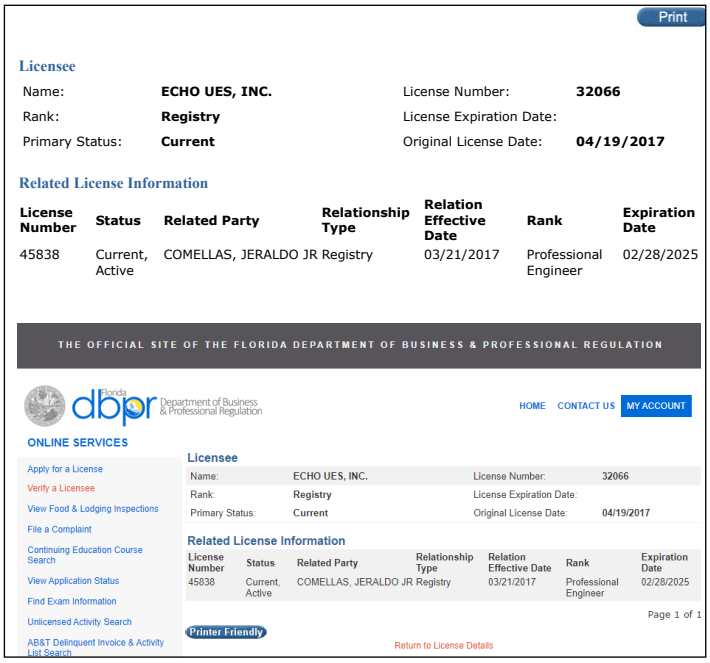


DPS

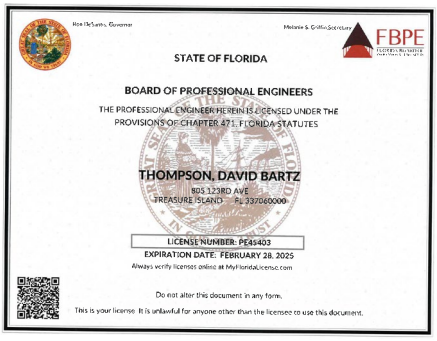
Tierra

AlfKa

ECHO



Personnel Professional Licenses



STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

THOMPSON, DAVID BARTZ

805 123RD AVE
TREASURE ISLAND FL 337060000

LICENSE NUMBER: PE45403
EXPIRATION DATE: FEBRUARY 28, 2025

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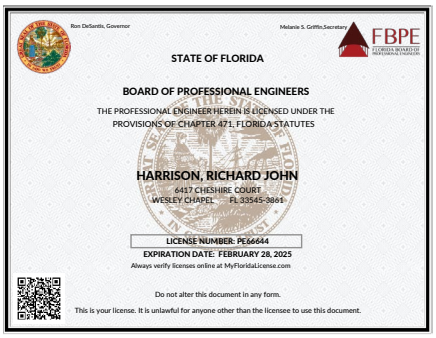

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

HARRISON, RICHARD JOHN

6417 CHESHIRE COURT
WESLEY CHAPEL FL 33545-3865

LICENSE NUMBER: PE66644
EXPIRATION DATE: FEBRUARY 28, 2025

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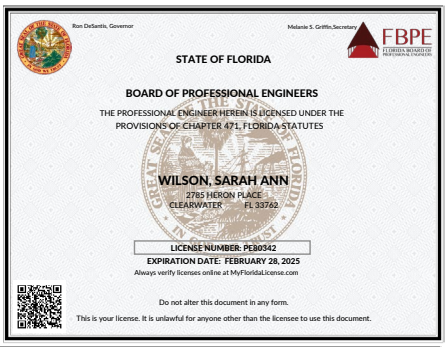

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

WILSON, SARAH ANN

2785 HERON PLACE
CLEARWATER FL 33762

LICENSE NUMBER: PE80342
EXPIRATION DATE: FEBRUARY 28, 2025

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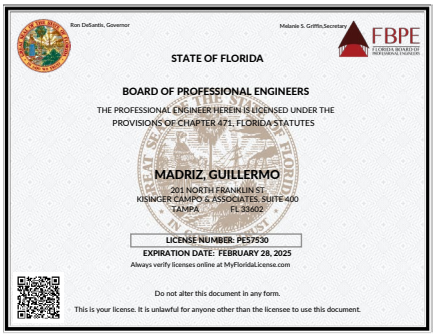

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

MADRIZ, GUILLERMO

201 NORTH FRANKLIN ST
KISINGER CAMPO & ASSOCIATES SUITE 400
TAMPA FL 33602

LICENSE NUMBER: PE57530
EXPIRATION DATE: FEBRUARY 28, 2025

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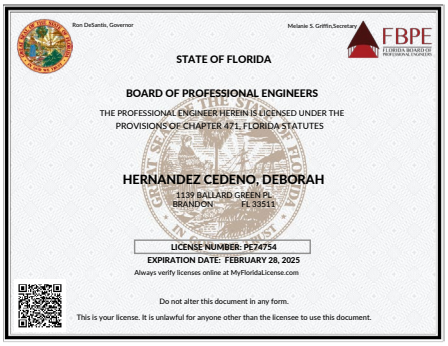

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

HERNANDEZ CEDENO, DEBORAH

1139 BALLARD GREEN PL
BRANDON FL 33511

LICENSE NUMBER: PE74754
EXPIRATION DATE: FEBRUARY 28, 2025

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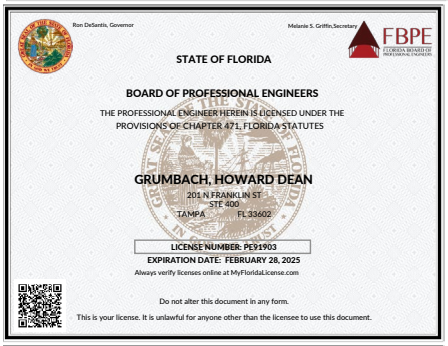

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

GRUMBACH, HOWARD DEAN

201 N FRANKLIN ST
STE 400
TAMPA FL 33602

LICENSE NUMBER: PE91903
EXPIRATION DATE: FEBRUARY 28, 2025

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State of Florida

Board of Professional Engineers

Alexander Joseph Wilson

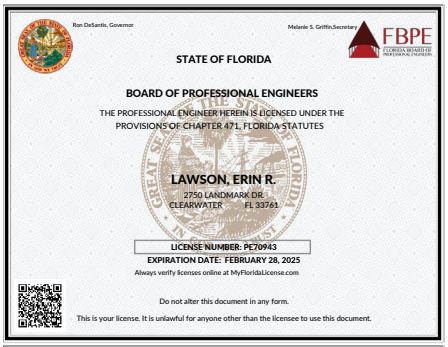
Whereas, this license, competency and fitness to practice Professional Engineering and has complied with all requirements of the Board of Professional Engineers; therefore by virtue of the powers vested in said Board by the State of Florida, the Florida Board of Professional Engineers hereby issues this certificate of licensure numbered 98874 to practice Professional Engineering in the State of Florida as provided by the laws of the state and subject to the powers as vested in said Board.

In Testimony Whereof, Witness the signature of the Chair and Vice Chair, under the seal of the Board this 21st day of February, 2024.

Chair

Vice Chair

FBPE



STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

LAWSON, ERIN R.

2750 LANDMARK DR
CLEARWATER FL 33761

LICENSE NUMBER: PE70943
EXPIRATION DATE: FEBRUARY 28, 2025

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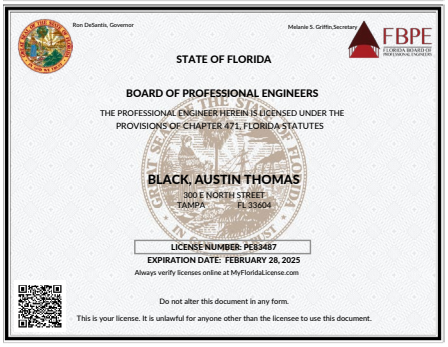

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

BLACK, AUSTIN THOMAS

300 E NORTH STREET
TAMPA FL 33604

LICENSE NUMBER: PE83487
EXPIRATION DATE: FEBRUARY 28, 2025

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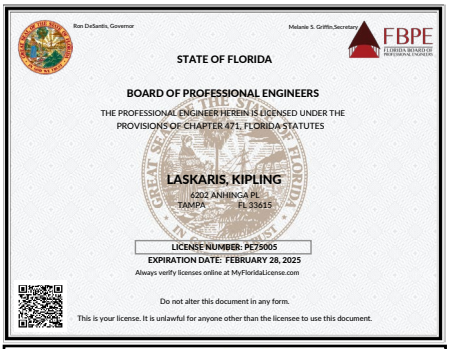

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

LASKARIS, KIPLING

6202 ANHINGA PL
TAMPA FL 33615

LICENSE NUMBER: PE75005
EXPIRATION DATE: FEBRUARY 28, 2025

Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.

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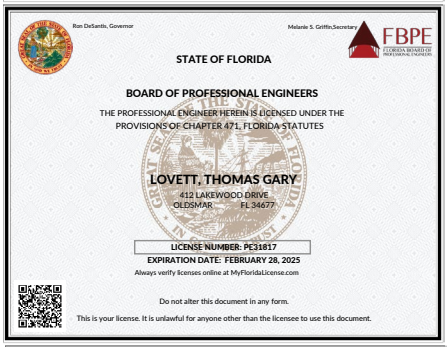

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

LOVETT, THOMAS GARY

412 LAKEWOOD DRIVE
OLDSMAR FL 34677

LICENSE NUMBER: PE31817
EXPIRATION DATE: FEBRUARY 28, 2025

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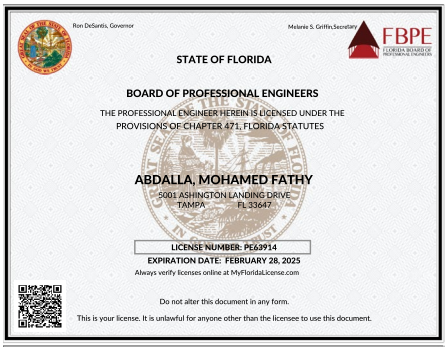

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

ABDALLA, MOHAMED FATHY

5001 ASHINGTON LANDING DRIVE
TAMPA FL 33647

LICENSE NUMBER: PE63914
EXPIRATION DATE: FEBRUARY 28, 2025

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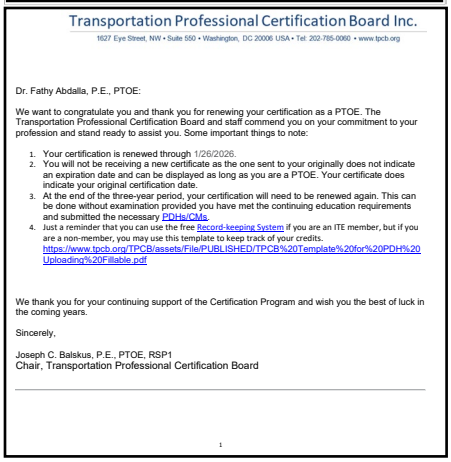


Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 550 • Washington, DC 20006 USA • Tel: 202-785-0060 • www.tpcb.org

Dr. Fathy Abdalla, P.E., PTOE:

We want to congratulate you and thank you for renewing your certification as a PTOE. The Transportation Professional Certification Board and staff commend you on your commitment to your profession and stand ready to assist you. Some important things to note:

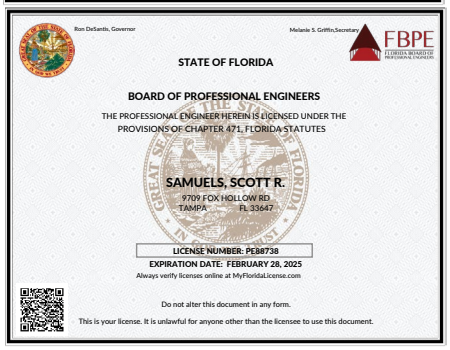
1. Your certification is renewed through 1/26/2026.
2. You will not be receiving a new certificate as the one sent to your originally does not indicate an expiration date and can be displayed as long as you are a PTOE. Your certificate does indicate your original certification date.
3. At the end of the three-year period, your certification will need to be renewed again. This can be done without examination provided you have met the continuing education requirements and submitted the necessary PDHs/CMs.
4. Just a reminder that you can use the free Record-keeping System if you are an ITE member, but if you are a non-member, you may use this template to keep track of your credits. https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf

We thank you for your continuing support of the Certification Program and wish you the best of luck in the coming years.

Sincerely,

Joseph C. Balskus, P.E., PTOE, RSP1
Chair, Transportation Professional Certification Board

1



STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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

SAMUELS, SCOTT R.

9709 FOX HOLLOW RD
TAMPA FL 33647

LICENSE NUMBER: PE88738
EXPIRATION DATE: FEBRUARY 28, 2025

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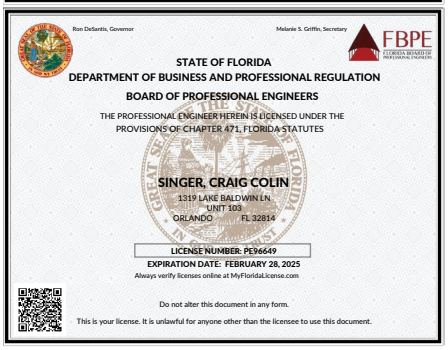

STATE OF FLORIDA

DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF PROFESSIONAL ENGINEERS

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

SINGER, CRAIG COLIN

1319 LAKE BALDWIN LN
UNIT 103
ORLANDO FL 32814

LICENSE NUMBER: PE96649
EXPIRATION DATE: FEBRUARY 28, 2025

Always verify licenses online at MyFloridaLicense.com

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Personnel Professional Licenses

The Transportation Professional Certification Board

Certifies that

Craig Singer, II, P.E., PTOE, RSP1

successfully renewed the Professional Traffic Operations Engineer® certification

Original Certification Date: 11/21/2023 Certification Valid Through: 11/21/2026

Jeffrey F. Paniati, Executive Director and CEO

Joseph C. Balskus, P.E., PTOE, RSP1 TPCB Chair

Certification Number: 5614

Ron DeSantis, Governor Melanie S. Griffin, Secretary

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION
BOARD OF PROFESSIONAL ENGINEERS

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

ROBINSON, JOSHUA
18546 AVOCET DRIVE
LUTZ FL 33558

LICENSE NUMBER: PE41176
EXPIRATION DATE: FEBRUARY 28, 2025
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Ron DeSantis, Governor Melanie S. Griffin, Secretary

STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS

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

SPRUNGER, CURTIS ALAN
1537 BEVERLY DR
CLEARWATER FL 33764

LICENSE NUMBER: PE66524
EXPIRATION DATE: FEBRUARY 28, 2025
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State of Florida
Board of Professional Engineers

Whereas, Gabriel Armenta Garcia has shown competency and fitness to practice Professional Engineering and has complied with all requirements of the Board of Professional Engineers; therefore by virtue of the powers vested in said Board by the State of Florida, the Florida Board of Professional Engineers hereby issues this certificate of licensure numbered 93453 to practice Professional Engineering in the State of Florida as provided by the laws of the state and subject to the powers vested in said Board.

In Testimony Whereof, We witness the signature of the Chair and Vice Chair under the seal of the Board this 15th day of December, 2022.

Chair Vice Chair

FBPE

Ron DeSantis, Governor Melanie S. Griffin, Secretary

STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS

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

TAYEBNEJAD, ALIREZA
1511 OBEAR COURT
WESLEY CHAPEL FL 33543

LICENSE NUMBER: PE42775
EXPIRATION DATE: FEBRUARY 28, 2025
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Ron DeSantis, Governor Melanie S. Griffin, Secretary

STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS

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

LOPER, KELLIE W.
16907 LECLARE GROVES WAY
LUTZ FL 33558

LICENSE NUMBER: PE68417
EXPIRATION DATE: FEBRUARY 28, 2025
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Ron DeSantis, Governor Melanie S. Griffin, Secretary

STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS

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

CELY, LUIS ALFREDO
4105 S DREXEL AVE
TAMPA FL 33611

LICENSE NUMBER: PE70453
EXPIRATION DATE: FEBRUARY 28, 2025
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Ron DeSantis, Governor Melanie S. Griffin, Secretary

STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS

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

GUIM, LEONARDO
523 S JULES VERNE CT
TAMPA FL 33611

LICENSE NUMBER: PE66547
EXPIRATION DATE: FEBRUARY 28, 2025
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Ron DeSantis, Governor Melanie S. Griffin, Secretary

STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS

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

ANTINORI, JOSEPH R.
916 WEST FRIBLEY STREET
TAMPA FL 33603

LICENSE NUMBER: PE73176
EXPIRATION DATE: FEBRUARY 28, 2025
Always verify licenses online at MyFloridaLicense.com

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Ron DeSantis, Governor Melanie S. Griffin, Secretary

STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS

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

MUSGRAVE, THOMAS E. JR.
2507 W SAN PEDRO STREET
TAMPA FL 33629

LICENSE NUMBER: PE81669
EXPIRATION DATE: FEBRUARY 28, 2025
Always verify licenses online at MyFloridaLicense.com

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SBE and MBE Certificates

State of Florida

Minority Business Certification

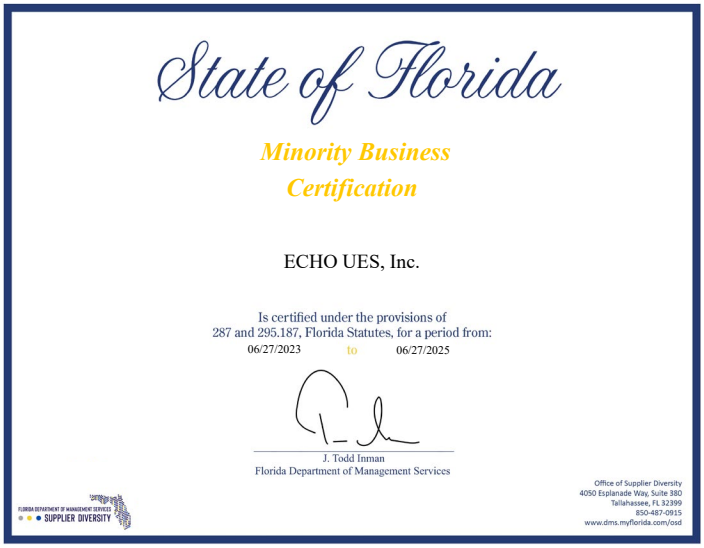
AlfKa

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
09/01/2023 to 09/01/2025

J. Todd Inman
Florida Department of Management Services

FLORIDA DEPARTMENT OF MANAGEMENT SERVICES SUPPLIER DIVERSITY

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



State of Florida

Minority Business Certification

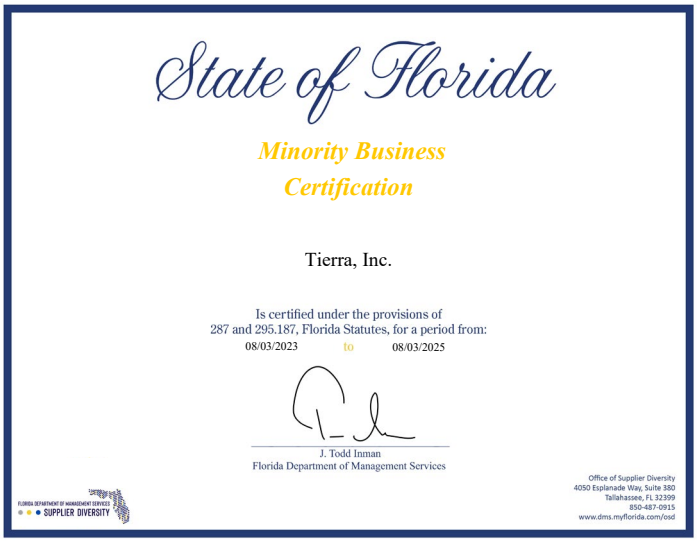
ECHO UES, Inc.

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
06/27/2023 to 06/27/2025

J. Todd Inman
Florida Department of Management Services

FLORIDA DEPARTMENT OF MANAGEMENT SERVICES SUPPLIER DIVERSITY

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



State of Florida

Minority Business Certification

Tierra, Inc.

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
08/03/2023 to 08/03/2025

J. Todd Inman
Florida Department of Management Services

FLORIDA DEPARTMENT OF MANAGEMENT SERVICES SUPPLIER DIVERSITY

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

PINELLAS COUNTY
SMALL BUSINESS ENTERPRISE
PROGRAM

THIS CERTIFICATE IS AWARDED TO

AlfKa, LLC

HAS SUCCESSFULLY COMPLETED THE
SBE Certification Requirements for:

Educational Services

Informational Services

Engineering Consulting

Certification Expires:
2/12/2027

Approved:
2/13/2024

SIGNED, *Corey McCaster*

Pinellas County

PINELLAS COUNTY
SMALL BUSINESS ENTERPRISE
PROGRAM

THIS CERTIFICATE IS AWARDED TO

Diversified Professional Service Corp DBA DPS CORP.

HAS SUCCESSFULLY COMPLETED THE
SBE Certification Requirements for:
Construction
Certification Expires:
3/16/2025

Approved:
3/17/2022

SIGNED, *Corey McCaster*

Pinellas County

ATTACHMENT A: SMALL BUSINESS ENTERPRISE (SBE) STATUS FORM

ATTACHMENT A: SMALL BUSINESS ENTERPRISE (SBE) STATUS FORM

IMPORTANT:

1. There is a maximum of 100 points available under this section, which will be awarded as follows:
   a. If the prime firm is certified as a Pinellas County SBE, 100 points will be awarded.
   b. If the prime firm utilizes 1 certified Pinellas County SBE as sub-consultant, 50 points will be awarded.
   c. If the prime firm utilizes more than 1 certified Pinellas County SBE, as sub-consultant, 75 points will be awarded.
   d. If the prime firm nor any of its sub-consultants are not certified as a Pinellas County SBE, 0% of the points available will be awarded.
2. Proof of certification for each firm claiming Pinellas County SBE status should be included in the submittal.

PRIME FIRM	PINELLAS COUNTY CERTIFIED SBE	
	Yes	No
1. Kisinger Campo & Associates, Corp. (KCA)		■

SUB-CONSULTANT(S):	PINELLAS COUNTY CERTIFIED SBE	
	Yes	No
1. Alfka, LLC	■ | FL MBE	
2. Diversified Professional Services, Inc.	■	
3. ECHO UES, Inc.		■ | FL MBE
4. Janus Research, Inc.		■ | FL SBE
5. Tierra, Inc.		■ | FL MBE

I certify that the information included in this Form is true and complete to the best of my knowledge and belief. I further understand and agree points awarded to this section will be based on the information provided and that this Form shall become a part of my contract with Pinellas County.

Name and Title of Authorized Representative: Guillermo Madriz, PE, Vice President

Signature:

FOR PINELLAS COUNTY USE ONLY				
MAXIMUM AVAILABLE POINTS	**AWARDED POINTS**			
100	☐ *100 Points (Prime Firm is Pinellas County SBE)*	☐ *75 Points (More than 1 sub consultant is Pinellas County SBE)*	☐ *50 Points (Only 1 sub consultant is Pinellas County SBE)*	☐ *0 Does not meet criteria requirements*

CERTIFICATE OF INSURANCE

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 10/26/2023

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

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

PRODUCER	CONTACT NAME: Vicky Van Wormer
Brown & Brown of Florida, Inc. 140 Fountain Parkway N Suite 600 St. Petersburg FL 33716	PHONE (A/C, No, Ext): (727) 461-6044 FAX (A/C, No): (727) 442-7695 E-MAIL ADDRESS: Vicky.VanWormer@bbrown.com

INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A :	The Charter Oak Fire Insurance Company	25615
INSURER B :	The Travelers Indemnity Company of America	25666
INSURER C :	Travelers Property Casualty Company of America	25674
INSURER D :	Travelers Casualty and Surety Company	19038
INSURER E :	Admiral Insurance Company	24856
INSURER F :		

INSURED
Kisinger Campo & Associates, Corp. KCCS, Inc., DBA: Campo &
201 N Franklin St, Suite 400
Tampa FL 33602

COVERAGES **CERTIFICATE NUMBER:** 23-24 Certificate **REVISION NUMBER:**

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PRO-JECT ☐ LOC ☐ OTHER:			P-630-8254A604-COF-23	10/01/2023	10/01/2024	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG Employee Benefits	$ 1,000,000 $ 300,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $ 1,000,000
B	AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY			810-5N338364-23-43-G	10/01/2023	10/01/2024	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) Uninsured motorist	$ 1,000,000 $ $ $ $ 1,000,000
C	☒ UMBRELLA LIAB ☒ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☒ RETENTION $ 10,000			CUP-7J748484-23-43	10/01/2023	10/01/2024	Combined Single Limit EACH OCCURRENCE AGGREGATE	$ 4,000,000 $ 4,000,000 $
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		UB-007J070308	10/03/2023	10/03/2024	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 500,000 $ 500,000 $ 500,000
E	Professional Liability			EO000027205-09	10/01/2023	10/01/2024	Per Claim Aggregate Deductible	5,000,000 5,000,000 250,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Certificate holder is an additional insured with respect to general liability and auto liability.

CERTIFICATE HOLDER

For Information Only

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

ACORD 25 (2016/03) The ACORD name and logo are registered marks of ACORD

KEY PERSONNEL STATEMENT

The KCA team has been carefully structured to provide exceptional service and experienced staff under this contract. Please see Tab 6 for a summary of our team's qualifications. We also realize flexibility throughout a project is important. Flexibility is essential when unforeseen circumstances occur. For this reason we have backup staff available for key KCA team staffing positions to ensure that County expectations are met without sacrificing schedule.

One of the most important considerations in evaluating workload and ability of the KCA team to handle the scope of services is comparing the specific expertise the County needs to that of the KCA team.

Ability to Address Each Aspect of the Scope of Services

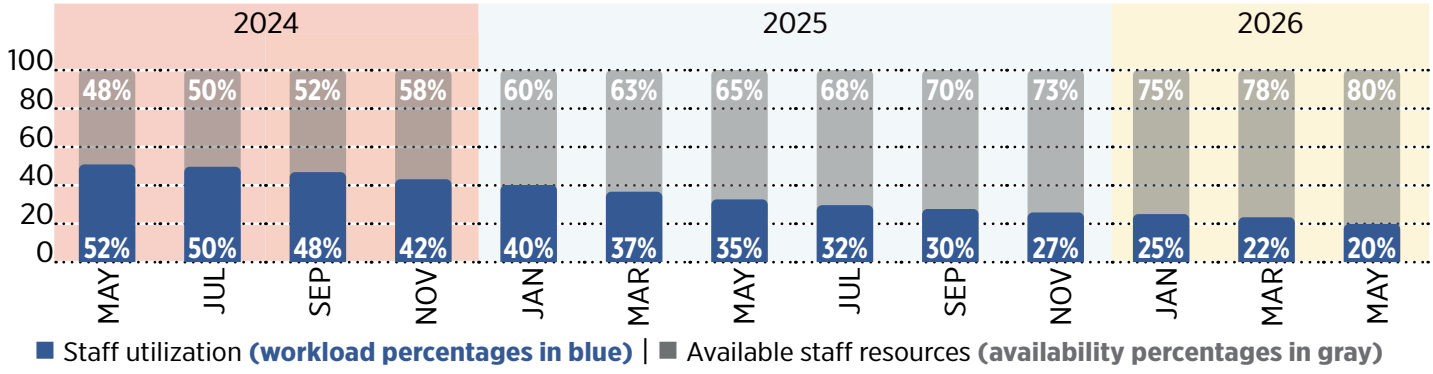
This contract will require a diverse range of technical disciplines. The KCA team possesses these requisite skills and has provided similar services to several local clients under previous and ongoing contracts, including Pinellas County. We have assembled a strong, multidisciplinary team fully qualified to perform the scope and address all design needs. Our team is committed to providing the County with outstanding services through effective, practical, constructible, and compliant design. We have vast resources, including 350 professionals, to supplement this contract as-needed as well as the in-depth expertise/knowledge, skills, and location to serve the County promptly with a wide range of services. KCA directs all projects based upon a carefully thought out Project Management Plan, scope of work, and work plan. The Project Management Plan will summarize pertinent project data, personnel, timelines, milestones, critical path items, costs, progress/status reporting, and conflict resolution procedures.

The KCA team takes great pride in our history of providing quality, timely services for our clients. We strive toward developing improvements for project delivery and cost savings for our clients, and we are confident we have the available, dedicated staff to meet the County's needs.

Team Commitment

KCA and our proposed subconsultants have committed to provide the staff identified in this proposal. This commitment is based on having provided professional services to Pinellas County for more than 35 years including design of roadways, bridges, drainage systems, and environmental permitting services. Our experienced team will continue to provide the County with a high-quality product that is within budget and on schedule. The key staff identified on our organizational chart are immediately available to work. We have studied our current and future workload and determined that many of our current projects are nearing completion, freeing up staff to work on this contract.

We have reviewed the staffing availability over the next 24 months for the key team members and determined that they will all have adequate time to complete all assigned tasks. **Our PM, Mr. Thompson, is 100% committed to this project.** The chart below shows our availability for this project. Due to our large staff including multiple disciplines at KCA, we have a surplus of staff capable of working on this project if unforeseen conditions occur to keep this project on schedule and within the County's budget.



REQUIRED FORMS

As requested in Pinellas County's RFP, KCA has included the following required forms in this section:

- Acknowledgment of Addenda
- W-9
- Section D Vendor References
- Page 1, Signature Page of the RFP
- SunBiz
- Section F: Electronic Payment (ePayable) Form
- Attachment A: SBE Status Form - Refer to Tab 2, Page 6
- Appendix 1: E-Verify Affidavit

SECTION G - ADDENDUM

SECTION G - ADDENDUM

PLEASE ACKNOWLEDGE RECEIPT OF ADDENDA FOR THIS SOLICITATION BY SIGNING AND DATING BELOW:

ADDENDA NO.	SIGNATURE/PRINTED NAME	DATE RECEIVED
1	Guillermo Madriz, PE | Vice President	March 18, 2024

Note: Prior to submitting the response to this solicitation, it is the responsibility of the firm submitting a response to confirm if any addenda have been issued. If such document(s) have been issued, acknowledge receipt by signature and date in section above. Failure to do so may result in response being considered non-responsive or result in lowering the rating of a firm's proposal.

Information regarding addenda issued is available on the OpenGov website, https://secure.procurenow.com/portal/pinellasfl, listed under the bid attachments.

Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

▶ Go to *www.irs.gov/FormW9* for instructions and the latest information.

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

Print or type. See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.
Kisinger Campo & Associates Corp.

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☑ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.
One Tampa City Center, 201 N. Franklin St., Suite 400

Requester's name and address (optional)

6 City, state, and ZIP code
Tampa, FL 33602

7 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 line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number
[ ][ ][ ] - [ ][ ] - [ ][ ][ ][ ]

or

Employer identification number
5 9 - 1 6 7 7 1 4 5

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 for Part II, later.

Sign Here | **Signature of U.S. person** ▶ [signature] **Date** ▶ March 29, 2024

General Instructions

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

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

Cat. No. 10231X Form **W-9** (Rev. 10-2018)

SECTION D – CONTRACTOR REFERENCES

THE FOLLOWING INFORMATION IS REQUIRED IN ORDER THAT YOUR PROPOSAL MAY BE REVIEWED AND PROPERLY EVALUATED.

COMPANY NAME: Kisinger Campo & Associates, Corp. (KCA)

LENGTH OF TIME COMPANY HAS BEEN IN BUSINESS: 47 years

BUSINESS ADDRESS: 201 N. Franklin Street, Suite 400, Tampa, FL 33602

HOW LONG IN PRESENT LOCATION: 15 years

TELEPHONE NUMBER: 813.871.5331

FAX NUMBER: 813.871.5135

TOTAL NUMBER OF CURRENT EMPLOYEES: 350 FULL TIME 326 PART TIME 24

NUMBER OF EMPLOYEES YOU PLAN TO USE TO SERVICE THIS CONTRACT: 45 (including subconsultants)

All references will be contacted by a County Designee via email, fax or phone call to obtain answers to questions, as applicable before an evaluation decision is made.

Bidders must have experience in work of the same or similar nature, and must provide references that will satisfy the County. Proposer must furnish a reference list of at least four (4) customers for whom they have performed similar services.

EITHER LOCAL COMMERCIAL OR GOVERNMENTAL REFERENCE(S) (PINELLAS COUNTY GOVERNMENT REFERENCES WILL NOT BE ACCEPTED) THAT YOU HAVE PREVIOUSLY PERFORMED SIMILAR CONTRACT SERVICES FOR:

1. Monroe County	2. City of Clearwater
COMPANY: 1100 Simonton Street | Key West, FL 33040	COMPANY: 100 S. Myrtle Ave. | Clearwater, FL 33756
ADDRESS: 305.295.4306	ADDRESS: 727.562.4760
TELEPHONE/FAX: Clark Briggs	TELEPHONE/FAX: Michael Quillen, PE
CONTACT: briggs-clark@monroecounty-fl.gov	CONTACT: michael.quillen@myclearwater.com
CONTACT EMAIL: N/A	CONTACT EMAIL: N/A
COMPANY EMAIL ADDRESS:	COMPANY EMAIL ADDRESS:
3. FDOT District Seven	4. Hillsborough County
COMPANY: 11201 McKinley Dr, Tampa, FL 33612	COMPANY: 601 E. Kennedy Blvd. | Tampa, FL 33602
ADDRESS: 813.975.6621	ADDRESS: 813.307.1921
TELEPHONE/FAX: Mary Godfrey, PE	TELEPHONE/FAX: Manny Santos, EI
CONTACT: MaryLou.Godfrey@dot.state.fl.us	CONTACT: SantosM@HillsboroughCounty.org
CONTACT EMAIL: N/A	CONTACT EMAIL: N/A
COMPANY EMAIL ADDRESS:	COMPANY EMAIL ADDRESS:

VENDORS MUST COMPLETE THE FOLLOWING

NO CHANGES REQUESTED BY A PROPOSER WILL BE CONSIDERED AFTER THE RFP OPENING DATE AS ADVERTISED. BY SIGNING THIS PROPOSAL FORM YOU ARE AGREEING TO ALL PROPOSAL TERMS AND CONDITIONS INCLUDING ALL INSURANCE REQUIREMENTS.

VENDOR NAME: Kisinger Campo & Associates, Corp. (KCA) (As shown on W-9)

DBA: N/A (If applicable)

MAILING ADDRESS: 201 N. Franklin Street, Suite 400, (As shown on W-9)

CITY / STATE / ZIP: Tampa, FL 33602 (As shown on W-9)

VENDOR EMAIL: KCA-marketing@kcaeng.com (Primary Company Email Address)

REMIT TO NAME: Alexis Maurino (As Shown on Vendor Invoice)

FEIN#: 59-1677145 (As shown on W-9)

PAYMENT TERMS: ____% ___DAYS, NET 45 (PER F.S. 218.73)

DEPOSIT, IF REQUIRED, IS ATTACHED IN THE AMOUNT OF $ _____

Proper Corporate Identity is needed when you submit your quote, especially how your firm is registered with the Florida Division of Corporations. Please visit dos.myflorida.com/sunbiz/ for this information. It is essential to return a copy of your W-9 with your quote. Thank you.

VENDOR CONTACT INFORMATION

CONTACT NAME: David Thompson, PE, PM

PHONE NUMBER: 813.871.5331

FAX NUMBER: 813.871.5135

EMAIL ADDRESS: dthompson@kcaeng.com

I HEREBY AGREE TO ABIDE BY ALL TERMS AND CONDITIONS OF THIS SOLICITATION, INCLUDING ALL INSURANCE REQUIREMENTS, AND CERTIFY THAT I AM AUTHORIZED TO SIGN THIS SOLICITATION FOR THE VENDOR.

AUTHORIZED SIGNATURE: _____

PRINT NAME: Guillermo Madriz, PE

TITLE: Vice President

THIS FORM MUST BE RETURNED WITH YOUR RESPONSE

KCA's SunBiz

2024 FLORIDA PROFIT CORPORATION ANNUAL REPORT

DOCUMENT# 505419

Entity Name: KISINGER CAMPO & ASSOCIATES, CORP.

Current Principal Place of Business:

ONE TAMPA CITY CENTER
201 N FRANKLIN STREET, STE 400
TAMPA, FL 33602

Current Mailing Address:

ONE TAMPA CITY CENTER
201 N FRANKLIN STREET, STE 400
TAMPA, FL 33602

FEI Number: 59-1677145

FILED
Jan 16, 2024
Secretary of State
8113479585CC

Certificate of Status Desired: Yes

Name and Address of Current Registered Agent:

SUTTON, KEVIN
HILL WARD HENDERSON
101 E. KENNEDY BLVD SUITE 3700
TAMPA, FL 33606 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: KEVIN SUTTON 01/16/2024

Electronic Signature of Registered Agent — Date

Officer/Director Detail :

Title	OFFICER, CHAIRMAN, SR VP
Name	CAMPO, MICHAEL J
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, SR. VP, SECRETARY, TREASURER, CFO
Name	GOTT, RONALD E
Address	201 N. FRANKLIN STREET, SUITE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, SR VP
Name	MARTIN, GEORGE DEWEY
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	HARRISON, RICHARD
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, PRESIDENT, CEO
Name	FOLEY, PAUL G.
Address	201 N. FRANKLIN STREET, SUITE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, SR VP
Name	SHAW, THOMAS
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, SR VP
Name	MCGUCKEN, STEPHEN
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	O'GRADY, PATRICK
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Continues on page 2

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: RONALD GOTT CFO 01/16/2024

Electronic Signature of Signing Officer/Director Detail — Date

KCA's SunBiz

Officer/Director Detail Continued :

Title	OFFICER, VP
Name	MADRIZ, GUILLERMO
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, SR VP
Name	HILTON, GERALD
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	DIGGS, DAVIS
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	LOPER, KELLIE
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	ROBERTS, CHRISTOPHER
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	CULLUM, SAMUEL
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	FOLEY, SEAN
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	BARBOUR, DEBORAH
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	ABDALLA, MOHAMED
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	COMBS, RICHARD
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET, STE 400
City-State-Zip:	TAMPA FL 33602

ELECTRONIC PAYMENT (EPAYABLES)

ELECTRONIC PAYMENT (EPAYABLES)

The Board of County Commissioners (County) is offering faster payments. The County would prefer to make payment using credit card through the ePayables system. See above.

Would your company accept to participate in the ePayables credit card program?
Yes ■ No _____
For more information about ePayables credit card program please visit Purchasing Department website
www.pinellascounty.org/purchase/

Company Name
Kisinger Campo & Associates, Corp. (KCA)

Signature

Printed Signature
Guillermo Madriz, PE, Vice President

Phone Number
813.871.5331

Email
gmadriz@kcaeng.com

APPENDIX 1 – E-VERIFY AFFIDAVIT

APPENDIX 1 – E-VERIFY AFFIDAVIT

I hereby certify that Kisinger Campo & Associates, Corp. [insert contractor company name] does not employ, contract with, or subcontract with an unauthorized alien, and is otherwise in full compliance with Section 448.095, Florida Statutes.

All employees hired on or after January 1, 2021 have had their work authorization status verified through the E-Verify system.

A true and correct copy of Kisinger Campo & Associates, Corp. [insert contractor company name] proof of registration in the E-Verify system is attached to this Affidavit.

Signature: _____

Print Name Guillermo Madriz, PE, Vice President

Date: March 29, 2024

Federal Work Authorization User Identification No.: 163673

Name of Pinellas County Contract and Contract No.: East Lake Bridges Over Brooker Creek | 24-0351-RFP-CCNA

STATE OF FLORIDA COUNTY OF Hillsborough

The foregoing instrument was acknowledged before me by means of 1) physical presence ✓ or 2) online notarization ___, this March 29, 2024 (date) by Guillermo Madriz, PE (name of officer or agent, title of officer or agent) of Kisinger Campo & Associates, Corp. (name of contractor company acknowledging), a Florida (state or place of incorporation) corporation, on behalf of the corporation. He/she is personally known to me or has produced _____ (type of identification) as identification.

[Notary Seal]

THERESA SANSONE
Notary Public - State of Florida
Commission # HH 474184
My Comm. Expires Jan 29, 2028
Bonded through National Notary Assn.

Notary Public: _____

Name typed, printed, or stamped: Theresa Sansone

My Commission Expires: January 29, 2028

My Company Profile

Company Information

Company Name

Kisinger Campo & Associates Corp.

Doing Business As (DBA) Name

Company ID

163673

Enrollment Date

Nov 12, 2008

Employer Identification Number (EIN)

591677145

Unique Entity Identifier (UEI)

DUNS Number

Total Number of Employees

100 to 499

NAICS Code

ADDITIONAL INFORMATION

KCA fully understands the scope of the proposed bridge and roadway improvement project as described in the RFP, as well as the background and justification of the scope provided in the "Preliminary Corridor Analysis and Alternative Development Study Report for East Lake Road from South of Curlew Road to North of Trinity Boulevard". We will provide clear and constructable plans for the most cost-effective, least disruptive alternative to meet the County's needs and enable the contractors to propose competitive bids. Below is an overview of our relevant project experience. The complete project profiles for these projects begin on page 6-15.

Similar Experience Project Overview

Services Rendered	Projects									
	TBNext Segment 2: I-275 (SR 93) from North of I-375/5th Avenue N. to North of 38th Avenue North	Central Polk Parkway from Polk Parkway to US 17 (SR 35), FDOT FTE, Polk County, FL	Maydell Drive over Palm River Bridge Replacement PD&E/ Design, Hillsborough County, FL	Madonna Boulevard Bridge Replacement, Pinellas County, FL	Old Coachman Road over Alligator Creek – Bridge No. 154252, Pinellas County, FL	City of Clearwater EOR, Clearwater, FL	North Sarasota Multi-Modal Connector (Lakewood Ranch), Sarasota County, FL	SR 429 Widening from Stoneybrook West Parkway (South) to Florida's Turnpike, CFX, Orange County, FL	SR 56 Extension from Meadow Pointe Boulevard to US 301 Design-Build, FDOT District Seven, Pasco County, FL	Bimini Drive Bridge Replacement | Harbour Drive Bridge Replacement, Monroe County, FL
New Alignment		✓					✓		✓	
Bridge Replacement			✓	✓	✓	✓				✓
Bridge Widening	✓	✓						✓		
Phase Construction	✓	✓		✓		✓		✓		✓
Roadway Design	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Maintenance of Traffic	✓	✓		✓	✓	✓		✓		✓
Drainage Design	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Geotechnical and Contamination	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lighting	✓	✓					✓	✓		
Signing and Pavement Markings	✓	✓	✓	✓	✓		✓	✓	✓	
Utility Coordination	✓	✓	✓	✓		✓		✓	✓	✓
Environmental Evaluation/Permitting	✓	✓	✓	✓	✓	✓		✓	✓	✓
Public Involvement	✓	✓	✓	✓		✓	✓			✓
Cultural Resources	✓	✓	✓	✓	✓		✓			✓

East Lake Road Over Brooker Creek Project Approach

Introduction

Brooker Creek flows west from Brooker Creek Preserve through the Brookers Landing and El Pasado communities to Lake Tarpon. The two bridges of interest for widening in this project, constructed in 1991, span the creek and carry East Lake Road, a route from the Oldsmar/Safety Harbor area to the northern Pinellas communities, including East Lake. Over time, traffic volumes and congestion have increased, which resulted in the County's restriping of the northbound bridge to allow three lanes. While this successfully added another northbound lane to the corridor, it reduced the bridge and roadway shoulders to a width that does not meet current criteria and could cause safety concerns for errant or disabled vehicles along the route. Projections show that traffic volumes and congestion will only increase in the future.

The proposed widening project will also need to work hand in hand with a larger PD&E study that will be ongoing throughout its design. KCA will ensure that our cohesive plan will seamlessly integrate with the ultimate recommendation for the entire corridor. In this regard, the Preliminary Corridor Analysis and Alternative Development Study Report recommends widening these two bridges to the inside towards the median to avoid conflicts on the outside of the bridges.

To prepare for this proposal, KCA met with the technical review committee, conducted in person field reviews with the core project team, and conducted a desktop review of all available existing condition materials including: Existing bridge plans, inspection reports, completed reports and studies for this specific project and the surrounding area, as well as coordinated internally and externally to gather all pertinent data to determine the most cost effective and least disruptive solution to adding lane and shoulder capacity throughout the project limits. Preliminary geometric and conflict avoidance analysis has been completed for the project limits stated in the RFP and detailed findings will be provided in the following sections.

Potential Issues

The scope of this project requires the East Lake Road bridges over Brooker Creek and approach roadway to be widened to accommodate a six-lane typical section with standard shoulder widths, while also providing access for pedestrians along both northbound and southbound lanes. After in depth review of this scope, project specific issues that need to be addressed include:

- Construction phasing and lane widths
- Maintenance of traffic/ pedestrian access
- Beam spacing/ overhang capacity and load rating
- Utility avoidance or relocation
- Final bridge inspection
- Traffic/pedestrian railing limitations
- Protection of existing structures
- Existing structure capacity and condition
- Community requests and public involvement
- Lighting

Construction Phasing and Lane Widths

The bridge and roadway widening to accommodate the proposed typical section will require a phased approach to construction with significant maintenance of traffic operations. The top priority during our preliminary evaluation is to verify that enough space is available to provide the required six lane divided highway, utilizing as much existing infrastructure as possible while aiming to reduce disruptions to the existing traffic lanes as well as pedestrian facilities during construction.

After many iterations and preliminary analysis, we have determined that two alternatives for each bridge should be analyzed to determine the best solution while taking the final condition, load rating, cost, and short term vehicular and pedestrian impacts into consideration. These alternatives utilize clever and unique designs to accomplish the stated goals. Some alternatives temporarily sacrifice lane or sidewalk width to improve construction time, reduce the number of phasing, or improve final clearance between bridges. These alternatives are explained in detail in the next section, Discipline Specific Discussion.

MOT and Pedestrian Access

It is important to balance the long-term vision with short term impacts. A construction project of this magnitude will unfortunately disrupt this area for many months by increasing traffic congestion. The number one goal for our maintenance of traffic is to provide the safest and easiest travel lane configuration while maintaining the ability to construct the final typical section. To accomplish this, we have only provided alternatives that allow for all lanes and sidewalks to remain open throughout construction. This will allow full pedestrian access along both sides of the roadway so that a mid-street crossing is not required to avoid construction operations.

Existing Beam Spacing/Overhang Capacity and Load Rating

As with all bridge widenings, the superstructure configuration and framing plan plays a large role in determining the location of temporary barriers and how many lanes can remain open throughout construction. It is common to run into situations where the temporary lane and barrier location requires a significant overhang, sometimes forcing a reduction in lanes. By considering the beam lines from plans (with field verifications) we have determined that we can configure the existing lane widths and temporary barrier locations to allow the existing deck cuts to occur over the top of a beam. This provides the best-case scenario in that there is no overhang to contend with and the exterior beam can support the temporary barrier and accommodate the widened section. Load ratings will be completed for each temporary phase to ensure that the existing bridge can carry both the proposed temporary and final lane configurations.

Utility Avoidance or Relocation

During the project team's field visit, it was confirmed that the current corridor houses an assortment of utilities that range from large water mains to multiple gas pipes to dozens of fiber and other telecommunication utility banks. The 50" diameter water main runs along the east side of the existing bridge approximately 13'-8" away from the northbound bridge coping. On the southbound bridge, in the first bay adjacent to the exterior beam, a large utility bank holds 12 - 4" dia. conduits. There are also two 5" dia. gas lines as well as a 14" dia. reclaimed water main attached to the bridge coping. Due to the number and size of these utilities, it is anticipated that all proposed work will avoid the existing utilities which will simplify coordination during construction as well as reduce the total construction cost of the project. All of the alternatives propose a majority (if not all) of the widening to the median to avoid these utilities.

There appears to be sufficient right of way to construct a temporary or permanent pedestrian structure between existing utilities on the west side of the southbound bridge. Care will have to be taken to ensure that these utilities are avoided around the bridge approach if a separate pedestrian structure is utilized. Utility coordination and early conflict identification will be key for this project to ensure that all conflicts are recognized early on and utility conflict avoidance can be prioritized.

Final Bridge Inspection

All the provided alternatives incorporate widening to the inside of the existing bridges towards the medians. By doing this, the inside gap between bridge copings will be reduced. The main concern for this final configuration is that the proposed clearance between bridges will violate the FDOT Design Manual (FDM) recommendations. As stated in the Preliminary Corridor Analysis and Alternative Development Study Report, a Variation may be required if the FDM requirement cannot be met. We have also extensively discussed this with our in-house bridge inspection team and have concluded that the minimum clear distance required to provide a bridge inspector access using a snooper truck is approximately 8'-0". However, given the access to the creek underneath the bridge, a Harcon bucket boat or bridge tracker would be more practical and would not require any MOT during the inspection.

Traffic/Pedestrian Railing Limitations

With most proposed alternatives, the outside traffic railing will remain and is not required to be retrofit despite the design speed because of the type of through traffic. However, there are some alternatives that consider the demolition of both traffic railings to increase the usable width of existing bridge for temporary traffic. In scenarios where the existing sidewalk is converted to a lane by removing the interior barrier, the exterior barrier is typically only rated for pedestrian use and is not acceptable to contain vehicular traffic. Protection by way of temporary barrier wall or permanent traffic railing is required prior to shifting a vehicular lane close to the existing exterior pedestrian barrier. It is important to verify that traffic barriers and railings are properly used during phased construction and widenings.

Protection of Existing Structures

The proximity of these large utilities to the existing bridge can lead to a concern regarding excess settlement and vibrations during construction activities. These risks can be mitigated by using monitoring systems that prevent unintended damage. Vibration and settlement monitoring can be implemented to track and prevent potential damage caused by construction activities. A preconstruction survey will be completed for these utilities for existing elevations to ensure that additional settlement does not occur. This initial report will then be compared to a post-construction survey to verify that no damage or settlement has occurred during construction. Vibration monitors can be placed directly on or adjacent to sensitive utilities during heavy construction activities. Vibration thresholds will be set so that construction activities will be immediately halted if the vibration limits are exceeded.

Depending on soil conditions and geotechnical information, pile holes for the foundations can be predrilled, which drastically reduces the noise and vibrations during pile driving activities. The predrilled holes will require less overall pile driving and dampen vibrations before they reach the adjacent utilities. A second alternative will be to use non-displacement steel piles that can be driven with smaller pile hammers and greatly reduce construction noise and vibrations. These piles are designed considering a sacrificial thickness to address any corrosion and are significantly easier to drive into the soil as they do not displace soil during installation.

Existing Structure Capacity and Condition

Prior to any design work for the existing bridge, an up to date load rating should be completed taking into account the conditon of the current bridge to verify that it is suitable for widening. In some cases an existing exterior beam that is proposed to be a new interior beam will have insufficient capacity. This scenario will be carefully checked for these proposed widenings. Based on thorough reviews of the existing load ratings, both of these bridges seem structurally sufficient to carry the required loads during the phased construction as well as the final condition. An in depth analysis will be completed during the first phase of design. Based on the most recent inspection reports for these structures, the bridges have a minimum Sufficiency Rating of 80, a Health Index of 93, and are in relatively good condition. During the design phase, the most recent inspection reports will be reviewed and bridge repairs will be proposed to address any existing deficiencies.

Community Requests and Public Involvement

The East Lake Road over Brooker Creek Bridges are sandwiched between several housing communities; Eagles Cove and Brooker's Landing to the south and El Pasado to the immediate north. Construction of this magnitude can be a significant burden to the surrounding communities, so extra consideration will be taken during design to ensure that the impact is minimized.

Based on preliminary coordination with the County, it was mentioned that the Eagles' Cove community would like a dedicated right turn lane into their entrance. It is unknown if other surrounding communities have similar requests but early and ongoing coordination will be planned, including the PD&E team, to ensure that any reasonable requests can be considered and accommodated, if possible.

In person public meetings can be scheduled that provide detail, exhibits, and timelines of the proposed construction. Input from the community will ensure that their voices are heard. In coordination with the PD&E team, two meetings can be held. The first to provide information and request input, and the second to show how their comments were incorporated later on in the design phase. Online meetings are another alternative once decisions have been finalized to keep the public informed.

Lighting

During the preliminary desktop site review as well as the project team site visit, the median lighting was highlighted as an aspect of the roadway that required further analysis. All of the construction alternatives require widening to the inside of the median. This will obviously impact the lighting pattern and warrant a new analysis to ensure that the existing lights are sufficient to provide proper lighting for vehicular traffic.

Discipline Specific Discussion

Construction Phasing/TTC

Two alternatives for each bridge are proposed for additional evaluation. Due to utilities located on the outside of each bridge as well as a narrow wetland fringe, all proposed alternatives will be inside the widening.

Southbound Bridge (Bridge No. 154159)

Alternative 1- Shift traffic for inside widening (no lane width reduction).

Alternative 2- Separate pedestrian traffic with boardwalk for reduced inside widening (no lane width reduction).

Northbound Bridge (Bridge No. 154158)

Alternative 1- Reduce lane widths to maintain 3 lanes of traffic and pedestrians during inside widening.

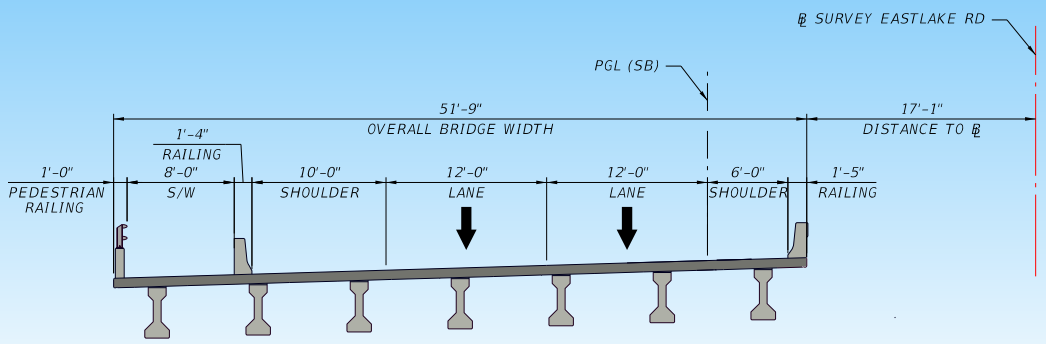
Alternative 2- Remove outside traffic barrier and retrofit pedestrian railing for a temporarily reduced sidewalk and reduced inside widening (no lane width reduction).

The benefits and caveats of each alternative are outlined in table below:

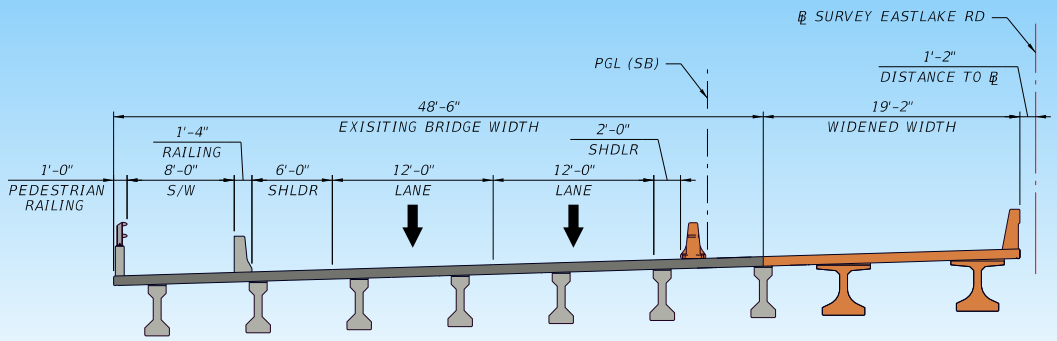
Southbound Bridge Alternative	Northbound Bridge Alternative	Clearance Between Bridges	Maximum No. of Traffic Shifts	Temporary Minimum Lane Widths	Temporary Minimum Pedestrian Widths
1	1	2'-4"	1	10'-0"	8'-0"
2	1	11'-4"	3	10'-0"	8'-0"
1	2	3'-3¼"	3	12'-0"	5'-0"
2	2	12'-3¼"	3	12'-0"	5'-0"

Southbound Bridge Alternative 1

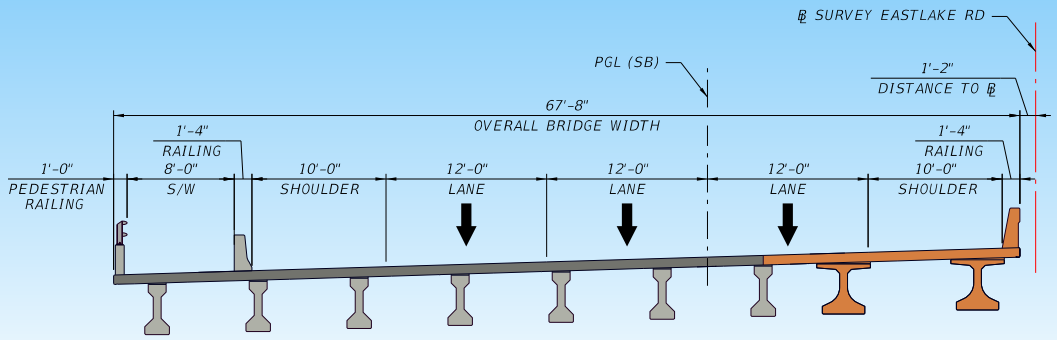
The existing southbound bridge carries two lanes of traffic with 6ft inside and 10ft outside shoulders. This provides ample room to shift traffic to the outside traffic barrier to make a cutline at the centerline of the exterior beam, add a free-standing temporary barrier, and provide larger inside shoulders for larger vehicles without lane reduction. Once traffic is shifted to the west, the inside widening can begin. After the widening is complete, the temporary barrier can be removed, and traffic can be restriped to final configuration.



Southbound Bridge Alternative 1 – Existing Typical Section (facing north)



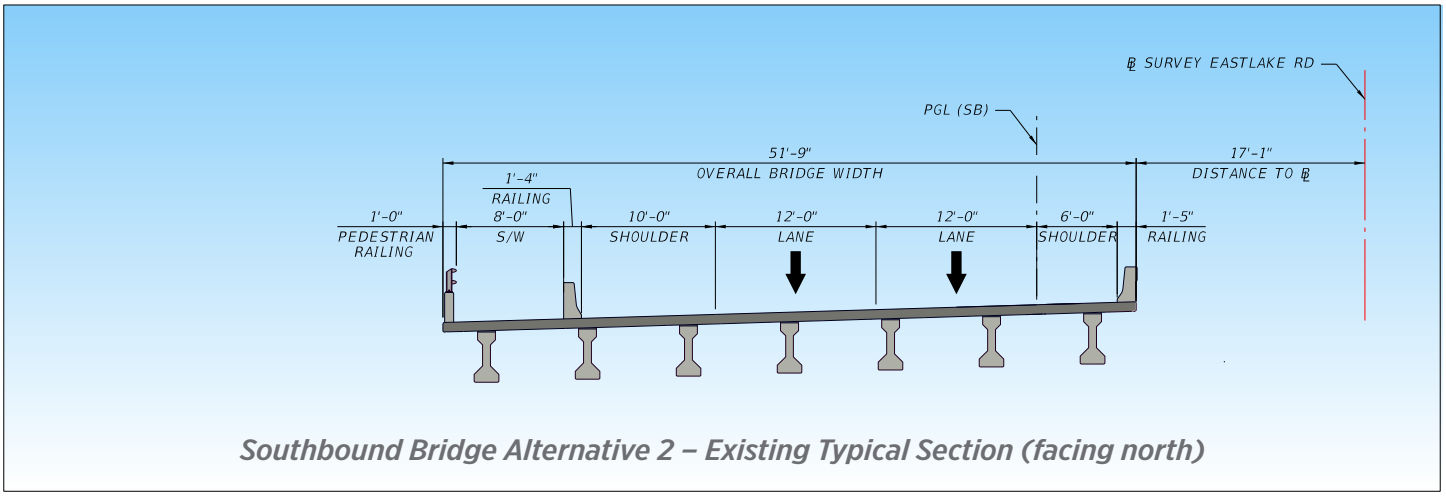
Southbound Bridge Alternative 1 – Phase I Typical Section (facing north)



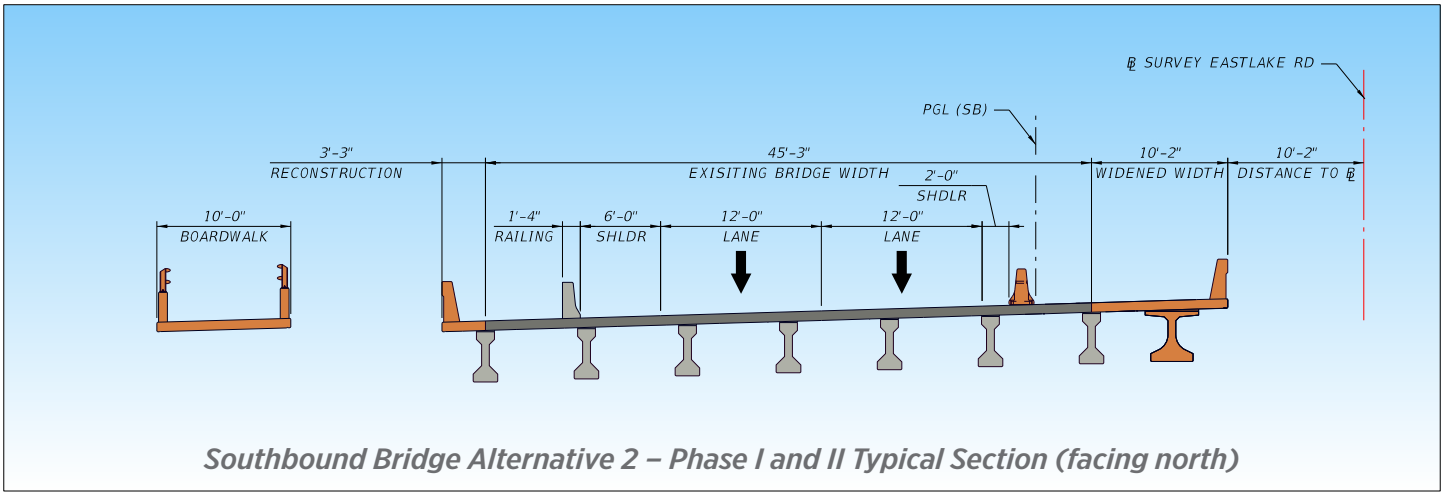
Southbound Bridge Alternative 1 – Final Typical Section (facing north)

Southbound Bridge Alternative 2

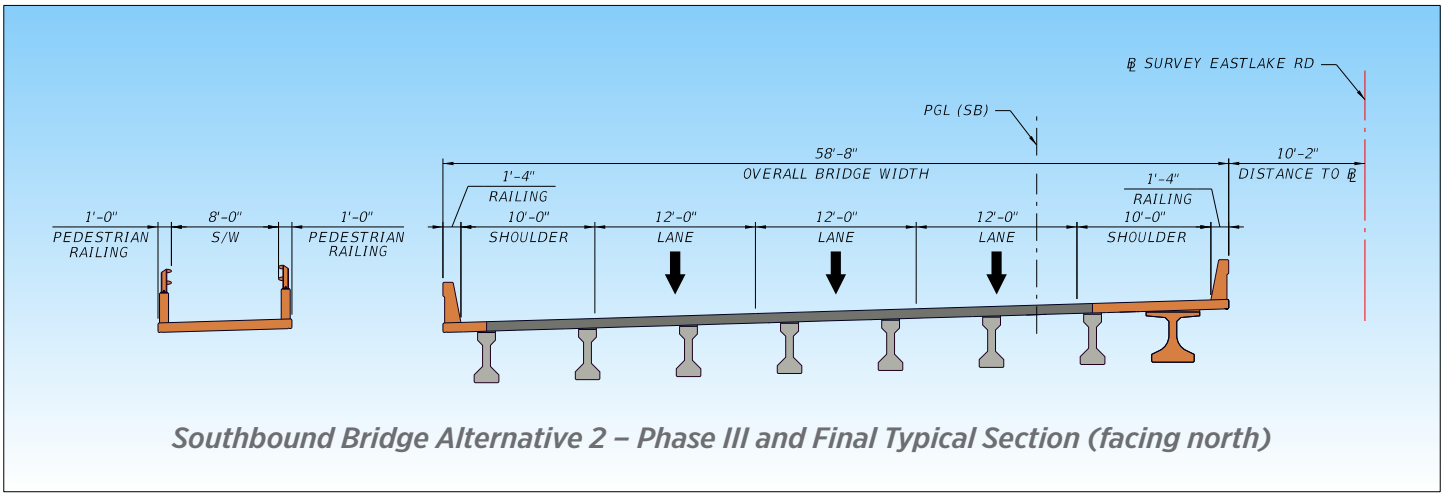
This alternative proposes to separate pedestrian traffic using a boardwalk so that the existing bridge footprint can be maximized for traffic. This reduces the inside widening and allows for a larger median and clearance between bridges. Phase I requires the construction of the separate pedestrian facility. The apparent R/W on west side of project provides space for a meandering boardwalk or separate pedestrian structure to the west of the existing bridge. Phase II shifts traffic to the west, similar to alternative 1. However, once pedestrians are on the new facility, the demolition and reconstruction of the exterior overhang can occur simultaneously with inside widening to provide new traffic barrier. After inside and outside construction is complete, temporary barrier can be removed to shift traffic once again for the demolition of the existing outside barrier.



Southbound Bridge Alternative 2 – Existing Typical Section (facing north)



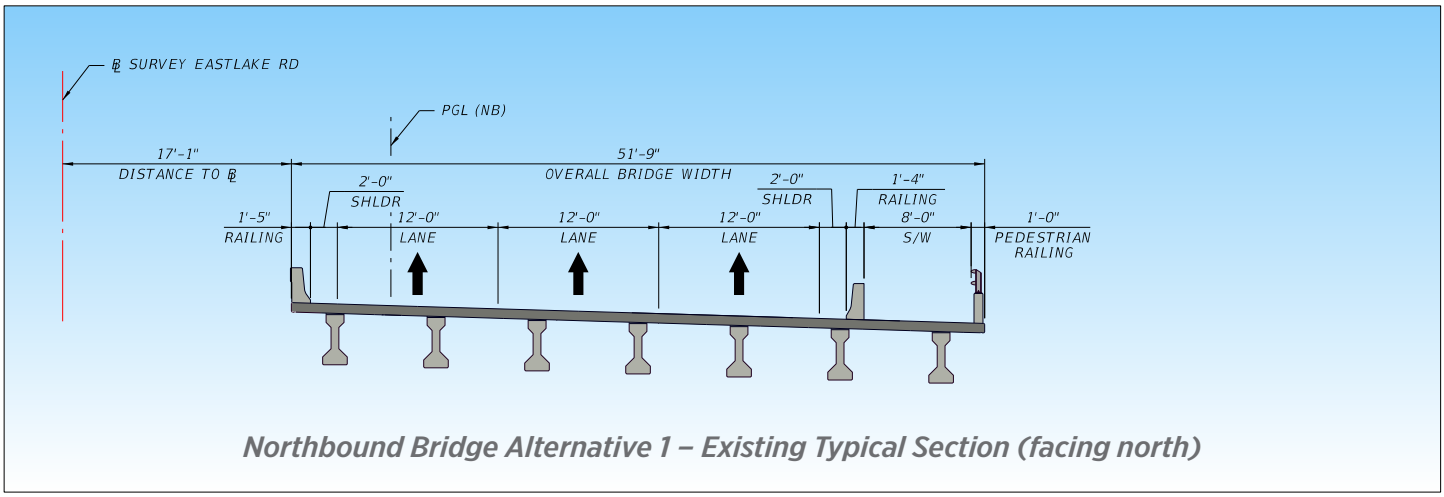
Southbound Bridge Alternative 2 – Phase I and II Typical Section (facing north)



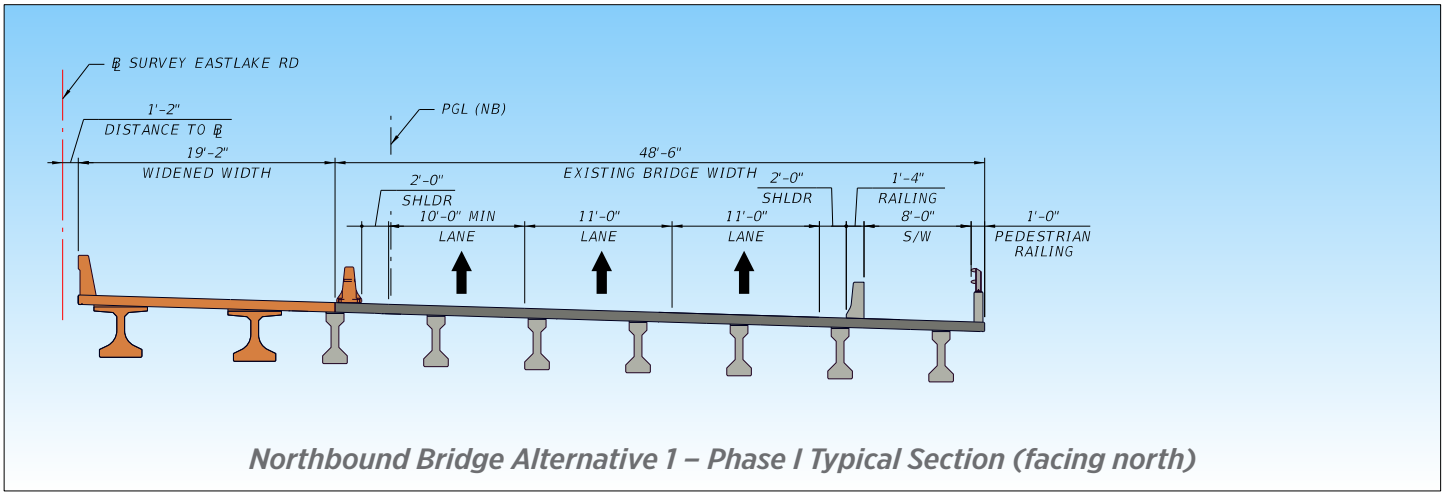
Southbound Bridge Alternative 2 – Phase III and Final Typical Section (facing north)

Northbound Bridge Alternative 1

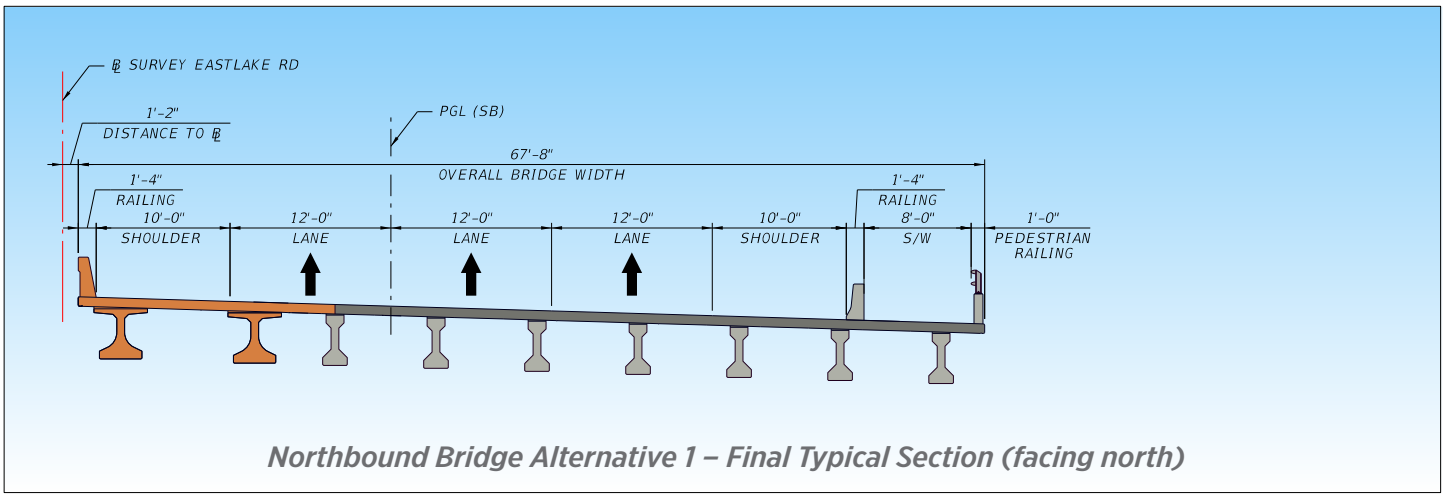
The northbound bridge carries three existing lanes with 2ft shoulders between traffic railings. This configuration can not be maintained given the location of the beams and the necessary cut line location. This alternative proposes to reduce lane widths from 12ft to 10ft and 11ft. The larger lanes have been assigned the outside lanes to provide more room for larger, heavy vehicles. After the traffic shift and use of pinned temporary traffic railing, construction can begin on the inside widening. Once complete, temporary barrier can be removed and traffic can be restriped to final configuration.



Northbound Bridge Alternative 1 – Existing Typical Section (facing north)



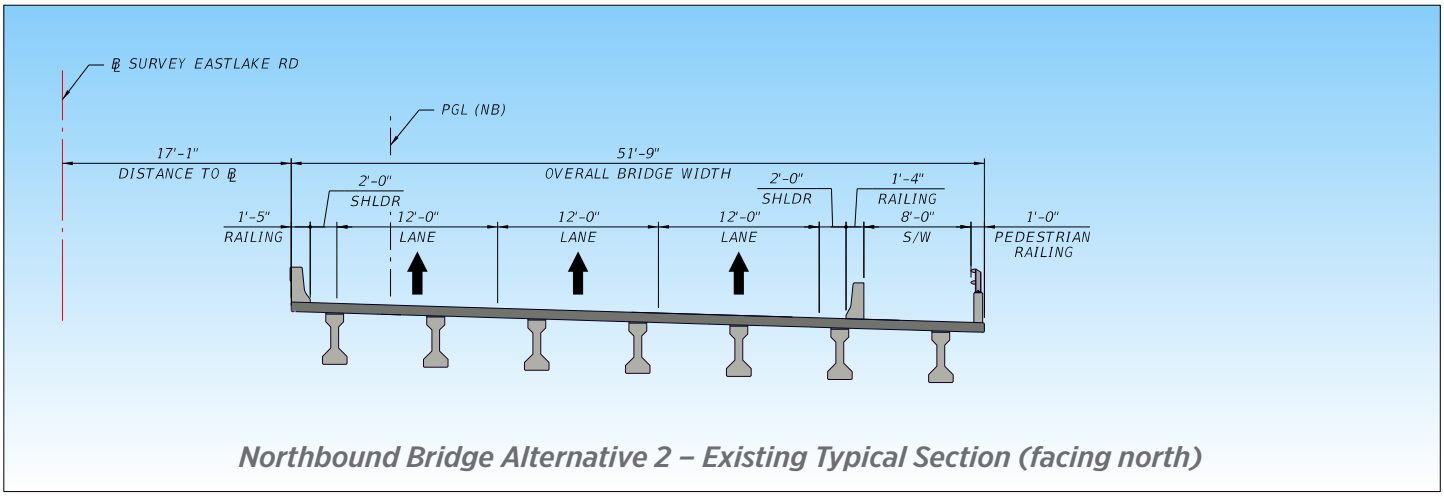
Northbound Bridge Alternative 1 – Phase I Typical Section (facing north)



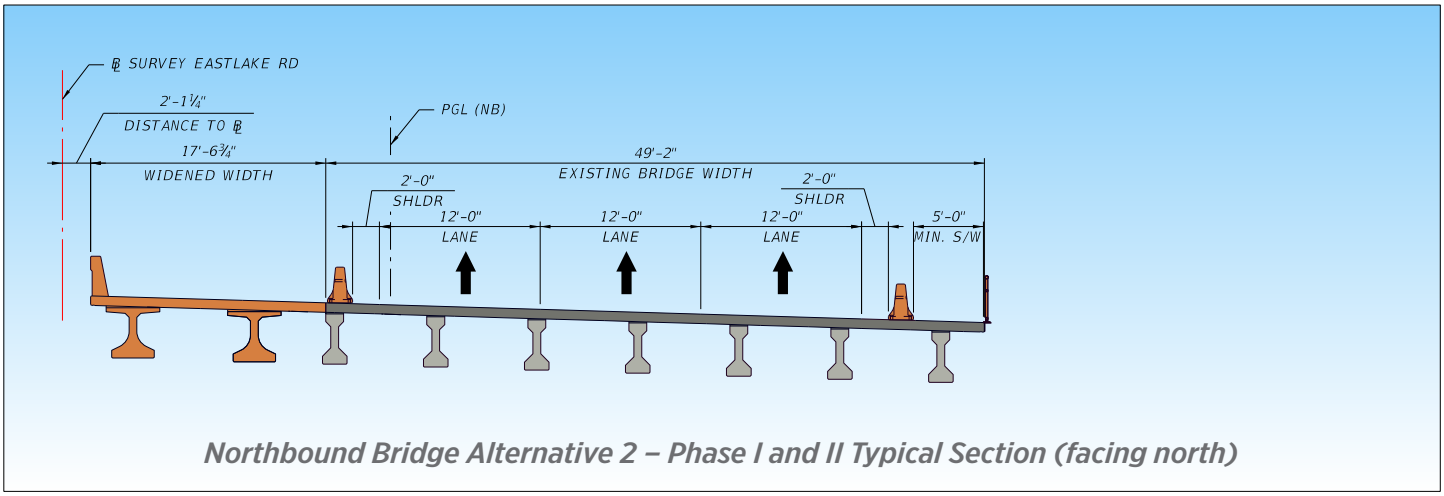
Northbound Bridge Alternative 1 – Final Typical Section (facing north)

Northbound Bridge Alternative 2

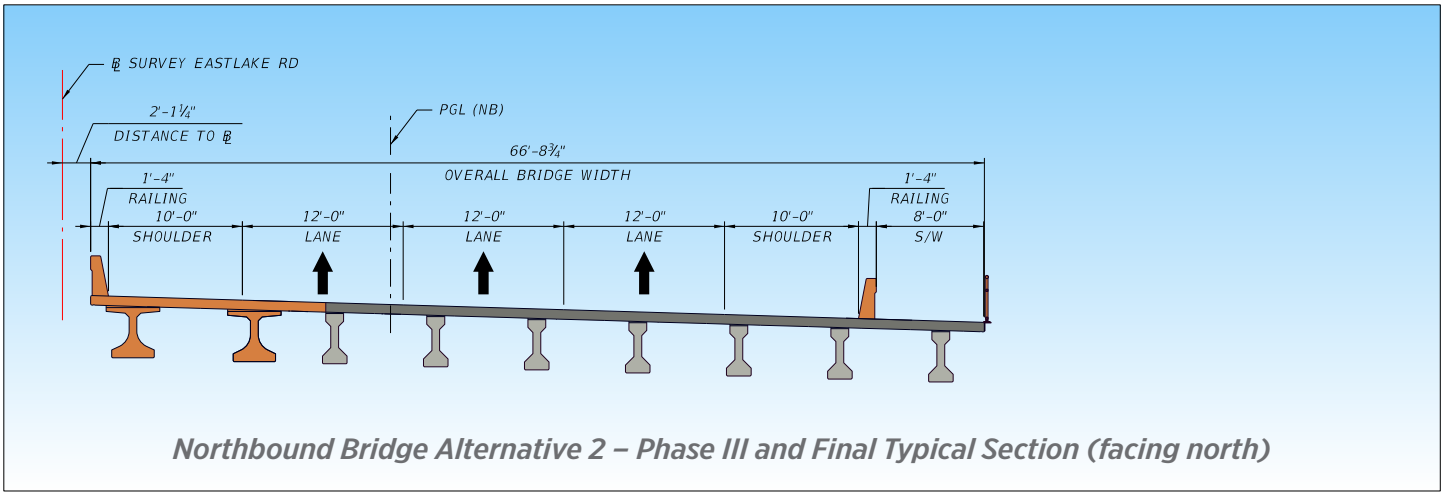
This alternative was developed in an effort to maintain the existing lane widths. Phase I of construction for this alternative requires the demolition of the exisiting exterior traffic barrier and pedestrian railings. Once removed, a permanent, side-mounted bridge pedestrain railing retrofit (Index 515-061) will be attached to the outside coping and a temporary traffic barrier will be installed in Phase II. These barriers along with a second temporary traffic barrier at the inside cutline will temporarily provide a 5ft pedestian sidewalk and full lane widths for traffic. Inside widening will occur in Phase II. Once complete, all traffic will be shifted to the inside to allow space to post-install permanent traffic barrier to protect pedestrians from vehicular lanes. This will be the Phase III before the final configuration can be striped.



Northbound Bridge Alternative 2 – Existing Typical Section (facing north)



Northbound Bridge Alternative 2 – Phase I and II Typical Section (facing north)



Northbound Bridge Alternative 2 – Phase III and Final Typical Section (facing north)

Structures

The East Lake Road bridges over Brooker Creek (Bridge Nos. 154159 and 154158, southbound and northbound, respectively) are three-span prestressed American Association of State Highway and Transportation officials (AASHTO) Beam bridges that were constructed in 1991. The existing bridges are comprised of three spans with two 40'-0" long approach spans with an 80'-0" main span totaling 160'-0" by 51'-9" wide. The existing beam layout in span 2 consists of seven (7) AASHTO Type-III beams. The beam layout for spans 1 and 3 consists of six (6) AASHTO Type II beam and a single AASHTO Type III beam as the exterior beam. Beam spacing, however, is the same for all 3 spans which will result in one cut line location across all spans. The existing southbound bridge carries two (2) 12'-0" traffic lanes, 6'-0" inside shoulders and 10'-0" outside shoulders. The existing northbound bridge carries three (3) 12'-0" traffic lanes, 2'-0" shoulders, and an 8'-0" protected sidewalk with F-shape traffic barriers and pedestrian/bicycle bullet railing.

The substructure consists of intermediate battered concrete pile bents and spill-through concrete abutments protected by fabric formed concrete which slopes down to the creek bed. The intermediate pile bents are founded on 70'-0" long 18" square concrete piles. The approach roadway is supported by reinforced concrete wingwalls that run parallel to the roadway.

The bridge was previously inspected by the Florida Department of Transportation (FDOT) on July 12, 2022. During this Routine Inspection the northbound bridge was found to have a Sufficiency Rating of 80.8, with National Bridge Inventory (NBI) ratings of 6 Satisfactory for the Deck, and 7 Good for the Superstructure and Substructure Rating. The southbound bridge was found to have a Sufficiency Rating of 98, with National Bridge Inventory (NBI) ratings of 7 Good for the Deck, Superstructure, and Substructure Rating. The bridge is not posted for load restriction and is able to withstand all Florida legal loads as per the load rating analysis conducted by KCA, dated 2/27/1992.

Bridge widenings are always a challenge due to the fact that the existing geometry of the structure, specifically the existing beam spacing, typically controls the location to the longitudinal deck cut line. This deck cut line is the focal point of the rest of the design to ensure that the proposed portion of the structure matches up exactly with the existing deck. The proposed widening will require all aspects of bridge design, including superstructure, substructure, and foundations.

The superstructure will consist of new FIB 36 beams to support the widened deck. The proposed beams will be cast to the same length as the existing beams and will bear on the newly extended substructure and foundations for support. The main concern with the beam design is homing in on the exact camber to be expected. This value will determine the bent cap elevations and ultimately the finish grade elevations. Extreme care needs to be taken to ensure that the widened deck and beams deflect as predicted to match up with the existing bridge cut line finish grade elevations. KCA has extensive and valuable experience with these designs and have devised methods to ensure that even if the beams yield differing camber values than expected, the deck finish grades will seamlessly meet the existing bridge elevations.

Careful thought and planning must go into the methods and timing of the widening deck pour to ensure that a solid connection to the existing deck is formed. The loading effects of the adjacent vehicular traffic can have a negative impact on the deck concrete consolidation and curing if the vehicles cause too much vibration and deflection. A few ways to mitigate this are to pour the new deck at night when there is less traffic on the existing bridge, temporarily reduce the number of open lanes on the existing bridge, or to temporarily reduce the speed limit on the bridge to reduce impact forces and vibrations. Once the deck concrete completes its initial set, these measures can be removed to open the traffic lanes to their typical configuration.

A few of the alternatives provided above require traffic railing to be post-installed to provide sufficient safety for the travelling public. Once a portion of the existing deck has been removed in the areas of railing replacement, it is critical to verify that the steel in the existing deck has sufficient strength to carry the full load of the crash tested barrier. We have extensive experience in designing and detailing traffic railing retrofits to ensure that the new traffic railings are just as safe as if they were constructed on a new bridge. Some of these reconstructed barriers include designs for supplemental reinforcing to be doweled into the existing bridge decks to provide added capacity when the existing deck steel was not sufficient to carry the new railing loads. We will use our expertise in this area to ensure that the final bridge configuration will match the current criteria and will provide the travelling public the level of safety required when crossing this waterway.

The substructure will utilize new bent caps which will be cast in-line with the existing caps to support the proposed beams and deck. These bent caps will

likely be supported by prestressed concrete pile foundations. The new foundations will be separate structures from the existing bents and will therefore need to carry all of the new deck and beam loads so as to not increase the substructure loads on the existing foundation.

It will also be important to verify that the proposed section of the bridge does not increase the load on the existing substructure. Through coordination with FDOT Central Office, we have devised Design Criteria that was not previously stated in the FDOT Design Manual for these specific types of projects. This design criteria is currently being used on major widenings including I-275 throughout St. Pete, and should also be used on projects moving forward, such as this one.

In all cases, the foundation installation will be in the median. This area is free of conflict as there are no existing piles battered laterally in this area. The foundations will, however, still be near existing utilities that run along each side of the project corridor and could cause a risk to these facilities. Utility coordination and foundation installation impact reduction measures will be required to ensure that these facilities remain in service and unimpacted throughout construction.

Roadway

The existing roadway will widen to the inside, matching the bridge design alternatives. Expanding the typical section into the median lessens the effects on private property, drainage, utilities, sidewalks, shared-use paths, and signal poles. However, our team is aware that this approach comes with a few challenges that will need to be addressed during design, in addition with coordination based on the PD&E preferred alternative. Some of the challenges to be encountered include:

- Reduction of the median width to be less than the standard, hence a design variation will be needed.
- Maintaining the existing drainage system within the median with the reduced width, as the southbound lanes are currently sloping to the inside.
- Opposite traffic overlapping on each other's clear zone triggering the need for guardrail protection.
- If guardrail protection is needed, the existing lighting currently located in the median might be impacted and need relocation to the outside.

It is anticipated that a right turn lane may be added for access to the Eagle's Cove community (see photo on the right). This addition will require modifications to the existing shared use path and sidewalk connection into the community, existing drainage mitered end section, and side street connection. Early coordination among Pinellas County, the PD&E team, and the community is vital to adequately mitigate all impacts.

Drainage/Hydraulics

Along with developing a BHR and providing scour calculations for the widened structure at Brooker Creek, KCA will also prepare a No-Rise certification for crossing a FEMA designated Regulated Floodway and will examine the surrounding area for drainage impacts. Widening the bridges to the inside will avoid impacting the FEMA 100-year floodplain Zone AE. Impacts to the floodplain is anticipated to be minor and could be compensated in the roadside ditches within the existing R/W. We will field inspect the work site and assess all existing drainage structures and drainage patterns. The existing bridge utilizes scuppers to drain roadway runoff off the bridges. The proposed bridges will be evaluated for spread to determine the need for proposed scuppers and spacing of the scuppers if they are warranted in the proposed condition. Runoff from the bridge and on the approaches will be collected with inlets and piped to the same outfall locations as the existing condition. Temporary drainage will be analyzed for the phase construction of the roadway to ensure positive drainage during construction while meeting the required criteria for temporary drainage. There are existing linear ponds along the west side of the road just north of the bridge that will be maintained or adjusted as needed. With the addition of one lane on the southbound roadway, there will be stormwater treatments and attenuation required. There are available spaces along the west side of the road just south of the bridge that could be used to provide water quality and quantity requirements.

Environmental/Permitting

A narrow wetland fringe is present along the creek banks at the Brooker Creek crossing; however, an inside widening alternative will avoid impacts to

these wetland areas. Protected species involvement is expected to be minimal. The project is located within the core foraging area of one active colony of the federally listed wood stork but we do not anticipate any loss of available foraging habitat with any build alternatives. There is also a low potential for the presence of the federally listed eastern indigo snake and state-listed wading birds, and no effects to these species are anticipated. **The nearest bald eagle nest (Nest PI004) is located approximately 950 feet west of the bridge crossing. This nest was reported active during the 2023 nesting season.** An incidental take/disturbance permit generally is not required for activities occurring greater than 660 feet from an active nest; however, the potential acoustic effects of pile driving on nesting behavior should be evaluated in coordination with the U.S. Fish and Wildlife Service. The need for an incidental take/disturbance permit and concurrent nest monitoring may be avoided by restricting pile driving to the non-nesting season (i.e., May 16 – September 30).

In their response to the project's Advance Notification within the FDOT Environmental Screening Tool, the U.S. Coast Guard (USCG) assigned a determination of effect of "Not Applicable/No Involvement" for navigation, thereby indicating a USCG bridge permit is not required for the Brooker Creek bridges. However, a 404 permit will be required in the form of either a Nationwide Permit (NWP) from the U.S. Army Corps of Engineers (USACE) or General Permit from the Florida Department of Environmental Protection (FDEP) State 404 Program, pending court decisions regarding 404 permitting authority in Florida. The project will also require a General Environmental Resource Permit (ERP) from the Southwest Florida Water Management District (SWFWMD). Permit applications will be submitted to the regulatory agencies at the 60% design stage, and we will respond in a timely manner to any requests for additional information (RAIs).

Lighting and S&PM

There are existing LED dual-arm aluminum light poles along the median. We will conduct photometric analysis to ensure the new lanes will have adequate illumination. Smaller light pole spacing and/or additional light poles may be needed.

Due to the existing narrow median width, new light poles could be placed to the outside of the roadway at the required 20-foot offset from the edge of pavement. This option is better for maintenance operations, as the inside lanes will not be blocked during maintenance. Another option is to maintain the light poles in the median but with guardrail protection.

The widening of the bridge deck will require modifications to the existing pavement markings and signs. The additional median-widened lane will require new pavement markings and the existing yellow stripe will be converted to a 10'-30' skip with the introduction of a new lane. Materials selected will be appropriate for application on the bridge deck, and we will continue the contrast markings approach existing on the bridge today. There are Type 3 Object Markers in the median adjacent to the bridge that will need to be relocated or replaced when the bridge is widened to the median.

QA/QC

Every deliverable to the County will be processed through a QA/QC review. The QA/QC component of the organization is as important as the design and plans production process. Although our design professionals follow stringent internal QC processes, we believe it is critical to have senior professionals in each design discipline perform independent peer reviews to ensure delivery of a quality product. Peer reviews focus not only on the technical design standards and project scope requirements, but also on conflicts, pay items, cost, and constructability.

QA begins at the onset of the project with the establishment of a QA/QC Plan and the commitment of a highly qualified staff. KCA's PM, Mr. Thompson, will be the primary contact with the County and will ensure that all work complies with our Project QC Plan (PQCP) throughout the duration of the project. Mr. Thompson will establish and maintain open communication channels with all team members to exchange vital information and maintain accurate and current project files.

Mr. Thompson will verify KCA and its subconsultants have comparable QC Plans. Each subconsultant will follow the approved procedures, document their QC activities, and make each document available for QA reviews and compliance audits. Subconsultants will certify their work is being performed in accordance with the approved PQCP prior to a phase submittal. KCA will be responsible for its subconsultants' utilization of this project's QA/QC Plan.

KCA uses a five-step QA/QC process to ensure all reports, recommendations, and designs developed during the project are thoroughly checked and

reviewed by qualified professionals. The plan is documented using a responsibility sign-off stamp and color-coded markups to track the checking and back-checking that occurs during the development of a project. All project deliverables are peer reviewed by staff members who have not been directly involved in their development. The level of review and processes are tailored to the individual work task. Each work task is thoroughly reviewed and a QA/QC Plan developed to meet the project specific details, including the assignment of qualified staff. The project specific QA/QC Plan will be submitted to the County's PM for review and comment.

With a team approach, our staff and subconsultants all work toward the common goal of an efficient, effective, safe, and sustainable project with minimal adverse impact to the public.

Schedule and Budget

Perhaps the most important aspect of KCA's project management approach is our PM's awareness of the schedule. Managing all tasks from kickoff to design production, to permitting and construction bid documents, and ensuring everything in between occurs in the correct order ensures the project stays on schedule. A project that has a sound technical approach from the very beginning will flow smoothly through the plans production phase because all critical decisions will have been made at the correct time. Conversely, any component of the project that is not completed in the proper sequence could jeopardize the schedule at a later sequence. Mr. Thompson, our PM for this project, has 40 years of engineering and management experience and is well versed in recognizing potential problems that may impact the schedule and will address them immediately. **Additionally, Mr. Thompson has successfully managed 3 recent Pinellas Co. projects and completely understands the County's process to manage schedule and budget.** Proper coordination with regulatory agencies and utility owners will also alleviate potential delays to the schedule. Managing subconsultants and ensuring they understand the project schedule is vital. Our team members must realistically forecast their upcoming workload to ensure they will have the available manpower to perform the tasks when the schedule dictates. To help manage all of this, we use Primavera P6 Professional scheduling software and project management tools including Microsoft SharePoint. SharePoint is a web-based, collaborative platform that is used to store and share documents, facilitate team communications, and more.

Power BI dashboard

Regular tracking of work efforts completed, and time expended, provide the County's PM with the best insight on a project's progress. Mr. Thompson will be involved in every aspect of the project to ensure the work plan is effectively executed. His emphasis on communication and keeping Pinellas County's PM informed at all times through timely meeting minutes, progress reports, and project review updates will ensure there are no surprises. KCA utilizes Deltek Vision as our accounting project management database and Microsoft's cloud-based Power BI (Business Intelligence) platform to monitor the work efforts and associated fees expended on each project. The negotiated fee/hours for each assigned project will be used to develop the appropriate tasks and subtasks within our project management database, which will permit the constant comparison between project completion and payout.

KCA's Power BI platform can produce very detailed reports for our PM such as:

- Total time spent on the project
- Time spent on specific tasks
- Detailed project budgetary data
- Status of Invoicing
- Milestone tracking

Schedules for all projects are maintained on a central board that can be reviewed by staff for conflicts and peak production times. During our weekly project management meetings, upcoming submittal dates are discussed and coordinated with production personnel to meet our schedule goals. Reports of work efforts to date versus the projected efforts based on the critical path method schedule are also used by KCA's managers to review progress.

All of KCA's electronic project files are backed up and secured "in the cloud" and in-house software support is available for all projects, providing additional reassurance to the County that schedules will never be impacted by lost project data.

PM/Main Point of Contact

Mr. Thompson will be the key contact person for the County on both technical and administrative issues. It will be his responsibility to know the status of each design discipline at all times. He will accomplish this through frequent and direct contact with our EORs for each discipline. Mr. Thompson will maintain control of the project by monitoring the schedule and technical issues and by effective communication/coordination. This approach has proven successful on previous similar projects.

Fundamental project processes include:

- Development of a project plan at the outset of the contract that identifies the EORs and key personnel for each discipline, schedule, and scope of services
- Distribution of incoming correspondence to all team members assigned to the project, ensuring each individual is aware of any issues
- Submittals to the County and others, such as utility owners, with copies of documents forwarded to the lead engineers
- Biweekly internal progress meetings for all EORs in each discipline
- Monthly progress meetings with the County, if requested, with attendance by the EORs and Mr. Thompson
- Attendance at Pinellas County BOCC meetings as required
- Monthly progress reports and schedule updates
- Documentation of phone conversations concerning project issues
- Scheduling and moderation of team meetings to coordinate issues between the various engineers and disciplines involved
- Extensive and continuous use of email, internet, SharePoint, OneDrive, and Teams site to coordinate issues and transfer files between the County and team members

KCA will work closely with the County and keep them informed of all critical issues. Plans will be submitted to the County for review and comments at established project milestones, and we will respond to any comments within two weeks of receipt. A review meeting to discuss comments requiring further coordination will be held with the County, Mr. Thompson and EORs. Additionally, KCA maintains relationships with Pinellas County, City of Clearwater, City of Pinellas Park, City of Largo, FDOT, water management districts, USACE, and FDEP. These well-developed relationships will be invaluable in coordinating issues between the County and permitting agencies.

Personnel Assignments

KCA staff is typically assigned at the beginning of each project and through weekly project management meetings. During these meetings, each Task Lead coordinates the needs of their specific projects to assemble the team members who will provide the experience needed for each task, based on the requirements within the scope of services. The highest quality staff at the lowest possible classification qualified to perform the specific tasks will be assigned to the project, providing the most efficient and cost-effective service achievable. Frequent meetings with the entire project team will maintain focus on project goals and continually identify potential improvements to the process. As part of the weekly meetings, project status and needs are specifically addressed to ensure time is scheduled for QA/QC reviews.

During construction, our design staff places its highest priority on requests for information (RFI) and shop drawing reviews to prevent delaying the contractor. In most instances, we are able to respond to construction requests within 24 hours. If the level of effort is such that more time is required, we will respond with the date the answer will be available. All such requests are handled with email, hand delivery, and overnight mail.

KCA utilizes our special projects and technology group to assist our employees and clients with programming to become more efficient, particularly with repetitive tasks. In the past, we have utilized this group of highly experienced staff to assist us with plotting of channel profiles under bridges, developing custom databases for work orders, building custom equipment and software to automate pavement and sidewalk inventory, and integrating calculation results directly into CADD. They regularly assist our traffic engineers with development of a GIS database of intersections and corresponding data to develop GIS-based programs for pavement resurfacing and sidewalk repair planning.

Additionally, KCA has in-house drone photography and videography capabilities along with a Federal Aviation Administration (FAA)-certified drone pilot. We have used these drones for very low-cost custom aerial photography for client and public presentations. We also used this technology for long-duration aerial video recording of signalized intersections. This application involves deploying the drone with a lightweight power supply tether that allows the drone to hover in one spot for hours. The video recording can then be evaluated back at the office by our traffic engineers who can then see, from a bird's eye view, exactly what is occurring at that location and conduct extremely accurate and detailed traffic counts.

Service Facilities and Equipment

KCA has provided engineering, planning, permitting, and inspection services to the transportation industry for 47 years. Our offices have the equipment necessary to facilitate a prompt service response time. KCA maintains a list of equipment readily available to successfully perform CEI services, which includes personal equipment, and truck, earthwork, concrete, asphalt, and survey equipment.

KCA provides our employees with the latest hardware, software, and training. Our engineers and technicians have the latest versions of AutoCAD Civil 3D and Bentley MicroStation. Microsoft Teams is used to facilitate project communication and update the entire team on project status at a moments notice. KCA staff utilize a suite of design and modeling software to ensure the most accurate design for all project tasks.

We encourage all employees—whether they are a PE, CADD technician, or accountant—to join their respective trade organizations and professional societies so they can stay abreast of the latest technical information in their fields. Our CADD technicians and engineers are all knowledgeable and proficient in our client's CADD standards and practices including the County's standards.

SBE and MBE Utilization

KCA strives to build long-term relationships with SBE and MBE firms through our work in the engineering industry. We make every effort to meet or exceed established SBE and MBE usage goals on each project we undertake. **Alfka, and DPS are Pinellas County-certified SBE firms while Alfka, DPS, ECHO, and Tierra are State of Florida-certified MBE firms.** Their SBE and MBE certificates are included in Tab 2: Statements and Documentation.

Office Locations


KCA's Tampa Office

KCA corporate/primary office, located at 201 North Franklin Street, Suite 400, Tampa, Florida 33602, will be the responsible office for this project. The office is in the heart of downtown Tampa with easy access to I-275, I-4, and the Selmon Expressway, as well as 30 minutes from the County's office. Our Tampa office employs more than 120 professionals including the majority of our proposed project team for this project. All KCA work efforts will be performed in Tampa, which will facilitate frequent face-to-face meetings with County staff, regular oversight of project activities through frequent site visits, and immediate response for situations that may require rapid response times. These offices embody KCA's long-standing commitment to the Tampa, St. Petersburg, and Clearwater area, and makes it possible for us to channel our broad technical resources to the County.

Our extensive resources will ensure the necessary level of professional involvement for the responsible, expeditious, and accurate completion of this project.

All KCA key team members are in close proximity of each other and Pinellas County. Our team is familiar and knowledgeable of County policies, procedures, staff, and goals for this project; therefore, they are personally invested in the successful completion of this East Lake Road over Brooker Creek Bridge Widening contract.

Similar Project Experience

KCA regularly provides structural engineering services to a wide variety of clients, including county governments, municipalities, state departments of transportation, and other government organizations. Our professionals routinely serve as extensions of local government staff, working in the agencies' offices and providing on-site assistance.

The project on the pages that follow highlight KCA's extensive and recent experience with the types of services that will be included under this contract. **For additional information on which team members and firms worked on each project, please see SF 330 Parts G and F respectively.**

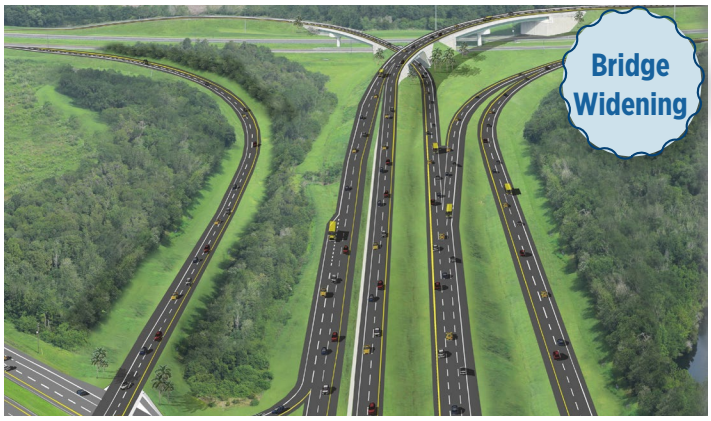
TBNEXT SEGMENT 2: I-275 (SR 93) FROM NORTH OF I-375/5TH AVENUE N. TO NORTH OF 38TH AVENUE NORTH, FDOT DISTRICT SEVEN, PINELLAS COUNTY, FL

Segment 2 of TBNext (I-275 from North of I-375/5th Avenue N. to North of 38th Avenue North) is an Urban Principal Arterial Interstate with 3 interchanges and 11 bridges. This project's improvements include the addition of express lanes in the median of I-275, operational and lane continuity improvements, rigid pavement rehabilitation, Regional Rapid Transit (RRT) accommodations, and noise wall construction. This is accomplished with both inside and outside widening. In addition, KCA is evaluating and addressing safety issues (i.e., hydroplaning and wrong way detection [WWD]), providing a comprehensive temporary traffic control plan (TTCP), permitting, and maintaining current bridge clearances are all essential requirements.

TBNext Segment 2: current conditions

CENTRAL POLK PARKWAY FROM US 17 (SR 35) TO SR 60 PD&E STUDY, FDOT FTE, POLK COUNTY, FL

KCA has provided design services for the development of final plans for the new alignment of the Central Polk Parkway from SR 570 (Polk Parkway) to SR 35 (US 17). The proposed roadway will be tolled, and the project includes the design of a gantry for All Electronic Toll Collection. KCA designed an ultimate six-lane divided, limited-access highway typical section with a 74-foot median, 12-foot lanes, and 8-foot inside (4-foot paved) and 12-foot outside shoulders (10-foot paved). Although mostly new construction, the bridges over Landfill Road had to be widened to connect existing bridges to the Polk Parkway. The rest of the alignment for the SR 570 to US 17 section includes a tri-level interchange at Polk Parkway, overpasses at SR 540, Thornhill Road (two locations), Old Bartow Eagle Lake Road, and an at-grade intersection at US 17. The KCA team is responsible for roadway design, structures design, drainage design, traffic/S&PM/lighting/signalization, ITS, TTC, utility coordination/SUE, PD&E re-evaluation, environmental permitting, landscape architecture, tolling architecture, tolling structures, public involvement, surveying/R/W mapping, and geotechnical services.



CPP Segment 1: rendering

MAYDELL DRIVE OVER PALM RIVER BRIDGE REPLACEMENT PD&E/DESIGN, HILLSBOROUGH COUNTY, FL

This Hillsborough County/FDOT District Seven Local Agency Program (LAP) project consisted of replacing the existing 616-foot bridge, reconstructing the roadway approaches, and providing pedestrian connectivity. This structurally deficient bridge has been closed to vehicular and pedestrian traffic for several years. The replacement bridge consists of six 90-foot spans resulting in a total bridge length of 630 feet. The bridge has 36-inch Florida-I Beams, which are supported by pile bents and riprap protection was provided at the sloped abutments. The adjacent roadway was reconstructed and a combination open/closed drainage system was provided to accommodate the slightly raised profile.

Maydell Drive Bridge: after construction

The 10-foot-wide sidewalk on the bridge connects back to existing sidewalks north and south of the project; however, this wide sidewalk is designed to eventually accommodate the Hillsborough County Trails Master Plan. The KCA team provided a PD&E study, final design plans, specifications, and construction phase support for this project. Extensive permitting efforts were also provided for the USCG Bridge Permit, Southwest Florida Water Management District (SWFWMD) Permit, USACE Permits (including a 408 Permit), and a Tampa Port Authority Sovereign Submerged Lands (SSL) Easement. Seeking an accelerated design schedule, KCA guided the County through the Statewide Acceleration Transformation (SWAT) process.

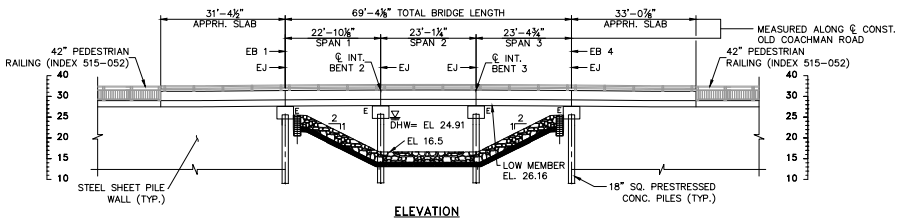
MADONNA BOULEVARD BRIDGE REPLACEMENT, PINELLAS COUNTY, FL

KCA was selected by Pinellas County to provide structural design services for the Madonna Boulevard Bridge Replacement project. KCA is providing structural design services for this bridge replacement that provides sole access to the Monte Cristo community in Tierra Verde. A major emphasis of the project was to maintain access for vehicles and pedestrians. KCA's PM for this project is David Thompson, PE.

Madonna Blvd.: current conditions

OLD COACHMAN ROAD OVER ALLIGATOR CREEK – BRIDGE NO. 154252, PINELLAS COUNTY, FL

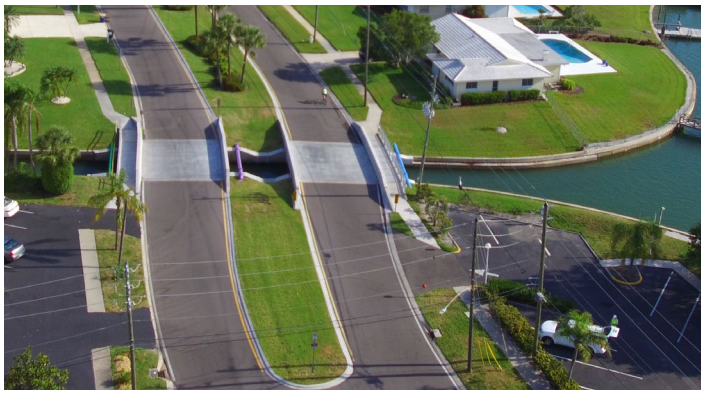
Under our Pinellas County Miscellaneous Services contract, KCA was tasked to develop a multi-phased PER for Old Coachman Road over Alligator Creek to determine the condition of the existing bridge and adjacent structures and propose alternatives for design of a bridge replacement and roadway improvements. The bridge is functionally obsolete and has exceeded its design life. It also exhibits considerable deterioration. The initial bridge replacement study (Phase I) investigated whether these structures within an approximate 10-year period should be replaced, rehabilitated, or repaired. The Phase II replacement study, addressed preliminary geometry, roadway, and structural design to meet the hydraulic needs of the site, including associated permitting, environmental, and construction considerations. Phase IIB included updated hydraulic modelling of the site and surrounding area based on the most recent City of Clearwater data. KCA proceeded with design of the replacement bridge to raise the profile, remove adjacent aging drainage structures, and improve safety. The hydraulic study and environmental permitting of the complex system was completed to minimize impact on the surrounding natural resources. The final design includes a three-span Florida Slab Beam superstructure for function and rapid construction to minimize road closure during construction.



Old Coachman Road: plans

CITY OF CLEARWATER EOR, CLEARWATER, FL

KCA has completed several projects as an existing EOR for the City of Clearwater including inspection of the SR Pier 60, pavement evaluation and five-year improvement plan for City-owned and maintained roads, forensic evaluations of failed pavement on Hercules Avenue, and first comprehensive inventory of sidewalks within the City. Under the City's EOR contract, KCA was tasked with providing engineering services to replace four bridges—Bridge No. 155513: Island Way NB over Clearwater Harbor; Bridge No. 155514: Island Way SB over Clearwater Harbor; Bridge No. 155515: Harbor Passage West Bridge over Clearwater Harbor; and Bridge No. 155516: Harbor Passage East Bridge



Island Estates Bridge: after replacements

over Clearwater Harbor—near Clearwater Beach. These phase constructed bridges were heavily coordinated with the City and surrounding communities. Services consisted of structural engineering, roadway design, environmental, permitting, drainage, survey, and coastal engineering. KCA also provided structural engineering services to repair the seawall as well as utility coordination, TCPs, bridge inspection, and load ratings.

NORTH SARASOTA MULTI-MODAL CONNECTOR/I-75 OVERPASS, LAKEWOOD RANCH DEVELOPMENT, SARASOTA COUNTY, FL

North Sarasota Multi-Modal Connector: rendering

KCA was selected by Schroder Manatee Ranch, LLC, on behalf of Sarasota County to provide a NEPA PD&E study and concurrent design and permitting for a new overpass roadway crossing the I-75 limited-access corridor between Fruitville Road and University Parkway in northern Sarasota County. The PD&E study evaluates three independent alignments connecting Cattleman Rd. south of the University Town Center to an actively developing section Lakewood Ranch, a master planned community in Manatee and Sarasota Counties. The PD&E study addresses Section 4(f) impacts to Nathan Benderson Park, a large regional recreation, and rowing facility adjacent to Cattlemen Road within the project limits. Concept development and design efforts require extensive coordination with FDOT District One to ensure the proposed overpass can accommodate the ultimate 20-lane I-75 typical section. The environmental analysis includes Florida Bonneted Bat and other species specific surveys needed for approval and permitting.

KCA led the extensive public involvement efforts. Our virtual workshop was an effective format to inform the public and obtain their ideas. We are proud of the positive feedback we received from our client. As a result of public comments, the KCA team is reviewing potential bicycle and pedestrian accommodations at one of the project intersections. The KCA PM presented findings from the workshop at the February 2021 Sarasota Board of County Commissioners (BOCC) meeting, along with recommendations regarding a preferred alternative.

SR 429 WIDENING FROM STONEYBROOK WEST PARKWAY (SOUTH) TO FLORIDA'S TURNPIKE, CFX, ORANGE COUNTY, FL

SR 429 Widening: under construction

CFX selected KCA to perform design services for the widening of SR 429 (Stoneybrook West to Florida's Turnpike). This project is the southern component of an overall plan to widen SR 429 in three segments from Stoneybrook West Parkway (South) to SR 414. Three (3) bridge locations (a total of 6 bridges widenings) were designed. This project will This project will provide additional capacity and increase the level of service (LOS) by adding an additional through lane with inside widening and constructing full-depth inside shoulders to serve as part-time shoulder use (PTSU) lanes now or in the future. All mainline bridges (Stoneybrook West Parkway [South], CR 535, and Stoneybrook West Parkway [North]) will also be widened to accommodate the appropriate shoulder widths, additional general use lane, and ramp modifications. Ramp improvements will also be made at SR 429 SB to Turnpike. Additional improvements include milling and resurfacing the existing lanes, surveying, drainage evaluation and design, permitting, lighting, signing and pavement markings, signalization, ITS (fiber optic network), maintenance of traffic, utility design and coordination, and geotechnical analysis.

SR 56 EXTENSION FROM MEADOW POINTE BOULEVARD TO US 301 DESIGN-BUILD, FDOT DISTRICT SEVEN, PASCO COUNTY, FL

Cone & Graham Inc. (C&G) in association with KCA, provided all aspects of the creation of the SR 56 Extension from Meadow Pointe Boulevard to US 301 in Pasco County (including providing the right-of-way, PD&E re-evaluation, permitting, utility coordination and relocation, design, drainage, and construction). KCA designed the four-lane divided typical section compatible with the ultimate six-lane section and centered in a 250-foot right-of-way corridor. All ponds were designed and constructed to accommodate the ultimate six-lane typical section with frontage roads. New, single span bridges with barrier protected sidewalks were designed to cross New River. The project also included three new signalized intersections at Meadow Pointe Boulevard, Morris Bridge Road, and US 301.

SR 56: after construction

BIMINI DRIVE BRIDGE REPLACEMENT | HARBOUR DRIVE BRIDGE REPLACEMENT, MONROE COUNTY, FL

KCA is providing structures, drainage, and roadway design; environmental assessment and permitting; utility coordination; and public involvement services for the Bimini Drive Bridge (No. 904603) Replacement and Harbour Drive Bridge (No. 904604) Replacement projects. These bridges are two of four historic Duck Key bridges, requiring evaluation under NHPA. KCA led the Section 106 (NHPA) process to a successful conclusion, obtaining a MOA for all four historic bridges. Tasks include assessment of wetland, seagrass, coral, and protected species impacts resulting from the proposed structure replacement as well as coordination with federal and state resource and regulatory agencies. Additional tasks include obtaining USACE 404 dredge and fill permit, USCG Bridge Permit, FDEP NPDES permit, and SFWMD ERP.

These bridges provide the only access to the Island of Duck Key. As a result, the bridge replacements included a phased construction sequence to maintain resident access and utility operation throughout all phases of construction. Innovative solutions were implemented to minimize noise and vibrations in this residential neighborhood.

Bimini Drive Bridge: under construction

Project Manager

KCA's team is being led by **David Thompson, PE,** whose strong relationship with Pinellas County having managed several of Pinellas County's bridge projects including the Madonna Boulevard Bridge Replacement and Old Coachman Road over Alligator Creek Bridge Replacement, will prove invaluable experience leading this project.

Mr. Thompson's expertise translates into projects that are safe for all users, easily constructed, and durable, resulting in cost savings for the County.

An unparalleled staff will assist Mr. Thompson as illustrated throughout this proposal.

DAVID THOMPSON, PE
Project Manager

Mr. Thompson has a thorough understanding of the County's processes and preferences and will apply them to this East Lake Road Bridges project. A resident of the County himself, Mr. Thompson is well aware of the challenges the County faces and this insight along with his experience serving the County as a project manager will greatly assist KCA to evaluate a project that considers the area's rapid growth, multi-modal accommodations, stakeholder input, the County's vision, residential and commercial development, utilities, and the safety of all users. He will oversee the project's design efforts, subconsultant scopes and assignments, project schedule, and project budget, and he will be the primary point of contact for Pinellas County.

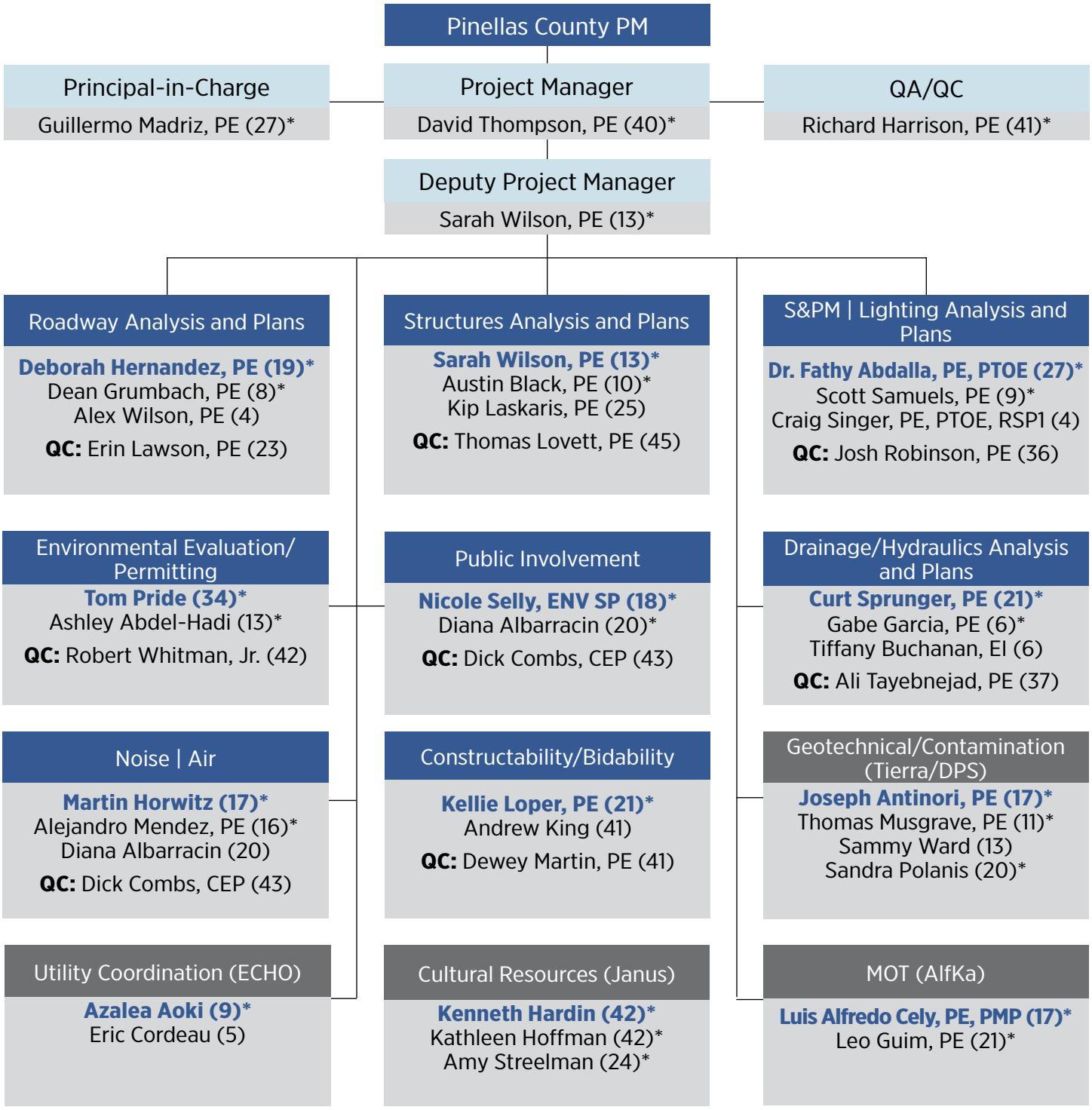
Mr. Thompson has 40 years of experience in engineering and construction, including analysis and design of bridges and other structures. He has performed engineering studies and designed repairs for aging bridge structures throughout the state, including more than 20 years of managing FDOT D/W bridge contracts. He has designed new superstructure and substructure components for major FDOT bridges, supervised bridge load ratings, and been responsible engineer for FDOT bridge inspections. Serving as project manager/project design engineer, his responsibilities have also included development and supervision of plans and specifications for a variety of projects including CP, concrete restoration, scour remediation, emergency response, and bridge element replacement and strengthening.

Key Personnel

During the last nearly five decades, KCA has established and maintained a strong working partnership with Pinellas County through successful project delivery and collaboration with County staff. Our commitment continues to be providing you high-quality services.

KCA will serve as the prime consultant for structural analysis and plans, roadway engineering analysis and design, traffic analysis/engineering, signalization, lighting, sociocultural effects, public involvement, and natural resources analysis. Mr. Thompson's work is supported by a team of experts at KCA, who have been assisting Pinellas County for the past 35 years in safety and transportation improvements. The knowledge and expertise of our staff provides the large firm ability to allocate resources to complete larger projects, while providing a high level of service and attention to our clients, which is associated with the benefits of smaller-sized firms. Our many years of service with municipal government agencies (including Pinellas County) has provided us insight in better understanding budgetary and R/W constraints commonly faced; therefore, we will find opportunities to creatively engineer cost-effective construction solutions.

Standard Form 330 resumes detailing names, titles, qualifications, relevant experience, certifications, and licensing are included in Tab 1. Our organizational chart is shown on the following page, and brief bios highlighting our capable key personnel proposed for this project are included after our organizational chart.



SUBCONSULTANTS (■Florida MBE | ●Pinellas County SBE)

- Alfka, LLC (Alfka)■●
- Diversified Professional Services, Inc. (DPS)■●
- ECHO UES, Inc. (ECHO)■
- Janus Research, Inc. (Janus)
- Tierra, Inc. (Tierra)■

(xx) years of experience
Denotes EOR/discipline lead
*Key personnel resumes included in Part E of Standard Form 330

SARAH WILSON, PE | Deputy PM; Structural Analysis and Plans EOR

Ms. Wilson will be our deputy PM. She has 13 years of engineering experience. Her experience at KCA includes all aspects of bridge design as well as design of miscellaneous structures including walls, mast arms, and sign structures. She also has experience with analysis of LFR and LRFR for a variety of bridge types. She is knowledgeable in the use of engineering software including MicroStation, GeoPak, AutoCAD, STAAD, RC-Pier, FB-Multi Pier, and PS-Beam. **Ms. Wilson has served as a Structures Engineer for FDOT District One's Fort Fraser Trail Extension from SR 540 (Winter Lake Road) to Combee Road PD&E Study; Hillsborough County's 19th Avenue and Maydell Drive Bridge Replacement PD&E/Design projects; and a 36-mile segment of Florida's Turnpike from four lanes to eight lanes from Indiantown Road to SR 70, SEIR.**

AUSTIN BLACK, PE | Structures Design Lead

Mr. Black has ten years of experience in structural design and rehabilitation, including concrete and steel bridge design, ancillary structure design, and structural inspection. He has performed numerous bridge load rating analyses utilizing Load Factor Rating (LFR), Allowable Stress Rating (ASR), and Load and Resistance Factor Rating (LRFR) methodologies on bridges throughout Florida. He has served as a Structures Engineer on bridge replacement projects of various material types, including timber, prestressed and reinforced concrete, steel, and composites. He has knowledge in the use of engineering software including MicroStation, GeoPak, RC-Pier, PS-Beam, ETCulvert, Conspan, and MDX. Mr. Black also has experience and certifications in many areas of construction including drilled shafts, paving, earthwork, Advanced MOT, pouring/testing concrete, and pre-fabricated bridge element systems. **Mr. Black served as Structures Engineer for the City of St. Petersburg's Tanglewood/Bayou Grande Bridge Replacement and Monroe County's Bimini Drive and Harbour Drive Bridge Replacements.**

DEBORAH HERNANDEZ, PE | Roadway Analysis and Plans EOR

Ms. Hernández has 19 years of experience in transportation project management and roadway design, including design and coordination of projects for state clients and local governments. Her diverse experience includes roadway projects ranging from rural streets to high speed limited-access facilities. Her design background includes all geometric aspects of interstate highways, highway widening, intersections, MOT, S&PM, cost estimating, as well as design report preparations, including design variations and exceptions, Pavement design Package, RRR Reports, Typical Section package, and Design Documentation. Her valuable design, production, and management background as a former FDOT Roadway Designer will provide a quality product to Pinellas County. **She served as Roadway EOR for several bridge replacement projects including Monroe County's Bimini Drive, Harbour Drive, and Sugarloaf Bridges and Lee County's Big Carlos Pass.**

FATHY ABDALLA, PH.D., PE, PTOE | Traffic Analysis/Engineering; Signals EOR

Dr. Abdalla has 27 years of diversified experience in the transportation industry and serves as KCA's Traffic Engineering and Planning Department Manager. His experience includes traffic impact studies, traffic circulation studies, traffic simulation and modeling, intersection/interchange analysis, corridor analysis, traffic safety, S&PM design and plans preparation, and signalization design. He has prepared numerous transportation/traffic studies for FDOT and other local authorities. His roadway experience includes roadway plan and profile design, typical section design, pavement design, and preparing exceptions/variations. Dr. Abdalla has served as Traffic Engineer for different city/county/FDOT roadway design projects in Florida, including urban roadways, multi-use trails, new construction, widening, and resurfacing projects. Dr. Abdalla has over a dozen professional publications in transportation simulation and modeling and transportation safety in different transportation journals and conferences nationwide. **He served as the Lead Traffic Engineer for all of KCA's PD&E studies and SWAT projects including 19th Avenue, Progress Boulevard, Maydell Drive Bridge Replacement, Gandy Boulevard, SR 70 SWAT, two segments of SR 70 in Highlands County, and Lakewood Ranch I-75 Overpass.**

TOM PRIDE | Environmental Evaluation/Permitting

He has 34 years of experience, including the biological aspects of the National Environmental Policy Act (NEPA), listed species, wetlands, and environmental permitting. His expertise includes ecological assessments, habitat and listed species impact analyses, development of listed species conservation measures, coastal and freshwater wetland impact analyses, and wetland mitigation design. He is proficient with federal, state, and local environmental agency criteria and permitting procedures and has performed numerous NEPA/PD&E studies and environmental permitting for a wide variety of projects. **He is currently serving as the Environmental/Permitting Lead for Pinellas County's Dunedin Causeway and Beckett Bridge Replacement projects.**

NICOLE SELLY, ENV SP | Public Involvement

Ms. Selly has 18 years of experience in NEPA subject matter, including almost five years in FDOT District Seven PD&E Section. During her time at FDOT, she had served as the District Specialist on listed species, wetlands, and habitat, Efficient Transportation Decision Making (ETDM) Coordinator, Cultural Resources Coordinator, and Contamination Specialist. She has been involved in development, coordination, and review of many NEPA documents, including Type 1 Categorical Exclusions (CEs), Type 2 CEs, State Environmental Impact Reports (SEIRs), and Environmental Assessment/Finding on No Significant Impacts. Project management included coordination with local governments and PD&E document review. Prior to work with FDOT, she had experience in biological research and monitoring, petroleum clean-up site management, and floodplain hazard management. Additionally, Ms. Selly has nine years of public involvement experience. She has served as a senior community outreach specialist providing public involvement support associated with the coordination of public hearings and public meetings. **Ms. Selly has served as a LAP PD&E PM for FDOT District Seven and coordinated with metropolitan planning organizations (MPOs) for ETDM and planning consistency. She is also currently working on PD&E studies for Hillsborough County (19th Avenue), Sarasota County (North Sarasota Multi-Modal Connector/I-75 Overpass Lakewood Ranch), and Pasco County (Tower Road). In addition, she recently led KCA's Madonna Boulevard Bridge Replacement public meeting efforts.**

CURT SPRUNGER, PE | Drainage/Hydraulics Analysis EOR

Mr. Sprunger has 21 years of experience in stormwater design, serves as KCA's Drainage Department Manager, and will be the Drainage Design Task Leader for this contract. He is experienced in designing and permitting public facilities and private sites including water, sanitary sewer, paving, drainage, and grading, and is also experienced in providing CADD support for roadway and drainage projects. His drainage experience consists of pond siting analysis, stormwater management facilities design, and floodplain compensation sites. Mr. Sprunger has coordinated extensively with various Florida water management districts and environmental regulatory agencies to obtain construction permits. **Mr. Sprunger will serve as Drainage EOR for this project. He has served as Drainage EOR for KCA's Madonna Boulevard Bridge Replacement.**

MARTIN HORWITZ | Noise/Air

As a scientist for 17 years, Mr. Horwitz has extensive experience in managing and conducting public and private-sector projects. He has experience with state-funded PD&E studies and NEPA documentation including SEIRs, Type 2 CEs, public involvement, Wetland Evaluation Reports, Endangered Species Biological Assessments, Natural Resource Evaluations, Cultural Resource Assessment Surveys (CRAS), Noise Study Reports, etc. His experience also includes wetland delineation, protected species surveys, and environmental permitting. Mr. Horwitz has managed projects for private development, FDOT, and Florida's Turnpike Enterprise (FTE), which included participating in numerous studies that required the development and evaluation of project alternatives along with public involvement. **Mr. Horwitz has served as PM or Senior Environmental Scientist for several PD&E and SWAT projects including McIntosh Road, SR 70 in Highlands County, SR 70 SWAT, Big Carlos Pass, and Fort Fraser Trail.**

LUIS ALFREDO CELY, PE, PMP (ALFKA) | Maintenance of Traffic

Mr. Cely's work is characterized for improving transportation safety and equity. For the past 17 years he has worked in the development of transportation facilities within Florida. Mr. Cely assists public agencies in making the best use of funds through the use of context sensitive and community focused designs. **Prior to branching out on his own, Mr. Cely worked in KCA's Roadway Department for five years.**

AZALEA AOKI, PE (ECHO) | Utility Coordination

Ms. Aoki has 9 years of experience in performing various utility engineering services for projects throughout Florida. She is a former state employee of the Florida Department of Transportation and a graduate of the FDOT Right-of-Way Trainee program. Ms. Aoki's institutional knowledge and industry experience provides the ECHO team with a diverse level of expertise in a variety of disciplines for transportation infrastructure and project coordination in both the public and private sectors. Her background and experience provide an excellent foundation for her current role as a Utility Coordinator that includes managing projects from the early stages of design through utility certification.

KENNETH HARDIN (JANUS) | Cultural Resources

Mr. Hardin, the President and CEO of Janus Research, has more than 42 years of experience, Mr. Hardin has played a key role in the development of statewide policies, procedures, and preservation law, having assisted the Florida Department of Transportation with their Cultural Resource Management Handbook, updates of the PD& E Manual, Section 106 and 4(f) training, and the implementation of ETDM, sociocultural effects analysis, and Native American coordination. He is a leading authority in Section 106, NEPA cultural resource compliance, and Section 4(f) for transportation projects. He has an in-depth understanding of the challenges posed by federal laws, regulations, and guidelines and knows how to successfully negotiate the complex process of State Historic Preservation Office (SHPO) and regulatory approval. He excels at developing creative mitigation strategies with little or no impact to construction schedules and has long-standing relationships with the Florida State Historic Preservation Officer, the US Army Corps of Engineers, the Florida Department of Environmental Protection, the Coast Guard, Federal Highway Administration, Federal Transit Administration, Federal Rail Administration, the Advisory Council for Historic Preservation, and the National Park Service as well as preservation officers of local government in east and south Florida. Mr. Hardin is a court certified expert witness in the field of archaeology and cultural resource management.

JOSEPH ANTINORI, PE (TIERRA) | Geotechnical and Contamination

Mr. Antinori has worked in the field of Geotechnical Engineering for over seventeen years. As an employee of Tierra, Mr. Antinori has completed roadway and bridge projects for the FDOT. In addition, he has completed projects for private clients, which included residential, commercial and industrial site feasibility studies. His experience includes soil improvements, shallow and deep foundation analyses, retaining wall and soil anchor system design, settlement and slope stability analyses, and pavement evaluation. **Mr. Antinori has had a key role in the Old Coachman Road and Madonna Boulevard Bridge Replacement projects with KCA.**

SANDRA POLANIS (DPS) | Geotechnical and Contamination Support

Ms. Polanis has experience in business management, construction management and environmental construction and consulting services and is responsible for daily operations and project management of DPS Corp. She is capable of completing Environmental and Geotechnical drilling support services, Level I contamination screening evaluations, Stormwater System inspections and associated corrective action, construction management and contract management for both the private and public sectors. She has successfully managed contracts involving large land parcels and several mile corridor evaluations. She has a working knowledge of property management and land acquisition processes. Ms. Polanis evaluates and provides quality assurance review for standard operating procedures used at DPS. As the President of DPS, she is responsible for the planning, oversight and technical review of all assessment and construction projects, as well as the employment mentoring of staff professionals.

Subconsultants

To fully provide all services required for this project, our team is further strengthened by the following subconsultants:

- **AlfKa [SBE/MBE]** – Maintenance of Traffic
- **DPS [SBE/MBE]** – geotechnical
- **ECHO [MBE]** – utility coordination
- **Janus [FL SBE]** – cultural resources
- **Tierra [MBE]** – geotechnical/contamination

KCA has an excellent working relationship with each subconsultant on our proposed project team and has worked with each team member in a variety of capacities and on numerous projects. These relationships have been established over many years and continue today.

AlfKa

AlfKa has been serving Pinellas County with the transportation, drainage, and traffic engineering of the resurfacing of County roadways as part of the Municipal Services Transportation Unit projects since 2022. Working with the County, AlfKa has developed a standard resurfacing and rehabilitation scheme that upgrades streets to current County Standards while at the same time reducing nuisance ponding for the Mean-Annual Storm events. Part of the firm's MSTU projects' work includes the coordination with different UAOs to ensure reconstruction work has little to no impact to existing utilities, and if there is any impact that proper utility relocation work schedules are developed.

DPS

DPS is a State and County-certified W/MBE and SBE that provides a wide variety of drilling, construction, and environmental support services. DPS's primary services are environmental construction-related but also include geotechnical field support. These geotechnical field services include boring stake out, soil borings and descriptive sample logging, drilling and drilling assistance, test pits, and land clearing for exploratory drilling operations. DPS's environmental construction-related services include heavy earthwork associated with landfills, source removals, and industrial capping and closure projects. DPS also provides field sampling, assistance with transportation and disposal for non-hazardous waste, remedial system installation, fuel storage tank systems, demolition, and general construction. DPS has experience and are licensed to provide engineering, certified general contracting, pollutant storage contracting, asbestos consulting, asbestos abatement, and FDEP Erosion Control Inspections. DPS performed field work on the County's Madonna Boulevard Bridge Replacement project.

ECHO

ECHO was founded by a group of partners with civil engineering, surveying, construction, and utility/GIS backgrounds, who believe in providing high quality and reliable utility and survey data to design better, build faster, and safely enhance engineering, design, construction and maintenance of infrastructure. ECHO has provided its services for over 7 years and currently has three offices in the state of Florida located in Tampa, Orlando, and Gainesville. ECHO currently employs one hundred-thirteen (113) full-time employees and has thirty-three (33) field crews that will provide services for this project.

ECHO was founded in 2017 to provide Subsurface Utility Engineering and Survey & Mapping professional services throughout Florida for a variety of projects, assisting Owners, Engineers and Constructors improve their performance throughout the entire project cycle, from design to construction and maintenance of infrastructure. In 2021, ECHO also began offering Utility Coordination Services to firms throughout the state to fully round out our service offerings.

Services provided include the study, analysis and depiction of existing underground utilities potentially impacted by a project, in addition to the collection of accurate topographical and specific purpose surveys to represent the above ground site conditions.

Field work is performed with the use of highly specialized technology and equipment, to include surface geophysical equipment, pipe and cable locators, ground penetrating radar, vacuum excavation units, total stations, GPS and laser scanners. The field data once collected is reviewed and processed, and our final deliverables consist of 3D digital representations of the site conditions above and below ground.

ECHO works on many different types of projects, including airports, seaports railroad upgrades, roadway design, reconstruction, widening and safety improvements, utility design, construction and maintenance, industrial and chemical plant upgrades, and safety improvements; in general, ECHO's services are requested anywhere there is the need for obtaining above and below ground accurate information for infrastructure improvements. **ECHO performed field work on the County's Madonna Boulevard Bridge Replacement project. ECHO has worked in Pinellas County for many years and recent projects include:**

- Pinellas Park Middle Campus Wide Renovations
- Pinellas Force Main Assessment – Multiple Phases

- AdventHealth - North Pinellas
- Clearwater Task 9 - Pinellas County
- Clearwater Task 12 – Pinellas County Watermain Replacement / Improvements
- Pinellas County Gulf Beach Water Booster Station Improvements
- Pinellas Trail South Gap from 142nd Ave N to Haines Bayshore Rd
- Belcher Road/71st Street (38th Ave N. to 54th Ave N.) Pinellas County
- Pinellas County South Cross Bayou AWRF Pump Station Improvements
- Cherokee Drive Drainage Improvements
- Pinellas County MHC SUE Services
- Park Blvd at 131st St Signal Improvements

Janus

Janus is the Cultural Resources Management (CRM) firm that consistently provides Pinellas County with high-quality cultural resource management services. We have a solid understanding of the challenges posed by federal laws, regulations, and guidelines, and know how to negotiate the complex process of State Historic Preservation Office (SHPO) and regulatory approval. We excel at developing creative mitigation strategies with little or no impact to construction schedules. We have long-standing relationships with the staff of the Florida Division of Historical Resources' Compliance and Review Section, Federal Highway Administration, the State Archaeologist, the SHPO, the Miccosukee Section 106 Representative, and the Seminole Tribal Historic Preservation Officer. During our over 42 years in business, we have grown into the most trusted Florida-based, full service Cultural Resource Management consulting firm known for our leadership and professional innovation.

Janus offers tested experts with a solid understanding of the challenges associated with a changing environment of reduced budgets, delegation of responsibilities, and streamlined project development. Our ability to identify, assess, and solve potential issues during the early phases of a project is born from our proven record of solving issues unique to Florida and our hands-on experience guiding you through the permitting and regulatory environment. Our approach stresses early and sustained coordination with a goal of developing consensus to keep the project on schedule. Our strategy combines flexibility, experience, and resourcefulness, to each assigned task tailored to your specific requirements and circumstances. Our technical approach will comply with NEPA, Section 106, Chapter 267, F.S., as applicable, FDOT CRM Handbook, Chapter 12 of the PD&E Manual, the FDHR Operations and Standards Manual, and Chapter 1A-46. As appropriate, we will also coordinate with the staff of local preservation agencies as well as the State Environmental Management Office regarding technical matters. We know that federal and state guidelines change, and our close interaction with the State Environmental Management Office, the Federal Highway Administration, and the State Historic Preservation Office and Division of Historical Resources help us focus our efforts in order to obtain agency approval in a timely and cost-effective manner.

Tierra

Tierra is a full-service consulting geotechnical, environmental (contamination including asbestos surveys), and construction materials testing engineering firm with 32 years of experience serving governmental agencies. Tierra began operations in Florida in May 1992 and has offices in Tampa, Winter Garden, and Pensacola. Tierra has served as a geotechnical and environmental engineering consultant to a large variety of public and private clients including architects, engineers, contractors, developers, utilities, institutions, schools, military, municipalities, and private enterprise covering commercial and residential entities. Tierra's collective project experience is broad based covering port and airport construction, pavement design of municipal airports, buildings, highways, bridges, communication towers, dams and levees, sinkhole remediation, ground improvement projects, water supply projects, landfills, slope stability analyses, and distressed structure/foundation studies. Tierra is a State of Florida-certified MBE. The firm's relevant local experience includes:

- Madonna Blvd Bridge Replacement Project, Pinellas County
- Becket Bridge Replacement, Pinellas County
- Oakwood Drive Bridge over Stephanie's Channel Bridge Replacement
- Old Coachman Road over Alligator Creek Bridge Replacement
- Beckett Bridge from Chesapeake Drive to Forest Avenue PD&E
- Pinellas Trail/34th Street Pedestrian Bridge
- Park Street Bridge Replacement
- Dunedin Causeway Bridges from Honeymoon Island State Park