

Solicitation No.:
25-0196-RFP-CCNA

MCMULLEN BOOTH ROAD BRIDGE NORTH BOUND OFF-RAMP OVER LAKE TARPON OUTFALL CANAL

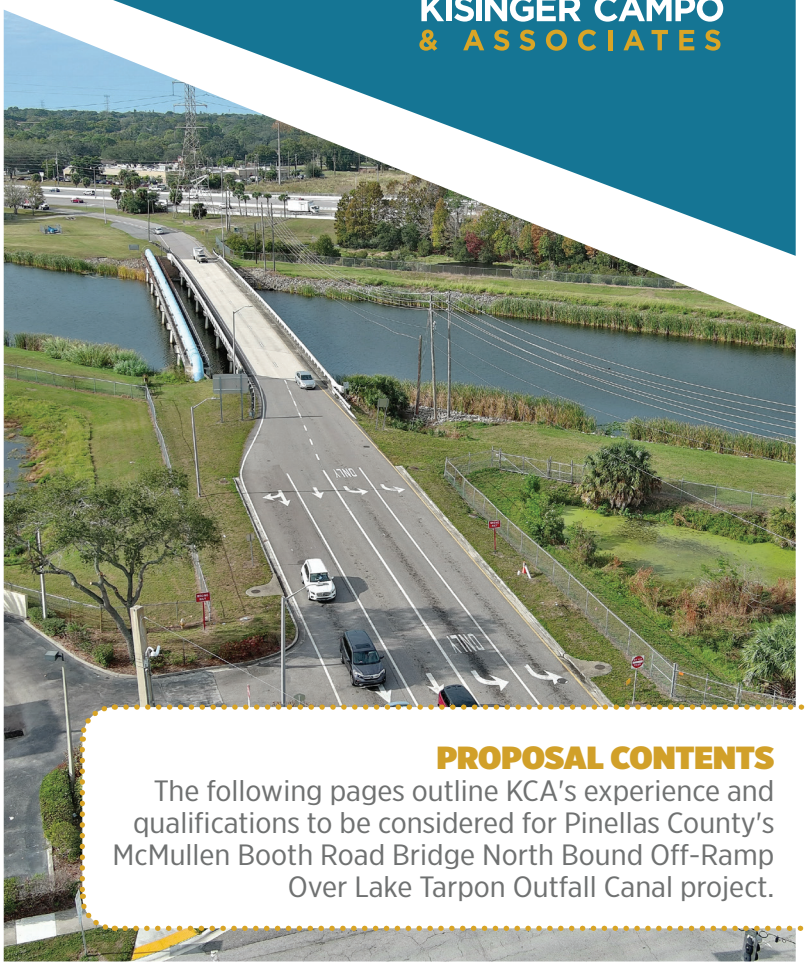
CONTACT INFORMATION:
Kisinger Campo & Associates, Corp.

Erin Lawson, PE, Project Manager
Local Office: 201 North Franklin Street,
Suite 900, Tampa, FL 33602
o. 813.871.5331| f. 813.871.5135
ELawson@kcaeng.com

www.kisingercampo.com

FEBRUARY 27, 2025

KCA
KISINGER CAMPO
& ASSOCIATES



PROPOSAL CONTENTS

The following pages outline KCA's experience and qualifications to be considered for Pinellas County's McMullen Booth Road Bridge North Bound Off-Ramp Over Lake Tarpon Outfall Canal project.

KCA | KISINGER CAMPO & ASSOCIATES

Kisinger Campo & Associates, Corp. (KCA)
201 North Franklin Street, Suite 900
Tampa, FL 33602

Erin Lawson, PE
Dedicated Project Manager
ELawson@kaeng.com
O: 813.871.5331



February 27, 2025

Pinellas County Board of County Commissioners (BOCC)
400 S. Ft. Harrison Avenue, Clearwater, FL 33756
Annex Building – 6th Floor
Attn: Alex Meloy, CPPB, NIGP-CPP , Lead Procurement Analyst

Re: McMullen Booth Road Bridge North Bound Off-Ramp Over Lake Tarpon Outfall Canal | Professional Engineering Services | Solicitation No.: 25-0196-RFP-CCNA

Kisinger Campo & Associates, Corp. (KCA), your local, full-service engineering firm, understands the importance of selecting the most qualified engineering firm for the replacement of the McMullen Booth Road (CR 611) NB Off-Ramp bridge over Lake Tarpon Outfall Canal. Our firm is well-positioned to deliver this critical infrastructure project efficiently and effectively, ensuring compliance with all Pinellas County and Florida Department of Transportation (FDOT) standards.

The KCA team, led by **Erin Lawson, PE**, is committed to delivering this project efficiently, maintaining regular communication with the County, and providing ongoing support through design, construction, and stakeholder coordination.

With our extensive experience in bridge design and transportation infrastructure projects, we are confident in our ability to deliver construction plans for a replacement structure that enhances safety, durability, and accessibility. Our team of professional engineers has successfully completed similar projects, demonstrating our technical expertise and commitment to delivering high-quality solutions. We understand the importance of meeting schedule and budget constraints and have the necessary resources to ensure design completion of this project in order for construction to be complete by January 2030.

OUR FIRM BRINGS:

- An experienced Project Manager (PM) with knowledge of Pinellas County preferences.
- A team of skilled professionals with deep expertise in structural, roadway, and drainage engineering.
- A proven track record of delivering infrastructure projects of similar scope and complexity for the County and other local municipalities.
- A robust project management framework to ensure on-time delivery and adherence to budgetary constraints.
- Project and corridor familiarity having performed the Phase I and Phase II Bridge Replacement Study and Report, design of Pinellas Trail North Gap Bridge over Lake Tarpon Outfall Canal (in construction), and selected designer for the County's East Lake Road over Brooker Creek Bridge Widenings (begin design this year).
- A strategic approach to coordination with the adjacent projects, including the East Lake Road Corridor Project Development & Environment (PD&E) Study.

We are eager to collaborate with Pinellas County and continue a long history of delivering successful projects for Pinellas County. Our team, led by Ms. Lawson will provide a sustainable and long-lasting bridge solution that meets current and future transportation and multi-modal demands. Our firm is prepared to commence work immediately upon contract award and looks forward to the opportunity to contribute to the success of this vital project.

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, Ms. Lawson, at 813.871.5331 or elawson@kcaeng.com. Thank you for your consideration.

Sincerely,
Kisinger Campo & Associates, Corp.

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

WHY KCA TEAM

The KCA team is a local team composed of the high-quality professionals who live in the area, use this corridor, and are intimately familiar with the work being conducted adjacently. Some highlights that set us apart include:

- **Experienced PM and Deputy PM**
- Thorough understanding of Pinellas County's and general public's requirements for this contract
- Experienced technical personnel in all disciplines, with proven track records
- **Strong internal Quality Assurance/Quality Control (QA/QC) process**
- Necessary resources, including equipment, facilities, and the support of KCA corporate officers
- **Committed to the success of the project**

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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 FIRMS

Prime

KISINGER CAMPO & ASSOCIATES

KCA

- 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 involvement
- Post design

Subconsultants

CUMBEY & FAIR, INC.

Cumbey & Fair, Inc. (C&F)

- Subsurface Utility Engineering (SUE)

DPS CORP ENVIRONMENTAL CONTRACTORS

Diversified Professional Services, Corp. (DPS)

- Geotechnical/Contamination

IAA INDEPENDENCE ACQUISITION & APPRAISAL LLC

Independence Acquisition & Appraisal, LLC (IAA)

- Right-of-Way (R/W) Acquisition

JANUS RESEARCH

Janus Research, Inc. (Janus)

- Cultural resources

TIERRA GEOTECHNICAL • MATERIALS CONTAMINATION • ENGINEERING

Tierra, Inc. (Tierra)

- Geotechnical/Contamination

01. 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

KCA KISINGER CAMPO & ASSOCIATES

A. Contract Information

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

McMullen Booth Road Bridge North Bound Off-Ramp Over Lake Tarpon Outfall Canal, Pinellas County

2. PUBLIC NOTICE DATE	3. SOLICITATION OR PROJECT NUMBER
January 27,2025	25-0196-RFP-CCNA

B. Architect-Engineer Point of Contact

4. NAME AND TITLE

Erin Lawson, PE, Project Manager

5. NAME OF FIRM

Kisinger Campo & Associates, Corp. (KCA)

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

C. Proposed Team

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

	PRIME	J-V PARTNER	SUBCONTRACTOR	9. FIRM NAME	10. ADDRESS	11. ROLE IN THIS CONTRACT
a.				Kisinger Campo & Associates, Corp. (KCA) CHECK IF BRANCH OFFICE	201 N. Franklin Street, Suite 900 Tampa, FL 33602	Project Management; QA/QC; Roadway Design; Stormwater Design; Structures Design; Traffic Analysis and Engineering; ITS; Environmental/Permitting; Public Involvement
b.				KCA CHECK IF BRANCH OFFICE	111 N. Magnolia Avenue, Suite 1050 Orlando, FL 32801	Traffic Analysis and Engineering; ITS
c.				Cumbey & Fair, Inc. (C&F) [SBE] CHECK IF BRANCH OFFICE	2463 Enterprise Road,Clearwater, FL 33763	SUE
d.				Diversified Professional Service, Corp. (DPS) CHECK IF BRANCH OFFICE	27915 Johnston Road, Dade City, FL 33523	Geotechnical/Contamination
e.				Independence Acquisition & Appraisal, LLC (IAA) CHECK IF BRANCH OFFICE	11030 US Highway 301, Thonotosassa, FL 33592	Right-of-Way Acquisition
f.				Janus Research, Inc. (Janus) CHECK IF BRANCH OFFICE	1107 N Ward Street, Tampa, FL 33607	Cultural Resources
g.				Tierra, Inc. (Tierra) CHECK IF BRANCH OFFICE	7351 Temple Terrace Highway, Tampa, FL 33637	Geotechnical/Contamination
h.				CHECK IF BRANCH OFFICE		
i.				CHECK IF BRANCH OFFICE		
j.				CHECK IF BRANCH OFFICE		

D. Organizational Chart of Proposed Team

(Attached)

Pinellas County PM

PRINCIPAL-IN-CHARGE
Guillermo Madriz, PE (27)*

PROJECT MANAGER
Erin Lawson, PE (24)*

QA/QC
Richard Harrison, PE (42)*

DEPUTY PROJECT MANAGER
Stephanie Boyd, PE (10)*

ROADWAY ANALYSIS AND PLANS
Deborah Hernandez, PE (19)*
Dean Grumbach, PE (9)*
Jessica Alexandre, EI (2)
QC: John Mazeres, PE (38)

STRUCTURES ANALYSIS AND PLANS
Stephanie Boyd, PE (10)*
Austin Black, PE (11)*
Kip Laskaris, PE (26)
QC: Thomas Lovett, PE (46)

S&PM | LIGHTING ANALYSIS AND PLANS
Dr. Fathy Abdalla, PE, PTOE (29)*
Nick Russin, PE, RSP1 (5)*
Craig Singer, PE, PTOE, RSP1 (5)
QC: Josh Robinson, PE (37)

ENVIRONMENTAL EVALUATION/PERMITTING
Tom Pride (35)*
Ashley Gorham (14)*
QC: Robert Whitman, Jr. (43)

PUBLIC INVOLVEMENT
Nicole Selly, ENV SP (19)*
Diana Albarracin (21)*
QC: Dick Combs, CEP (45)

DRAINAGE/HYDRAULICS ANALYSIS AND PLANS
Tara Spieler, PE (29)*
Gabe Garcia, PE (6)*
Tiffany Buchanan, EI (6)
QC: Ali Tayebnejad, PE (38)

CONSTRUCTABILITY/ BIDABILITY
Kellie Loper, PE (22)*
Ken Spillett (38)
QC: Dewey Martin, PE (41)

CULTURAL RESOURCES (JANUS)
Kenneth Hardin (45)*
Kathleen Hoffman (44)*
Amy Streelman (27)*

RIGHT-OF-WAY AQUISITION (IAA)
Kelly Joslin (26)*
Rick Joslin (35)*
Angelia Stevenson (27)*

SUE (C&F)
Pat McCormack, PSM (29)*

GEOTECHNICAL/ CONTAMINATION (TIERRA/DPS)
Joseph Antinori, PE (18)*
Dr. Marc Novak, PE (18)*
Michael Bair, ASP (28)*
Chris Garth, LEP (16)
Sandra Polanis (20)*[DPS]

SUBCONSULTANTS (■Florida MBE | ●Pinellas County SBE)
- ■ Cumbey & Fair, Inc. (C&F)●
- ■ Diversified Professional Services, Inc. (DPS)■●
- ■ Independence Acquisition & Appraisal, LLC (IAA) ■●
- ■ 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.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Erin Lawson, PE	Project Manager	24	16

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
BSCE, Georgia Institute of Technology	Professional Engineer: Florida #70943

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

Ms. Lawson has 24 years of experience in transportation engineering and design for interstate interchanges, local streets and intersections, and bridge rehabilitation projects. Her expertise includes project management, roadway design, maintenance of traffic (MOT), traffic control plans (TCP), post-design, signing and pavement marking (S&PM) plans, Americans with Disabilities Act (ADA) compliance, and approach alternatives services. Ms. Lawson has worked for KCA for over 15 years and also worked for Pinellas County Transportation Engineering Division overseeing their Capital Improvements Program (CIP).

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **62nd Avenue Bridge Rehabilitation, City of St. Petersburg, FL**

(2) YEAR COMPLETED: Professional Services: Ongoing; Construction:

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

Roadway Engineer. This project consists of the replacement of the existing 62nd Avenue S. over Maximo Canal superstructure. Bridge No. 157408 is the only access to the Bayway Isles community in St. Petersburg, Florida. The 40-year-old bridge was originally constructed with hollow core slab units, which have deteriorated at an accelerated rate compared to conventional prestressed beam bridges. As a result, the City of St. Petersburg along with FDOT has selected this bridge to be a part of its Local Agency Program. KCA has performed all structures, roadway, and MOT design for this project. Due to the superstructure replacement over navigable waters and in an environmentally sensitive area, environmental services and permitting efforts were also completed in-house. **Fees:** $494,226

b.

(1) TITLE AND LOCATION *(City and State)*: **Venetian Boulevard Bridge Replacement, City of St. Petersburg, FL**

(2) YEAR COMPLETED: Professional Services: 2024; Construction: Ongoing

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

Roadway Engineer. KCA was selected under the City of St. Petersburg's Continuing Services Contract to design and support the Venetian Blvd. Bridge Replacement Project in Shore Acres. The existing bridge was functionally obsolete and deteriorating, requiring structural design, permitting, roadway and drainage reconstruction, seawall repairs, and utility coordination. KCA also designed a pedestrian and vehicular bypass for construction detours and incorporated public feedback to minimize community impact, including using non-displacement piles to reduce vibrations. The bridge design was completed in 2024, with construction starting in February 2025. KCA continues to provide post-design services.

c.

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

(2) YEAR COMPLETED: Professional Services: ; Construction: N/A

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

Roadway Engineer for Post Design. 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.

d.

(1) TITLE AND LOCATION *(City and State)*: **Westshore Interchange, Phased D/B, FDOT District Seven, Tampa, FL**

(2) YEAR COMPLETED: Professional Services: Ongoing; Construction: N/A

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

Senior Roadway Engineer - Team Lead. This Phased D/B project will include design and construction to enhance the safety and efficiency of Tampa's Westshore Interchange and the I-275 and SR 60 corridors to deliver congestion relief by improving accessibility, mobility, and travel times. It will add capacity and regional connectivity with general-purpose lanes and new express lanes and direct connect ramps; improve local street connectivity and mobility by enhancing the sidewalk and shared use path network; inclusion of aesthetic treatments to mitigate construction and enhance the community; preserve future transit corridor within the I-275 median; and minimize disruption to Project stakeholders and the traveling public. **Contract Value:** $1.5 billion.

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Stephanie Boyd, PE	Deputy Project Manager; Structures Analysis and Plans EOR	10	10

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
BSCE, University of Florida	Professional Engineer: Florida #88614

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

Ms. Boyd has over 10 years of experience in Structural Engineering. She has practical experience in the design and analysis of both concrete and steel bridges, as well as experience in wall design. In addition, she is familiar with the following engineering software: MicroStation, AutoCAD, STAAD, RC-Pier, FB-MultiPier, and PS-Beam. She has been with KCA's Structures department since May 2015.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **Maydell Drive over Palm River Bridge Replacement PD&E/Design, Hillsborough County, FL**

(2) YEAR COMPLETED: Professional Services 2021 | Construction

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

Structures Engineer. This was a highly successful Hillsborough County/FDOT District Seven LAP project. The project included replacement of the existing 616-foot bridge, reconstruction of the approach roadways, drainage improvements, and additional pedestrian connectivity features. The structurally-deficient bridge had been closed to vehicular and pedestrian traffic for several years. The replacement bridge consisted of six 90-foot spans (630-foot total length) with Florida I-36 Beam superstructure founded on prestressed concrete pile bents. Bank and shore rubble riprap was also provided at the sloped abutments for improved scour resistance. 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 the 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 led all aspects of the PD&E study, final design plans, specification and construction phase support for this project. Extensive permitting efforts were also provided for the USCG Bridge Permit, SWFWMD Permit, USACE Permits (including a 408 Permit), and a Tampa Port Authority Sovereign Submerged Lands Easement. Seeking an accelerated design schedule, KCA successfully guided the County through the Statewide Acceleration Transformation (SWAT) process. During construction, KCA led a proactive coordination approach to assist the contractor to complete construction and open the bridge months ahead of schedule. **Fees:** $1.6 m

b.

(1) TITLE AND LOCATION *(City and State)*: **Venetian Boulevard Bridge Replacement, City of St. Petersburg, FL**

(2) YEAR COMPLETED: Professional Services 2024 | Construction Ongoing

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

Structures Engineer. KCA was selected under the City of St. Petersburg's Continuing Services Contract to design and support the Venetian Blvd. Bridge Replacement Project in Shore Acres. The existing bridge was functionally obsolete and deteriorating, requiring structural design, permitting, roadway and drainage reconstruction, seawall repairs, and utility coordination. KCA also designed a pedestrian and vehicular bypass for construction detours and incorporated public feedback to minimize community impact, including using non-displacement piles to reduce vibrations. The bridge design was completed in 2024, with construction starting in February 2025. KCA continues to provide post-design services.

c.

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

(2) YEAR COMPLETED: Professional Services | Construction N/A

(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.

d.

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

(2) YEAR COMPLETED: Professional Services Ongoing | Construction 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 a deck replacement of this very 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.

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Guillermo Madriz, PE	Principal-in-Charge	28	26

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
MSCE, University of Florida BSCE, University of Costa Rica	Professional Engineer: Florida, 57530

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

Mr. Madriz has 28 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)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Venetian Boulevard Bridge Replacement, City of St. Petersburg, FL	2024	Ongoing

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

Structures Oversight. KCA was selected under the City of St. Petersburg's Continuing Services Contract to design and support the Venetian Blvd. Bridge Replacement Project in Shore Acres. The existing bridge was functionally obsolete and deteriorating, requiring structural design, permitting, roadway and drainage reconstruction, seawall repairs, and utility coordination. KCA also designed a pedestrian and vehicular bypass for construction detours and incorporated public feedback to minimize community impact, including using non-displacement piles to reduce vibrations. The bridge design was completed in 2024, with construction starting in February 2025. KCA continues to provide post-design services.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Old Coachman over Alligator Creek - Bridge No. 154252, Pinellas County, FL		N/A

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

Project Manager. 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
Fred Howard Park Bridge Replacements, Pinellas County, FL	2012	N/A

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

Project Manager. KCA prepared final design plans and permitted the replacement of the two deficient structures with new bridges that meet current vehicle and pedestrian design criteria at Fred Howard Park. The bridges, which provide the only access to the causeway on the Gulf of Mexico, were each replaced with a 120-foot long, three-span precast plank bridge with a cast-in-place topping for speed of construction. A combination of underdrains and exfiltration system was used for stormwater treatment. KCA also designed improvements to the adjacent bulkheads and ensured ADA compatibility.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Maydell Drive over Palm River Bridge Replacement PD&E/Design, Hillsborough County, FL	2021	

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

Structures Design Oversight. This was a highly successful Hillsborough County/FDOT District Seven LAP project. The project included replacement of the existing 616-foot bridge, reconstruction of the approach roadways, drainage improvements, and additional pedestrian connectivity features. The structurally-deficient bridge had been closed to vehicular and pedestrian traffic for several years. The replacement bridge consisted of six 90-foot spans (630-foot total length) with Florida I-36 Beam superstructure founded on prestressed concrete pile bents. Bank and shore rubble riprap was also provided at the sloped abutments for improved scour resistance. 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 the 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 led all aspects of the PD&E study, final design plans, specification and construction phase support for this project. Extensive permitting efforts were also provided for the USCG Bridge Permit, SWFWMD Permit, USACE Permits (including a 408 Permit), and a Tampa Port Authority Sovereign Submerged Lands Easement. Seeking an accelerated design schedule, KCA successfully guided the County through the Statewide Acceleration Transformation (SWAT) process. During construction, KCA led a proactive coordination approach to assist the contractor to complete construction and open the bridge months ahead of schedule. **Fees**: $1.6 million

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Richard Harrison, PE	QA/QC	42	36

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
BSCE, University of South Florida AA, Hillsborough Community College	Professional Engineer: Florida #66644; Georgia #32570; North Carolina #043693

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

Mr. Harrison has 42 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)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Venetian Boulevard Bridge Replacement, City of St. Petersburg, FL	2024	Ongoing

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

QA/QC Manager. KCA was selected under the City of St. Petersburg's Continuing Services Contract to design and support the Venetian Blvd. Bridge Replacement Project in Shore Acres. The existing bridge was functionally obsolete and deteriorating, requiring structural design, permitting, roadway and drainage reconstruction, seawall repairs, and utility coordination. KCA also designed a pedestrian and vehicular bypass for construction detours and incorporated public feedback to minimize community impact, including using non-displacement piles to reduce vibrations. The bridge design was completed in 2024, with construction starting in February 2025. KCA continues to provide post-design services

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
SR 56 Extension from Meadow Pointe Boulevard to US 301 Design-Build, FDOT District Seven Pasco County, FL	2020	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 was selected by the Florida Department of Transportation District Seven to provide 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 will design 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 will be designed and constructed to accommodate the ultimate six-lane typical section with frontage roads. The project also includes three new signalized intersections at Meadow Pointe Boulevard, Morris Bridge Road, and US 301.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Studies and Improvements along the CR 611 Corridor, Pinellas County, FL	2016	N/A

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

Roadway Engineer. Under our Pinellas County Miscellaneous Services contract, KCA has performed studies and improvements along the CR 611 corridor in Pinellas County including a PER for CR 611 at CR 752 Corridor Pedestrian Improvements (KCA studied multiple alignment alternatives for connecting the Pinellas Trail across the intersection of CR 611, CR 752, and the Lake Tarpon outfall canal); a PER for McMullen Booth Road (CR 611) NB Off-Ramp over Lake Tarpon Outfall Bridge Replacement; and Ream Wilson/Pinellas Trail Improvements at Old Coachman Road (KCA will provide design and permitting services for a 500-foot, ADA-compliant trail and the replacement of a pedestrian bridge that spans the Alligator Creek).

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Central Polk Parkway from US 17 (SR 35) to SR 60 PD&E Study, FDOT FTE, Polk County, FL		

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

QA/QC. 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.

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Deborah Hernández, PE	Roadway Analysis and Plans EOR	20	12

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
BM.E., Transportation, University of South Florida (USF) M.S., Engineering Management, USF BSCE, Polytechnic University of Puerto Rico	Professional Engineer in Florida #74754

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

Ms. Hernandez is a seasoned Roadway Engineer and Project Manager with 20 years of experience in transportation project management and roadway design. She has successfully led and coordinated projects for FDOT and local government agencies, ensuring innovative, cost-effective, and efficient solutions. Ms. Hernandez's expertise focuses in highway design, safety improvements, and RRR projects. Her technical skills include complex geometric design for interstate highways, roadway widening, intersection improvements, temporary traffic control, signing and pavement marking, cost estimating, and detailed design report preparation. She has also prepared key project documents such as Pavement Design Packages, RRR Reports, Typical Section Packages, and Design Documentation, and is well versed in FDOT design variations, exceptions, and specification package preparation. Ms. Hernandez brings a comprehensive approach to project execution, balancing safety, efficiency, and stakeholder coordination. Since joining KCA in 2013, she has advanced to Deputy Roadway Department Manager, where she continues to drive project success through her leadership and technical expertise.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
SR 56 Extension from Meadow Pointe Boulevard to US 301 Design-Build, FDOT District Seven Pasco County, FL	2020	

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

Senior Roadway Engineer. Cone & Graham Inc. (C&G) in association with KCA was selected by the Florida Department of Transportation District Seven to provide 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 will design 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 will be designed and constructed to accommodate the ultimate six-lane typical section with frontage roads. The project also includes three new signalized intersections at Meadow Pointe Boulevard, Morris Bridge Road, and US 301.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
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

Senior 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 a deck replacement of this very 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.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Bimini Drive Bridge Replacement, Monroe County, FL	2023	N/A

(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 (Bridge No. 904603) Replacement project. The Bimini Drive Bridge is one of four historic Duck Key bridges, requiring evaluation under the National Historic Preservation Act (NHPA).

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Central Polk Parkway from US 17 (SR 35) to SR 60 PD&E Study, 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

Roadway Engineer. 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.

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Dean Grumbach, PE	Roadway Analysis and Plans EOR	9	7

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND 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 nine 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)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Venetian Boulevard Bridge Replacement, City of St. Petersburg, FL	2024	Ongoing

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

Roadway Engineer. KCA was selected under the City of St. Petersburg's Continuing Services Contract to design and support the Venetian Blvd. Bridge Replacement Project in Shore Acres. The existing bridge was functionally obsolete and deteriorating, requiring structural design, permitting, roadway and drainage reconstruction, seawall repairs, and utility coordination. KCA also designed a pedestrian and vehicular bypass for construction detours and incorporated public feedback to minimize community impact, including using non-displacement piles to reduce vibrations. The bridge design was completed in 2024, with construction starting in February 2025. KCA continues to provide post-design services.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
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

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 a deck replacement of this very 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.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Central Polk Parkway from US 17 (SR 35) to SR 60 PD&E Study, 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

Roadway Engineer. 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.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
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	Ongoing	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.

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
Austin Black, PE	Structures Analysis and Plans	11	10.5

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
MECE, Florida State University BSCE, Florida State University	Professional Engineer: Florida #83487

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

Mr. Black has 11 years of engineering experience. His experience at KCA has included being PM on the current 62nd Avenue Bridge project for the City of St. Petersburg, as well as analysis of LFR and LRFR for a variety of types of bridges. He has knowledge in the use of engineering software including MicroStation, GeoPak, RC-Pier, PS-Beam, ETCulvert, Conspan, and MDX.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
62nd Avenue Bridge Rehabilitation, City of St. Petersburg, FL	Ongoing	

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

Project Manager. This project consists of the replacement of the existing 62nd Avenue S. over Maximo Canal superstructure. Bridge No. 157408 is the only access to the Bayway Isles community in St. Petersburg, Florida. The 40-year-old bridge was originally constructed with hollow core slab units, which have deteriorated at an accelerated rate compared to conventional prestressed beam bridges. As a result, the City of St. Petersburg along with FDOT has selected this bridge to be a part of its Local Agency Program. KCA has performed all structures, roadway, and MOT design for this project. Due to the superstructure replacement over navigable waters and in an environmentally sensitive area, environmental services and permitting efforts were also completed in-house. **Fees:** $494,226

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
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 designed a 2.6-mile cycle track to provide regional connectivity throughout Tampa along Cass Street, Nuccio Parkway, and 15th Street linking North Hyde Park from Howard and Armenia Avenues as well as Tampa Heights, Cuscaden Park, and Ybor City to the Hillsborough River. The cycle track begins at Howard Avenue and Cass Street near the Armory/JCC. It then follows Cass Street into Downtown meeting the existing western terminus of the Downtown Phase I East Cass Street and East Tyler Street Two-Way Conversion project. At Nebraska Avenue, the existing eastern terminus of the Downtown Phase I project, the cycle track follows Nuccio Parkway into Ybor City, then traverses 15th Street to Cuscaden Park at 21st Avenue. This project incorporated the City of Tampa's InVision Center City Plan. **Fees:** $611,323

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Venetian Boulevard Bridge Replacement, City of St. Petersburg, FL	2024	Ongoing

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

Structures Engineer. KCA was selected under the City of St. Petersburg's Continuing Services Contract to design and support the Venetian Blvd. Bridge Replacement Project in Shore Acres. The existing bridge was functionally obsolete and deteriorating, requiring structural design, permitting, roadway and drainage reconstruction, seawall repairs, and utility coordination. KCA also designed a pedestrian and vehicular bypass for construction detours and incorporated public feedback to minimize community impact, including using non-displacement piles to reduce vibrations. The bridge design was completed in 2024, with construction starting in February 2025. KCA continues to provide post-design services.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Maydell Drive over Palm River Bridge Replacement PD&E/Design, Hillsborough County, FL	2021	N/A

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

Structures Engineer. This was a highly successful Hillsborough County/FDOT District Seven LAP project. The project included replacement of the existing 616-foot bridge, reconstruction of the approach roadways, drainage improvements, and additional pedestrian connectivity features. The structurally-deficient bridge had been closed to vehicular and pedestrian traffic for several years. The replacement bridge consisted of six 90-foot spans (630-foot total length) with Florida I-36 Beam superstructure founded on prestressed concrete pile bents. Bank and shore rubble riprap was also provided at the sloped abutments for improved scour resistance. 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 the 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 led all aspects of the PD&E study, final design plans, specification and construction phase support for this project. Extensive permitting efforts were also provided for the USCG Bridge Permit, SWFWMD Permit, USACE Permits (including a 408 Permit), and a Tampa Port Authority Sovereign Submerged Lands Easement. Seeking an accelerated design schedule, KCA successfully guided the County through the Statewide Acceleration Transformation (SWAT) process. During construction, KCA led a proactive coordination approach to assist the contractor to complete construction and open the bridge months ahead of schedule. **Fees:** $1.6 million

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Dr. Fathy Abdalla, PE, PTOE	S&PM/Lighting Analysis and Plans EOR	29	21

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
Ph.D., Civil Engineering (Transportation), University of Central Florida MSCE, Cairo University BSCE, Zagazig University	Professional Engineer: Florida #63914, North Carolina #043459, Michigan #6201051908; Texas #148760 Professional Traffic Operations Engineer #1578

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

Dr. Abdalla has 29 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. Roadway experience includes roadway plan and profile design, typical section design, pavement design, and preparing exceptions/Variations. Dr. Abdalla has served as Project Engineer for different City/County/FDOT roadway design projects in Florida, including new construction, widening, and resurfacing projects.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Maydell Drive over Palm River Bridge Replacement PD&E/Design, Hillsborough County, FL	2021	

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

Senior Traffic Engineer. This was a highly successful Hillsborough County/FDOT District Seven LAP project. The project included replacement of the existing 616-foot bridge, reconstruction of the approach roadways, drainage improvements, and additional pedestrian connectivity features. The structurally-deficient bridge had been closed to vehicular and pedestrian traffic for several years. The replacement bridge consisted of six 90-foot spans (630-foot total length) with Florida I-36 Beam superstructure founded on prestressed concrete pile bents. Bank and shore rubble riprap was also provided at the sloped abutments for improved scour resistance. 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 the 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 led all aspects of the PD&E study, final design plans, specification and construction phase support for this project. Extensive permitting efforts were also provided for the USCG Bridge Permit, SWFWMD Permit, USACE Permits (including a 408 Permit), and a Tampa Port Authority Sovereign Submerged Lands Easement. Seeking an accelerated design schedule, KCA successfully guided the County through the Statewide Acceleration Transformation (SWAT) process. During construction, KCA led a proactive coordination approach to assist the contractor to complete construction and open the bridge months ahead of schedule. **Fees:** $1.6 million

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
SR 56 Extension from Meadow Pointe Boulevard to US 301 Design-Build, FDOT District Seven, Pasco County, FL	2020	N/A

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

Lead Traffic Engineer. Cone & Graham Inc. (C&G) in association with KCA was selected by the Florida Department of Transportation District Seven to provide 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 will design 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 will be designed and constructed to accommodate the ultimate six-lane typical section with frontage roads. The project also includes three new signalized intersections at Meadow Pointe Boulevard, Morris Bridge Road, and US 301.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Fred Howard Park Bridge Replacements, Pinellas County, FL	2012	N/A

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

Traffic Engineer. KCA prepared final design plans and permitted the replacement of the two deficient structures with new bridges that meet current vehicle and pedestrian design criteria at Fred Howard Park. The bridges, which provide the only access to the causeway on the Gulf of Mexico, were each replaced with a 120-foot long, three-span precast plank bridge with a cast-in-place topping for speed of construction. A combination of underdrains and exfiltration system was used for stormwater treatment. KCA also designed improvements to the adjacent bulkheads and ensured ADA compatibility.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Central Polk Parkway from US 17 (SR 35) to SR 60 PD&E Study, 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

Traffic Engineer. 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.

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

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 EOR	10	2

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
BSCE, University of South Florida	Professional Engineer: Florida #88738

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

Mr. Samuels has over 10 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)*: **Central Polk Parkway from US 17 (SR 35) to SR 60 PD&E Study, FDOT FTE, Polk County, FL**

(2) YEAR COMPLETED: Professional Services 2022 | Construction 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 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.

b.

(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 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

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 Ongoing | Construction 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 Ongoing | Construction 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.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Nicole Selly, ENV SP	Public Involvement Task Manager	19	6

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Biology University of Texas	Envision Sustainability Professional: #51773

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

Ms. Selly has 19 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)*	(2) YEAR COMPLETED	
	Professional Services	Construction
62nd Avenue Bridge Rehabilitation, City of St. Petersburg, FL	Ongoing	

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

Senior Environmental Specialist. This project consists of the replacement of the existing 62nd Avenue S. over Maximo Canal superstructure. Bridge No. 157408 is the only access to the Bayway Isles community in St. Petersburg, Florida. The 40-year-old bridge was originally constructed with hollow core slab units, which have deteriorated at an accelerated rate compared to conventional prestressed beam bridges. As a result, the City of St. Petersburg along with FDOT has selected this bridge to be a part of its Local Agency Program. KCA has performed all structures, roadway, and MOT design for this project. Due to the superstructure replacement over navigable waters and in an environmentally sensitive area, environmental services and permitting efforts were also completed in-house. **Fees:** $494,226

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Venetian Boulevard Bridge Replacement, City of St. Petersburg, FL	2024	Ongoing

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

Public Involvement. KCA was selected under the City of St. Petersburg's Continuing Services Contract to design and support the Venetian Blvd. Bridge Replacement Project in Shore Acres. The existing bridge was functionally obsolete and deteriorating, requiring structural design, permitting, roadway and drainage reconstruction, seawall repairs, and utility coordination. KCA also designed a pedestrian and vehicular bypass for construction detours and incorporated public feedback to minimize community impact, including using non-displacement piles to reduce vibrations. The bridge design was completed in 2024, with construction starting in February 2025. KCA continues to provide post-design services.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
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

Senior Environmental Scientist/Public Involvement. 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 a deck replacement of this very 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.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Maydell Drive over Palm River Bridge Replacement PD&E/Design, Hillsborough County, FL	2021	N/A

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

Senior Environmental Scientist. This was a highly successful Hillsborough County/FDOT District Seven LAP project. The project included replacement of the existing 616-foot bridge, reconstruction of the approach roadways, drainage improvements, and additional pedestrian connectivity features. The structurally-deficient bridge had been closed to vehicular and pedestrian traffic for several years. The replacement bridge consisted of six 90-foot spans (630-foot total length) with Florida I-36 Beam superstructure founded on prestressed concrete pile bents. Bank and shore rubble riprap was also provided at the sloped abutments for improved scour resistance. 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 the 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 led all aspects of the PD&E study, final design plans, specification and construction phase support for this project. Extensive permitting efforts were also provided for the USCG Bridge Permit, SWFWMD Permit, USACE Permits (including a 408 Permit), and a Tampa Port Authority Sovereign Submerged Lands Easement. Seeking an accelerated design schedule, KCA successfully guided the County through the Statewide Acceleration Transformation (SWAT) process. During construction, KCA led a proactive coordination approach to assist the contractor to complete construction and open the bridge months ahead of schedule. **Fees**: $1.6 million

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Diana Albarracin	Public Involvement	21	5

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND 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 21 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
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
Venetian Boulevard Bridge Replacement, City of St. Petersburg, FL	2024	Ongoing

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

Public Involvement. KCA was selected under the City of St. Petersburg's Continuing Services Contract to design and support the Venetian Blvd. Bridge Replacement Project in Shore Acres. The existing bridge was functionally obsolete and deteriorating, requiring structural design, permitting, roadway and drainage reconstruction, seawall repairs, and utility coordination. KCA also designed a pedestrian and vehicular bypass for construction detours and incorporated public feedback to minimize community impact, including using non-displacement piles to reduce vibrations. The bridge design was completed in 2024, with construction starting in February 2025. KCA continues to provide post-design services.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Central Polk Parkway from US 17 (SR 35) to SR 60 PD&E Study, FDOT FTE, Polk County, FL	2022	N/A

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

PD&E Designer. 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.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
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.

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Tara Spieler, PE	Drainage/Hydraulics Analysis and Plans EOR	29	23

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
MS, Geology, University of South Florida BSCE, University of South Florida BS, Geology, University of South Florida	Professional Engineer in Florida #55333; Georgia #32515; North Carolina # 043494

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

Ms. Spieler has 29 years of extensive experience in stormwater design and permitting. She has an extensive background in geology and civil engineering, with considerable knowledge of both surface and groundwater flow systems. She has performed stormwater design and permitting for various municipalities, private clients and FDOT. Ms. Spieler has completed pond siting reports, bridge hydraulic reports, scour evaluations and designed stormsewer systems and pond sites. Ms. Spieler is familiar with many computer programs for hydrology and hydraulic modeling, including HY-8, AdICPR, HEC-RAS, ASAD, and PONDS. FDEP Stormwater Inspector.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Venetian Boulevard Bridge Replacement, City of St. Petersburg, FL	2024	Ongoing

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

Senior Drainage Engineer. KCA was selected under the City of St. Petersburg's Continuing Services Contract to design and support the Venetian Blvd. Bridge Replacement Project in Shore Acres. The existing bridge was functionally obsolete and deteriorating, requiring structural design, permitting, roadway and drainage reconstruction, seawall repairs, and utility coordination. KCA also designed a pedestrian and vehicular bypass for construction detours and incorporated public feedback to minimize community impact, including using non-displacement piles to reduce vibrations. The bridge design was completed in 2024, with construction starting in February 2025. KCA continues to provide post-design services.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
SR 56 Extension from Meadow Pointe Boulevard to US 301 Design-Build, FDOT District Seven Pasco County, FL	2020	N/A

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

Stormwater Engineer. Cone & Graham Inc. (C&G) in association with KCA was selected by the Florida Department of Transportation District Seven to provide 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 will design 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 will be designed and constructed to accommodate the ultimate six-lane typical section with frontage roads. The project also includes three new signalized intersections at Meadow Pointe Boulevard, Morris Bridge Road, and US 301.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Central Polk Parkway from US 17 (SR 35) to SR 60 PD&E Study, FDOT FTE, Polk County, FL	2022	N/A

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

PD&E Designer. 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.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Island Estates Bridges, City of Clearwater, FL	2018	N/A

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

Senior Drainage Engineer responsible for drainage design, erosion control, and permitting through SWFWMD. 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.

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Gabe Garcia, PE	Drainage/Hydraulics Analysis and Plans	21	5

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
BSCE, University of Florida	Professional Engineer: Florida #95445

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

Mr. Garcia has over seven years of stormwater engineering experience. He currently serves as a Stormwater Engineer in KCA's 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)*	(2) YEAR COMPLETED	
	Professional Services	Construction
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.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Venetian Boulevard Bridge Replacement, City of St. Petersburg, FL	2024	Ongoing

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

Drainage Engineer. KCA was selected under the City of St. Petersburg's Continuing Services Contract to design and support the Venetian Blvd. Bridge Replacement Project in Shore Acres. The existing bridge was functionally obsolete and deteriorating, requiring structural design, permitting, roadway and drainage reconstruction, seawall repairs, and utility coordination. KCA also designed a pedestrian and vehicular bypass for construction detours and incorporated public feedback to minimize community impact, including using non-displacement piles to reduce vibrations. The bridge design was completed in 2024, with construction starting in February 2025. KCA continues to provide post-design services.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Central Polk Parkway from US 17 (SR 35) to SR 60 PD&E Study, FDOT FTE, Polk County, FL	2022	N/A

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

Drainage Engineer. 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.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Bimini Drive Bridge Replacement, Monroe County, FL	2023	N/A

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

Drainage Engineer. KCA is providing structures, drainage, and roadway design; environmental assessment and permitting; utility coordination; and public involvement services for the Bimini Drive Bridge (Bridge No. 904603) Replacement project. The Bimini Drive Bridge is one of four historic Duck Key bridges, requiring evaluation under the National Historic Preservation Act (NHPA).

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Kellie Loper, PE	Constructability/Bidability EOR	22	22

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
ME, Civil Engineering, University of Florida BSCE, University of Florida	Professional Engineer in Florida #68417, North Carolina, #041095

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

Mr. Loper has 22 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)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Miscellaneous Professional CEI Services, Pinellas County, FL	Ongoing	Ongoing

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

PM/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 orde

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Island Estates Bridges, City of Clearwater, FL	2018	N/A

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

Constructability/Bidability Task Lead. 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.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Pasco Countywide CEI Support Services, Pasco County, FL	Ongoing	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

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
New Tampa Boulevard Extension over I-75 to Commerce Boulevard, City of Tampa, FL	2012	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 all FDOT Specifications and Standards. **Construction Cost:** $14 million

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Tom Pride	Environmental Evaluation/Permitting Task Lead	35	5

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
M.S.,Biology, Tennessee Technology University B.S,, Biology, Tennessee Technology University	

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

Mr. Pride's 35 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. He recently joined KCA as a Senior Biologist/Project Manager.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Maydell Drive over Palm River Bridge Replacement PD&E/Design, Hillsborough County, FL.	2021	

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

Senior Environmental Scientist. This was a highly successful Hillsborough County/FDOT District Seven LAP project. The project included replacement of the existing 616-foot bridge, reconstruction of the approach roadways, drainage improvements, and additional pedestrian connectivity features. The structurally-deficient bridge had been closed to vehicular and pedestrian traffic for several years. The replacement bridge consisted of six 90-foot spans (630-foot total length) with Florida I-36 Beam superstructure founded on prestressed concrete pile bents. Bank and shore rubble riprap was also provided at the sloped abutments for improved scour resistance. 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 the 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 led all aspects of the PD&E study, final design plans, specification and construction phase support for this project. Extensive permitting efforts were also provided for the USCG Bridge Permit, SWFWMD Permit, USACE Permits (including a 408 Permit), and a Tampa Port Authority Sovereign Submerged Lands Easement. Seeking an accelerated design schedule, KCA successfully guided the County through the Statewide Acceleration Transformation (SWAT) process. During construction, KCA led a proactive coordination approach to assist the contractor to complete construction and open the bridge months ahead of schedule. **Fees:** $1.6 million

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
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	Ongoing	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.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Central Polk Parkway from US 17 (SR 35) to SR 60 PD&E Study, FDOT FTE, Polk County, FL	2022	N/A

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

Senior Environmental Scientist. 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.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
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

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

E. Resumes of Key Personnel Proposed for this Contract

(Complete one Section E for each key person.)

KCA KISINGER CAMPO & ASSOCIATES

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Ashley Gorham	Environmental Evaluation/Permitting	14	8

15. FIRM NAME AND LOCATION *(City and State)*

Kisinger Campo & Associates, Corp., Tampa, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT AND PROFESSIONAL REGISTRATION *(State and Discipline)*
MS, Ecological Restoration, University of Florida BS, Biology, University of Central Florida	

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

Ms. Abdel-Hadi has 14 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)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Maydell Drive over Palm River Bridge Replacement PD&E/Design, Hillsborough County, FL.	2021	

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

Senior Environmental Scientist. This was a highly successful Hillsborough County/FDOT District Seven LAP project. The project included replacement of the existing 616-foot bridge, reconstruction of the approach roadways, drainage improvements, and additional pedestrian connectivity features. The structurally-deficient bridge had been closed to vehicular and pedestrian traffic for several years. The replacement bridge consisted of six 90-foot spans (630-foot total length) with Florida I-36 Beam superstructure founded on prestressed concrete pile bents. Bank and shore rubble riprap was also provided at the sloped abutments for improved scour resistance. 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 the 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 led all aspects of the PD&E study, final design plans, specification and construction phase support for this project. Extensive permitting efforts were also provided for the USCG Bridge Permit, SWFWMD Permit, USACE Permits (including a 408 Permit), and a Tampa Port Authority Sovereign Submerged Lands Easement. Seeking an accelerated design schedule, KCA successfully guided the County through the Statewide Acceleration Transformation (SWAT) process. During construction, KCA led a proactive coordination approach to assist the contractor to complete construction and open the bridge months ahead of schedule. **Fees:** $1.6 million

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Venetian Boulevard Bridge Replacement, City of St. Petersburg, FL	2024g	Ongoing

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

Senior Environmental Scientist. KCA was selected under the City of St. Petersburg's Continuing Services Contract to design and support the Venetian Blvd. Bridge Replacement Project in Shore Acres. The existing bridge was functionally obsolete and deteriorating, requiring structural design, permitting, roadway and drainage reconstruction, seawall repairs, and utility coordination. KCA also designed a pedestrian and vehicular bypass for construction detours and incorporated public feedback to minimize community impact, including using non-displacement piles to reduce vibrations. The bridge design was completed in 2024, with construction starting in February 2025. KCA continues to provide post-design services.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Central Polk Parkway from US 17 (SR 35) to SR 60 PD&E Study, FDOT FTE, Polk County, FL	2022	N/A

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

Senior Environmental Scientist. 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.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Professional Services	Construction
Bimini Drive Bridge Replacement, Monroe County, FL	2023	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 providing structures, drainage, and roadway design; environmental assessment and permitting; utility coordination; and public involvement services for the Bimini Drive Bridge (Bridge No. 904603) Replacement project. The Bimini Drive Bridge is one 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 404 dredge and fill permit, US Coast Guard Bridge Permit, Florida Department of Environmental Protection National Pollutant Discharge Elimination System permit, and South Florida Water Management District Environmental Resource Permit

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
Kenneth Hardin	Cultural Resources	**45**	**45**

15. FIRM NAME AND LOCATION *(City and State)*

Janus Research, Inc Tampa, FL.

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
M.A. Cultural Resource Management B.A. Psychology and South Asian Studies	Register of Professional Archaeologists Florida Archaeological Council Florida Trust for Historic Preservation

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

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: MLK/9th Street Bridge

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

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

Janus Research worked with the FDOT to conduct a CRAS for the MLK/9th Street Bridge in the Roser Park Historic District within St. Petersburg. This was an FDOT bridge replacement project and Janus Research worked with the Department on all aspects of the Section 106 process. Because the significant bridge was going to be adversely affected by the project, Janus Research assisted with the consultation and the preparation of a Memorandum of Agreement (MOA). Janus Research also implemented the measures outlined in the MOA. Historic American Engineering Record (HAER) documentation was prepared and submitted to the National Park Service when it was finalized.

b.

(1) TITLE AND LOCATION *(City and State)*: Bayou Grande Bridge Replacement

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2019 | CONSTRUCTION *(If applicable)*:

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

Janus Research conducted a Cultural Resources Assessment Survey of the Bayou Grande Bridge Replacement project for the City of St. Petersburg. The survey was conducted in support of a U.S. Army Corps of Engineers permit and in compliance with Section 106 of the National Historic Preservation Act. The survey identified and evaluated the significance of five resources, including three historic buildings: the Bayou Grande Bridge, and the Bayou Grande Canal. All were considered National Register-ineligible due to the lack of historical associations and non-historic alterations except for the Bayou Grande Bridge which was determined to be eligible for inclusion in the National Register.

c.

(1) TITLE AND LOCATION *(City and State)*: Beckett Bridge Evaluation PD&E Study, Tarpon Springs, FL

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

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

The historic resources survey resulted in the identification of 16 newly recorded historic resources within the APE. One newly recorded historic resource, the Beckett Bridge (8PI12017), has been determined eligible for listing in the National Register in Pinellas County as an individual historic resource. A Determination of Eligibility and a Section 106 Effects Evaluation were completed for Beckett Bridge were applied to the bridge and it was determined that the No-Build Alternative will result in a no adverse effect finding and the Rehabilitation and Recommended Alternatives, will have an adverse effect on the Beckett Bridge.

d.

(1) TITLE AND LOCATION *(City and State)*: Snell Isle Bridge

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

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

Janus Research worked with KCA on the Snell Isle Bridge in St. Petersburg. Documentation for this project was requested by the Army Corps of Engineers (ACOE) based on a permitting request by the City of St. Petersburg. The CRAS identified six historic resources within the APE. These resources consist of the National Register listed St. Petersburg Woman's Club (8PI580), and the North Shore Historic District (8PI9640). Two of the structures within the APE are listed on the National Register as contributing resources to the North Shore Historic District: 2116 Coffee Pot Boulevard Northeast (8PI3408) and 2130 Coffee Pot Boulevard Northeast (8PI3409). The Snell Isle Bridge (8PI8748) was recommended National Register eligible in 1990 and 2000. However, the resource has not been officially evaluated for National Register eligibility by the Florida State Historic Preservation Officer (SHPO). The Snell Isle Bridge (8PI8748) is a 1928 concrete tee-beam and slab bridge which was built to carry Snell Isle Boulevard Northeast over Coffeepot Bayou.

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
Kathleen Hoffman	Cultural Resources	**44**	**44**

15. FIRM NAME AND LOCATION *(City and State)*

Janus Research, Inc Tampa, FL.

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Ph.D. Anthropology M.A. Anthropology B.A. Anthropology	Register of Professional Archaeologists Florida Archaeological Council Florida Trust for Historic Preservation

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

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Snell Isle Bridge	2023	

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

Janus Research worked with KCA on the Snell Isle Bridge in St. Petersburg. Documentation for this project was requested by the Army Corps of Engineers (ACOE) based on a permitting request by the City of St. Petersburg. The CRAS identified six historic resources within the APE. These resources consist of the National Register listed St. Petersburg Woman's Club (8PI580), and the North Shore Historic District (8PI9640). Two of the structures within the APE are listed on the National Register as contributing resources to the North Shore Historic District: 2116 Coffee Pot Boulevard Northeast (8PI3408) and 2130 Coffee Pot Boulevard Northeast (8PI3409). The Snell Isle Bridge (8PI8748) was recommended National Register eligible in 1990 and 2000. However, the resource has not been officially evaluated for National Register eligibility by the Florida State Historic Preservation Officer (SHPO). The Snell Isle Bridge (8PI8748) is a 1928 concrete tee-beam and slab bridge which was built to carry Snell Isle Boulevard Northeast over Coffeepot Bayou.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Bayou Grande Bridge Replacement	2019	

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

Janus Research conducted a Cultural Resources Assessment Survey of the Bayou Grande Bridge Replacement project for the City of St. Petersburg. The survey was conducted in support of a U.S. Army Corps of Engineers permit and in compliance with Section 106 of the National Historic Preservation Act. The survey identified and evaluated the significance of five resources, including three historic buildings: the Bayou Grande Bridge, and the Bayou Grande Canal. All were considered National Register-ineligible due to the lack of historical associations and non-historic alterations except for the Bayou Grande Bridge which was determined to be eligible for inclusion in the National Register.

c.

Cultural Resource Assessment Survey for I-275 at Bunces Pass Bridge Pinellas County, FL	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
	2011	

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

Janus Research conducted a Cultural Resource Assessment Survey of a two lane low level fixed Interstate 275 southbound bridge over Bunces Pass in Pinellas County .Janus Research's study focused on evaluating the potential effects of the project on archaeological resources located within or adjacent to the project corridor. The objective was to determine the potential for unrecorded archaeological sites as well as identify any previously recorded archaeological sites and evaluate their eligibility for listing in the National Register of Historic Places. No evidence of any submerged anomalies or underwater archaeological sites were identified, and the project corridor was considered to have a low probability for archaeological sites. No historic properties were affected by the bridge replacement project.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
MLK/9th Street Bridge	2020	

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

Janus Research worked with the FDOT to conduct a CRAS for the MLK/9th Street Bridge in the Roser Park Historic District within St. Petersburg. This was an FDOT bridge replacement project and Janus Research worked with the Department on all aspects of the Section 106 process. Because the significant bridge was going to be adversely affected by the project, Janus Research assisted with the consultation and the preparation of a Memorandum of Agreement (MOA). Janus Research also implemented the measures outlined in the MOA. Historic American Engineering Record (HAER) documentation was prepared and submitted to the National Park Service when it was finalized.

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
Amy Streelman	Chief Architectural Historian	**27**	**27**

15. FIRM NAME AND LOCATION *(City and State)*

Janus Research, Inc Tampa, FL.

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
M.H.P. Historic Preservation B.A. English	Florida Trust for Historic Preservation National Trust for Historic Preservation

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

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: SR 686 Roosevelt from N. of Ulmerton Road to E. of 40th Street. Pinellas Park, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2011 — CONSTRUCTION *(If applicable)*:

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

Janus Research conducted a Cultural Resource Assessment Survey for this project which would include archaeological and historic structures background and fieldwork. Archaeological fieldwork will only be required for 3 off-site ponds that have not been previously been surveyed. No FPC sites are anticipated. The general objective of this Supplemental Amendment is to provide services for final plans for an additional break-out project consisting of the SR 686.

b.

(1) TITLE AND LOCATION *(City and State)*: MLK/9th Street Bridge

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

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

Janus Research worked with the FDOT to conduct a CRAS for the MLK/9th Street Bridge in the Roser Park Historic District within St. Petersburg. This was an FDOT bridge replacement project and Janus Research worked with the Department on all aspects of the Section 106 process. Because the significant bridge was going to be adversely affected by the project, Janus Research assisted with the consultation and the preparation of a Memorandum of Agreement (MOA). Janus Research also implemented the measures outlined in the MOA. Historic American Engineering Record (HAER) documentation was prepared and submitted to the National Park Service when it was finalized.

c.

(1) TITLE AND LOCATION *(City and State)*: Beckett Bridge Evaluation PD&E Study, Tarpon Springs, FL

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

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

The historic resources survey resulted in the identification of 16 newly recorded historic resources within the APE. One newly recorded historic resource, the Beckett Bridge (8PI12017), has been determined eligible for listing in the National Register in Pinellas County as an individual historic resource. A Determination of Eligibility and a Section 106 Effects Evaluation were completed for Beckett Bridge were applied to the bridge and it was determined that the No-Build Alternative will result in a no adverse effect finding and the Rehabilitation and Recommended Alternatives, will have an adverse effect on the Beckett Bridge.

d.

(1) TITLE AND LOCATION *(City and State)*: Snell Isle Bridge

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

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

Janus Research worked with KCA on the Snell Isle Bridge in St. Petersburg. Documentation for this project was requested by the Army Corps of Engineers (ACOE) based on a permitting request by the City of St. Petersburg. The CRAS identified six historic resources within the APE. These resources consist of the National Register listed St. Petersburg Woman's Club (8PI580), and the North Shore Historic District (8PI9640). Two of the structures within the APE are listed on the National Register as contributing resources to the North Shore Historic District: 2116 Coffee Pot Boulevard Northeast (8PI3408) and 2130 Coffee Pot Boulevard Northeast (8PI3409). The Snell Isle Bridge (8PI8748) was recommended National Register eligible in 1990 and 2000. However, the resource has not been officially evaluated for National Register eligibility by the Florida State Historic Preservation Officer (SHPO). The Snell Isle Bridge (8PI8748) is a 1928 concrete tee-beam and slab bridge which was built to carry Snell Isle Boulevard Northeast over Coffeepot Bayou.

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
Kelly Joslin	President, Senior Right of Way Agent, Suit Coordinator and Litigation Support, Property Management Agent	26	20

15. FIRM NAME AND LOCATION (City and State)

Independence Acquisition & Appraisal, LLC
11030 N. US Highway 301, Thonotosassa, FL 33592

16. EDUCATION (Degree and Specialization)	17. CURRENT PROFESSIONAL REGISTRATION (State and Discipline)
B.S., Finance - University of South Florida, 1984	Florida Real Estate Broker #BK657640; Former Florida State-Registered Trainee Real Estate Appraiser #RI14801; Certified Asbestos Management Planner #7ME01127901MP004; Certified Asbestos Inspector, #7ME01107901I001; Former Florida License Title Agent; International Right of Way Association, Chapter 26

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)	
Real Estate Salesman & Brokers Courses, Tampa & Fort Lauderdale, FL; Real Estate Appraisal Courses, Tampa, St. Petersburg, & Miami, FL; International Right of Way Association 15 IRWA Continuing Education Courses	FDOT Advanced Residential and Business Relocation; Federal Highway Administration- NHI Advanced Relocation Case Studies

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
FDOT, District 1: Right of Way Consultant Services Acquisition	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
	√	
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	√ Check if project performed with current firm	

Ms. Joslin is currently administrating and providing quality assurance on this full- service R/W contract for District One. She has also provided lawsuit preparation services as tasked under the contract. Ms. Joslin provided in-house senior agent property management services on a former full-service Districtwide contract for District One. Her property management responsibilities included preparing real property/personal property inventories and field inspections and inventory updates up to and including final disposition of the property.
Scope: (Administration, Suit Preparation, Property Management)

b.

FDOT, District 7: Lochner GEC - Acquisition and Relocation Services	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
	√	
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	√ Check if project performed with current firm	

Ms. Joslin provided R/W staffing on this full-service contract for District Seven. The tasks on this contract included providing relocation and property management agents for the Tampa Presbyterian Village relocation project; The I-275 and SR 60 Voluntary Advanced Acquisition and Relocation project with R/W management and staffing from the IAA home office; and Ms. Joslin was tasked to assist the District's Suit Coordinator with suit preparation including the review and update of title searches/information pertaining to all property interests. Ms. Joslin is responsible for reviewing and updating the title, ensuring the correct parties to the suit are named, making sure all appropriate documents have been obtained and uploaded into RWMS. Under this task she prepared and provided many lawsuits to District Seven.
Scope: (Acquisition, Relocation, Title Review/Verification, Property Management, Suit Preparation)

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
FDOT, District 7: Sr. Property Management Agent (I-275 Corridor/Projects)	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
	√	
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	√ Check if project performed with current firm	

Ms. Joslin served in-house as Senior Property Manager for this project with several hundred parcel acquisitions and a multitude of residential and commercial demolitions from downtown Tampa to the Tampa International airport. Her property management responsibilities included the demolition advertising and contracting for over 300 structures.
Scope: (Property Management)

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
Richard D. Joslin, SR/WA	Vice President/Project Manager/Senior Right of Way Acquisition & Relocation Agent	35	20

15. FIRM NAME AND LOCATION (City and State)

Independence Acquisition & Appraisal, LLC
11030 N. US Highway 301, Thonotosassa, FL 33592

16. EDUCATION (Degree and Specialization)	17. CURRENT PROFESSIONAL REGISTRATION (State and Discipline)
B.A., Business Administration - University of South Florida, 1983	Florida Real Estate Broker #BK0560987; Florida State-Registered Trainee Real Estate Appraiser #RI0003951; State of Florida Public Notary #GG013016; Senior Member No. 4496, SR/WA International Right of Way Association

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

Real Estate Salesman & Brokers Courses, Tampa & Fort Lauderdale, FL; Real Estate Appraisal Courses, Tampa, St. Petersburg, & Miami, FL; International Right of Way Association 23 IRWA Continuing Education Courses	FDOT Advanced Residential and Business Relocation; Federal Highway Administration- NHI Advanced Relocation Case Studies

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION (City and State): Pinellas County, US 19/SR 55 to 34th Street North 126th Avenue (PD&E)

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
√	

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

Mr. Joslin managed the CSRP and PD&E study for proposed improvements along 126th Avenue North from US Highway 19/SR 55 to 34th Street North in Pinellas Park, Florida. This was a large PD&E study and included vacant, residential, industrial, and commercial properties impacted.
Scope: (Conceptual Stage Relocation Plan - CSRP)

b.

(1) TITLE AND LOCATION (City and State): FDOT, District 7: R/W Consultant Acquisition & Relocation Continuing Services

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
√	

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

Mr. Joslin is managing this full-service right of way contract to provide acquisition, relocation, and property management services, on this task oriented continuing services contract for FDOT District Seven. The responsibilities included the full scope of acquisition services including title update, negotiations, relocation, closings, suit preparation, and property management services. Under this contract IAA personnel are issued projects to acquire from the IAA offices coordinating closely with FDOT management. IAA also provided Agents to work in-house at the District for long term assignments to augment District right of way staff.

c.

(1) TITLE AND LOCATION (City and State): FDOT, District 7: Atkins GEC, Right of Way Cost Estimation Services – Work Program

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
√	

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

Mr. Joslin has been providing right of way cost estimation services for the Department of Transportation, District Seven, for the past 11 years. The scope includes full estimation of many of the Districts projects included in the five-year work program. Close coordination with the FDOT and Consultant PD&E Engineering Project Managers is required to verify project specifics and identify cost savings opportunities. IAA has produced many estimates and worked closely with the District Cost Estimate Coordinator, Bill McTeer.
Scope: (Cost Estimation Services)

d.

(1) TITLE AND LOCATION (City and State): FDOT, District 1: R/W Consultant Acquisition & Relocation Continuing Services

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
√	

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

Mr. Joslin is managing this full-service right of way contract to provide acquisition, relocation, and property management services, on this task oriented continuing services contract for FDOT District One. The responsibilities included the full scope of acquisition services including title update, negotiations, relocation, closings, suit preparation, and property management services. Under this contract IAA personnel are issued projects to acquire from the IAA offices coordinating closely with FDOT management.

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
Angelia L. Stevenson	Project Manager, Senior R/W Acquisition & Relocation Agent	27	7

15. FIRM NAME AND LOCATION (City and State)
Independence Acquisition & Appraisal, LLC 11030 N. US Highway 301, Thonotosassa, FL 33592

16. EDUCATION (Degree and Specialization)	17. CURRENT PROFESSIONAL REGISTRATION (State and Discipline)
Attended University of South Florida Hillsborough Community College- AA 1998	Florida Real Estate Sales Associate #SL3291523 Florida Notary Public #GG123678

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)	
Various IRWA Professional Courses. FDOT Management Academy Training, 2011.	FDOT Supervisors Academy Training, 2009. FDOT Right of Way Training Program, 2007.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
Hillsborough County Real Estate Department	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	√ Check if project performed with current firm	

Ms. Stevenson provided Sr. Acquisition Agent services directly to the County working in-house in the Facilities Management and Real Estate Services Department part-time. The responsibilities include the full scope of acquisition services including title review and verification, preparing and presentation initial offers negotiations, preparing agreement for Board approval, eminent domain suits and closings.

b.

Sarasota County – FDOT, District 1	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	√ Check if project performed with current firm	

Ms. Stevenson provides project management and acquisition services on this 68-parcel full-service right of way project. Responsibilities include the full scope of acquisition services including appraisal review, title review and verification, preparing, and presenting offers, negotiations, relocation,closings, preparing eminent domain suits, and property management services.

c.

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
FDOT District 7, Districtwide, Tampa, FL, General Acquisition & Relocation	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	√ Check if project performed with current firm	

Ms. Stevenson provides Senior Right of Way Agent services for various D7 acquisition/relocation projects. Contract responsibilities include title review and verification, negotiations, closings, replacement housing calculations, move cost estimates, relocation advisory services, and Right of Way Management System data entry.

d.

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
Manatee County, Bradenton, Florida, 63rd Avenue East	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	√ Check if project performed with current firm	

Ms. Stevenson provides project management and acquisition services on this 57-parcel road project. Responsibilities include title review and verification,preparing, and presenting initial offers, negotiations, closings and preparing eminent domain suits.

e.

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
Manatee County, Bradenton, Florida, 75th Street West	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	√ Check if project performed with current firm	

Ms. Stevenson provides project management and acquisition services for this 49-parcel road project. Responsibilities include title review and verification,preparing and presenting initial offers, negotiating acquisition parcels,closings and preparing eminent domain suits.

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	
Patrick McCormack, PSM	**Survey/SUE Manager**	a. TOTAL: 29	b. WITH CURRENT FIRM: 13

15. FIRM NAME AND LOCATION
Cumbey & Fair, Inc. (Clearwater, FL)

16. EDUCATION (DEGREE AND SPECIALIZATION)	17. CURRENT PROFESSIONAL REGISTRATION
BS/Geomatics, University of Florida 2002	Registered Professional Land Surveyor & Mapper -FL #LS6494

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*
Member of Florida Survey and Mapping Society (FSMS); Member of West Coast Land Surveyors Association (WCLSA)

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION
Innisbrook Forcemain Improvements – PID 003210B
Pinellas County, Florida

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: 2017 | CONSTRUCTION *(if applicable)*: n/a

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

Surveyor of Record - Performed this task under the Pinellas County Survey, Mapping, SUE & GIS Services Contract 156-0014-CN. The scope includes Horizontal/Vertical Control, topographic survey, establishing right-of-way line, SUE Level "B" Designations, SUE Level "A" Test Holes, and Sketch & Descriptions. Survey limits begin 200' south of Bee Pond Road continue North to Gate inside the DUNN WRF facility (project length approximately 3,225 feet).

b.

(1) TITLE AND LOCATION
Ozona Village Offsite Drainage
Pinellas County, Florida

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: 2017 | CONSTRUCTION *(if applicable)*: n/a

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

Surveyor of Record - Performed this task under the Pinellas County Survey, Mapping, SUE & GIS Services Contract 156-0014-CN. The scope includes Horizontal/Vertical Control, topographic survey. Field location of the existing ditch/swale in Lot 3 & 4 of Plat Book 137, Page 6. Field locations and verification of all drainage structures, pipe sizes, pipe types and invert elevations within the survey limits. residential improvements that may fall within the easement including fences, poles, buildings, sheds, etc. Locate/recover, where appropriate, property corners, block corners, PRMs, and PCPs within subdivisions. Show all relevant existing Drainage Easements, Property Lines, Plats, Right-of-Ways, and Parcels.

c.

(1) TITLE AND LOCATION
Forest Lake Blvd. Phase II SUE – PID 002110A
Pinellas County, FL

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: 2019 | CONSTRUCTION *(if applicable)*: n/a

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

Surveyor of Record - Performed this task under the Pinellas County Survey, Mapping, SUE & GIS Services Contract 156-0014-CN. The scope includes Quality Level "A" Test Holes for the following locations: 10" RCW, 2" WM, the side of a (6) 4" Frontier Duct, and the outside wall of their vault, Test Holes with trench cuts in the shape of an "X" for 1 proposed signal, Test Holes and Quality Level "B" Designation for additional miscellaneous structures at the County's request. Survey horizontal/vertical location for each of the VvH locations. Final deliverables include points file depicting the VvH locations, Test Holes Report, and Surveyor's Report. Report to include pipe size, type, material, depth, and elevation of the top of utility.

d.

(1) TITLE AND LOCATION
Basin 8 (Smith Bayou) Channel A – PID 001922A
Pinellas County, FL

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: 2021 | CONSTRUCTION *(if applicable)*: n/a

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

Surveyor of Record - Performed this task under the Pinellas County Survey, Mapping, SUE & GIS Services Contract 156-0014-CN. Limits of Survey: Along the centerline of the channel from west of US Alt 19 to the east side of County Road 1, approximately 2,250 feet in length. Map existing easements and R/W, plat and deeds, and found property corners. Include all surface features within limits including utilities, storm, and sanitary sewers, trees 4" DBH and above, driveways, all other structures or buildings within survey limits. Pipe network will be included. Deliverables include CADD files and signed/sealed copies of the Topographic Survey in compliance with the latest Pinellas County CADD Kit for Civil 3D.

e.

(1) TITLE AND LOCATION
Tampa Bay Water: As-Needed Professional Services Agreement Contract for Surveying Services, *Pinellas County, Florida*

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: 2017/On-going | CONSTRUCTION *(if applicable)*: n/a

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

Surveyor of Record – Provided As-Needed Survey services following all Tampa Bay Water Standard Operating Procedures for the following projects for the contract. Projects include the following: Gaeto Sketch and Description Provide Horizontal/Vertical Control, topo survey, and Sketch & Description; Survey & CADD Support – Provide in-house CADD, GIS support for various Tampa Bay Water projects; Tampa Bay Desalination Plant – Survey & SUE – Provide Horizontal/Vertical Control, Topo Survey, and SUE Services; Misc. Monitoring Services @ Cross Bar & Starkey Wellfields – Provide Horizontal/Vertical Control, SUE Services, and limited topo survey; Duke Energy Easement at Eldridge Wilde Wellfield - Locate existing power poles interior roads and provide sketch & description for Duke Energy Easement (Approx. 2.2 miles long).

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
Joseph R. Antinori, P.E.	**Senior Geotechnical Engineer**	**18**	**18**

15. FIRM NAME AND LOCATION *(City and State)*

Tierra, Inc., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
B.S., Civil Engineering	**Florida Professional Engineer, License No. 73176**

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

American Society of Civil Engineers
American Society of Highway Engineers

19. RELEVANT PROJECTS

a.

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

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021-2024	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Geotechnical Engineer of Record. The project consisted of replacing the existing Madonna Boulevard Bridge with a new three span bridge that will span the Pine Key Cutoff tidal channel and include two end bents and two intermediate bents/piers within the channel. Joseph provided geotechnical input to support the design of the bridge structure foundations and roadway improvements at the bridge approaches.

b.

(1) TITLE AND LOCATION *(City and State)*
17th Street North Bridge Replacement
City of St. Petersburg, Florida

(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

Geotechnical Engineer of Record. The project consisted of replacing the 17th Street Bridge over Booker Creek between Burlington Avenue and 2nd Avenue. The new bridge was proposed to be pre-cast concrete bridge culvert. Joseph provided geotechnical engineering recommendations to support the project.

c.

(1) TITLE AND LOCATION *(City and State)*
Platt Street Bridge over the Hillsborough River Rehabilitation
Hillsborough County, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Geotechnical Engineer of Record. Tierra performed a geotechnical study for the proposed FRP Bridge Fender Systems associated with the Platt Street Bridge over the Hillsborough River Rehabilitation. Joseph provided geotechnical input to support the project improvements.

d.

(1) TITLE AND LOCATION *(City and State)*
Indian Rocks Road Bridge Culverts
Pinellas County, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2020-2021	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Geotechnical Engineer of Record. The project consisted of the preliminary hydrogeological evaluation and analyses associated with two bridge culverts and two pipe culverts along Indian Rocks Road South between Cove Drive and Avocado Road in Pinellas County. Tierra's geotechnical study support the preliminary hydrogeological evaluation of the bridge culverts.

e.

(1) TITLE AND LOCATION *(City and State)*
Old Coachman Road over Alligator Creek Bridge Replacement
Pinellas County, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2017-2018	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Geotechnical Engineer of Record. The project consisted of preparing construction plans for the replacement of the Old Coachman Road Bridge over Alligator Creek in Pinellas County. The design includes permanent retaining walls along one side of the bridge abutments and minor realignment and/or pavement improvements along the project alignment. The bridge is proposed to have three (3) spans and be approximately 69 feet in length. Joseph provided geotechnical engineering recommendations to assist in the design and construction of the proposed bridge replacement.

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
Marc Novak, Ph.D., P.E.	**Geotechnical Engineer**	**18**	**14**

15. FIRM NAME AND LOCATION *(City and State)*

Tierra, Inc. (Tampa, Florida)

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Ph.D., Civil Engineering, University of Florida, 2007 **M.S., Civil Engineering, University of Florida, 2000** **B.S., Civil Engineering, University of Florida, 1999**	**Professional Engineer, Florida No. 67431**

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

American Society of Highway Engineers

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
SR 679 (Pinellas Bayway) Structure E over Intracoastal Waterway
Pinellas County

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2018 - ongoing	**N/A**

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

Senior Geotechnical Engineer. The project consists of the design and construction of a new Structure E Bridge over the Boca Ciego Bay Intracoastal Waterway. The existing Structure E bridge is a bascule bridge which will be demolished and replaced with a new two-lane high level fixed span bridge constructed on a new alignment to the east of the existing bridge. Marc provided geotechnical input for design of the water based piers associated with the new bridge structure.

b.

(1) TITLE AND LOCATION *(City and State)*
Horseshoe Creek Road Bridge Replacement
Polk County, Florida

(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

Geotechnical Engineer of Record. The project consisted of the design and construction of a new bridge structure to replace the existing Horseshoe Creek Road Bridge. Tierra performed engineering evaluations and analyses to develop geotechnical recommendations for the design and construction of the selected foundation for the new bridge structure.

c.

(1) TITLE AND LOCATION *(City and State)*
Golf Course Road over Gamble Creek Bridge
Manatee County, Florida

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

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

Senior Geotechnical Engineer. The project consisted of replacing the Golf Course Road Bridge located approximately 1,000 feet west of the Golf Course Road and Twin Rivers Trail intersection in Manatee County. Marc evaluated foundation criteria and performed engineering analyses to develop design recommendations for the foundation systems being evaluated by the structural engineer.

d.

(1) TITLE AND LOCATION *(City and State)*
Tampa International Airport Taxiway A and Bridge Structures
Hillsborough County, Florida

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2017 - 2018	**N/A**

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

Senior Geotechnical Engineer. The project consisted of constructing a new taxiway (Taxiway A) with an associated three span bridge located to the north of an parallel to the existing Taxiway B Bridge. The new bridge will accommodate future North Terminal roadways and service roads. Additionally, the approaches to the new bridge will consist of Mechanically Stabilized Earth walls. Marc provided geotechnical input associated with the design of the proposed Taxiway A bridge foundations and associated MSE and sheet pile walls.

e.

(1) TITLE AND LOCATION *(City and State)*
Ream Wilson Trail Improvements
Pinellas County, Florida

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2017-2018	**N/A**

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

Senior Geotechnical Engineer. The project consisted of improvements to the Ream Wilson Trail in Pinellas County including the design of a new pedestrian bridge over Alligator Creek and approximately 500 feet of a new concrete sidewalk trail. Approach embankments were to be constructed at the abutments of the new bridge. Marc evaluated foundation alternatives and performed engineering analyses to develop design recommendations for the chosen foundation system.

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
Michael Bair, ASP	**Chief Scientist**	**28**	**9**

15. FIRM NAME AND LOCATION *(City and State)*

Tierra, Inc. (Tampa, FL)

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
B.A., Biology, 1994	

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

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
Crestmont Avenue, George Boulevard and Colfax Street Sidewalks
Pinellas County, Florida

(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

Chief Scientist. Pinellas County is facilitating engineering services for the implementation of a sidewalk/trail along Crestmont Avenue, George Boulevard and Colfax Street in Clearwater. The project includes developing plans for the design of ADA-compliant sidewalk/trail connections, curb ramps and driveways along one side of Crestmont Avenue, George Boulevard and Colfax Street. Tierra performed a contamination screening evaluation to identify and evaluation known or potential contamination sites within or adjacent to the study area that may affect implementation of the project. Mike evaluated five mainline contamination sites for this study and assigned risk ratings for each.

b.

(1) TITLE AND LOCATION *(City and State)*
Anclote Road from Anclote Boulevard to Alternate US 19
Pinellas County, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2020-2022	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Chief Scientist. Tierra prepared a Level I Contamination Tech Memo to support the Preliminary Engineering Report for the Anclote Road Roadway and Stormwater improvements project located in Pinellas County. Tierra assigned risk ratings to the contamination sites and drainage sites identified within and near the Anclote Road right-of-way and presented the findings and recommendations for additional analysis in a contamination screening evaluation report.

c.

(1) TITLE AND LOCATION *(City and State)*
54th Avenue North from 49th Street to 34th Street
Pinellas County, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Chief Scientist. The County was preparing a Preliminary Engineering Report to address safety concerns and provide complete streets for the Lealman community. The project encompasses 54th Avenue North from 49th Street to 34th Street and is split into west and east segments by the CSX railroad crossing. Tierra supported the Preliminary Engineering Report by presenting the findings of a contamination screening which identified and evaluated known or potential contamination sites within or adjacent to the study area that may affect implementation of the project.

d.

(1) TITLE AND LOCATION *(City and State)*
42nd Avenue North Roadway and Sidewalk Improvements
Pinellas County, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Chief Scientist. Pinellas County was facilitating engineering services for proposed improvements along 42nd Avenue North in St. Petersburg. The project included developing plans for the professional engineering work associated with the roadway reconstruction/pavement rehabilitation, construction of sidewalks along both sides of 42nd Avenue North from west of 46th Street North to 35th Street North, and other improvements. Mike performed a contamination screening to identify and evaluate known or potential contamination sites within or adjacent to the project limits that may affect implementation of the project. Thirteen contamination sites were evaluated and assigned risk ratings and the findings were presented in a contamination tech memorandum to support the project.

e.

(1) TITLE AND LOCATION *(City and State)*
Lakeview Road and South Keene Road Intersection and Drainage Improvements
Pinellas County, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019-2020	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Chief Scientist. Pinellas County was conducting a study to evaluate the Lakeview Road/South Keene Road Intersection and Drainage Improvements. The purpose of the study was to evaluate engineering and environmental data and document information that will support the proposed improvements. Tierra conducted a Level I Contamination Screening Evaluation to identify and evaluate known or potential contamination sites within or adjacent to the project area that may affect implementation of the project. Two potential contamination sites were identified within the project limits and risk ratings were assigned for each.

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
Chris Garth, LEP	**Senior Scientist**	**16**	**8**

15. FIRM NAME AND LOCATION *(City and State)*

Tierra, Inc. (Tampa, FL)

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
B.A., Geography, 2001	

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

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
Sunset Point Road from Kings Highway to Keene Road
Pinellas County, Florida

(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

Senior Environmental Scientist. The County was facilitating engineering services for proposed improvements along Sunset Point Road in Clearwater. Improvements considered included meeting future traffic demands, pedestrian and bicycle connectivity throughout the corridor, safety, drainage and roadway improvements for Sunset Point Road from Kings Highway to Keene Road. Chris provided a contamination screening evaluation to support the project.

b.

(1) TITLE AND LOCATION *(City and State)*
54th Avenue North from 49th Street to 34th Street
Pinellas County, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Senior Environmental Scientist. The County was preparing a Preliminary Engineering Report to address safety concerns and provide complete streets for the Lealman community in Pinellas County. The project encompasses 54th Avenue North from 49th Street to 34th Street and is split into west and east segments by the CSX railroad crossing. Chris provided contamination screening services to support the Preliminary Engineering Report, including recommendations for a supplemental assessment, when necessary.

c.

(1) TITLE AND LOCATION *(City and State)*
126th Avenue North from US 19/SR 55 to 34th Street North PD&E
Pinellas County, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2017-2020	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Environmental Scientist. Chris prepared a Contamination Screening Evaluation Report to support the PD&E study for the proposed improvements along 126th Avenue in Pinellas Park, Florida. The contamination evaluation was performed for the preferred build alternative and thirteen pond alternatives in accordance with Chapter 20 of the FDOT PD&E Manual.

d.

(1) TITLE AND LOCATION *(City and State)*
Lakeview Road / South Keene Road Intersection and Drainage Improvements
Pinellas County, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019-2020	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Environmental Scientist. The County was conducting a study to evaluate the Lakeview Road/South Keene Road intersection. Chris provided a Contamination Screening Evaluation Report to present the findings of a Level I Contamination Screening Evaluation per Chapter 20 of the FDOT PD&E Manual. The report identified and evaluated known or potential contamination sites within or adjacent to the project area that may have affected implementation of the project.

e.

(1) TITLE AND LOCATION *(City and State)*
Fort DeSoto Bay Pier and Dock Replacement
Pinellas County, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2018-2019	**N/A**

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Environmental Scientist. Tierra conducted an asbestos survey and screening for Lead Based Paint of the Fort DeSoto Bay Pier located in Pinellas County, Florida. The survey was requested due to the planned demolition of the existing pier structure. Thirty-two (32) bulk asbestos samples and five (5) paint chip samples were collected for laboratory analysis. The results of our survey were provided to provide information regarding the identify, location, condition and approximate quantities of these materials so that proper remediation and disposal methods could be evaluated.

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
Sandra L. Polanis	**Geotechnical Field Support Supervisor**	**20**	**17**

15. FIRM NAME AND LOCATION *(City and State)*

Diversified Professional Services, Corp., Dade City, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
N/A	**N/A**

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

OSHA 29 CFR 1910.120 40 Hour HAZWOPER, OSHA 29 CFR 1910.120 8 Hour Refresher, TSCA Title II Asbestos and Mechanical Inspector #004695, NESHAP Asbestos Building Inspector #326141, Environmental Site Assessor Phase I ESA, FDOT Chapter 22 PD&E, Level 1 and 2 CSER Training

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Sarasota Bradenton International Airport Taxiway Bravo Rehabilitation, Sarasota County, Florida	**2019**	**N/A**

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

This project included the evaluation and rehabilitation of Taxiway Bravo at the Sarasota-Bradenton International Airport. Ms. Polanis was responsible for the oversight of the field activities performed by DPS including three (3) Standard Penetration Test (SPT) Borings, 29 pavement cores and collection of two (2) CBR samples. The work was completed to support the design team in preparing their recommendations for the project.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District I: I-75 Rest Area Charlotte County, Florida	**2018**	**N/A**

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

The proposed project included the construction of two new rest areas (one northbound and one southbound) along I-75. Specific improvements included new rest area buildings with associated canopy structures, new entry and exit ramps, rest area circulation roadways, truck/auto parking areas and storm water ponds to accommodate the proposed I-75 roadway and rest area site drainage. Ms. Polanis was responsible for oversight of subsurface explorations performed by DPS including over 100 auger borings and over 30 Standard Penetration Test (SPT) borings completed to support the design team.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Waterside Preserve – Due Diligence Hillsborough County, Florida	**2019**	**N/A**

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

The proposed site was being considered for development and construction of seven (7) 4-story apartment buildings and eight (8) townhome structures along with associated paved parking, drives and storm water management ponds. Ms. Polanis was responsible for oversight of subsurface explorations performed by DPS including 42 test pits to depths of approximately 3 to 7.5 feet below existing site grades to support the design team.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Arbors at Valhall Pond Hillsborough County, Florida	**2019**	**N/A**

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

The project consisted of the design and construction of five (5) multi-family apartment structures, a clubhouse, retention pond and associated pavement areas. Ms. Polanis was responsible for oversight of subsurface explorations performed by DPS including 22 test pits to depths of approximately 5 to 9 feet below existing site grades to support the design team.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Central Avenue South Development Pinellas County, Florida	**2019**	**N/A**

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

This project consisted of demolishing an existing building and design and construction of a new 4-story apartment building and associated parking garage, drive areas and underground stormwater treatment/storage facilities. Ms. Polanis was responsible for oversight of subsurface explorations performed by DPS including 5 test pits to depths of approximately 5 to 9 feet below existing site grades to support the design team with recommendations.

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

Construction: $58 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	Structures design; roadway design; drainage design; environmental/permitting; S&PM; signalization
b.			

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)
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



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
b.	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE

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)*

Venetian Boulevard Bridge Replacement, St. Petersburg, FL

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
Ongoing (Post-design)	Ongoing

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
City of St. Petersburg	Evan Birk, PE	727.551.3499

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

KCA was elected to provide design and post design services for the Venetian Blvd. Bridge Replacement Project under our City of St. Petersburg Continuing Services Contract. The bridge replacement was located in the neighborhood of Shore Acres in a residential area of St. Petersburg. The existing prestressed concrete slab bridge was classified as functionally obsolete with ongoing signs of deterioration. KCA provided structural design and permitting services for the replacement of the bridge as well as the roadway and drainage reconstruction required for the approach roadways. The project also involved seawall reconstruction for portions of the wall residing within the City's right-of-way. KCA was also tasked with designing a pedestrian and vehicular bypass to use as a detour during construction. The existing bridge had major City owned utilities attached and KCA also led the utility design and coordination efforts for this project.

Due to the residential location of this project, KCA assisted the City in early public involvement efforts and incorporated public feedback into the final design. KCA also prioritized designs that reduced impact to the adjacent properties, such as the use of non-displacement piles to mitigate pile driving vibrations. The final design of the bridge was completed in 2024 with construction commencing February 2025. KCA is currently providing post design services for the City.

RFP Relevancy
Local project in Pinellas County
Bridge Replacement
Environmental/Permitting
Structures Design
Roadway Design
Drainage Design
Utility Coordination
Same key team members

Fees: $638,386



25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**KCA**	Tampa, FL	Permitting; structures design; roadway design; drainage design; utility design and coordination; TTC; public involvement
b.	**JANUS**	Tampa, FL	Cultural resources

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)
Old Coachman Road over Alligator Creek – Bridge No. 154252, Pinellas County, FL	2021	Ongoing

23. PROJECT OWNER'S INFORMATION

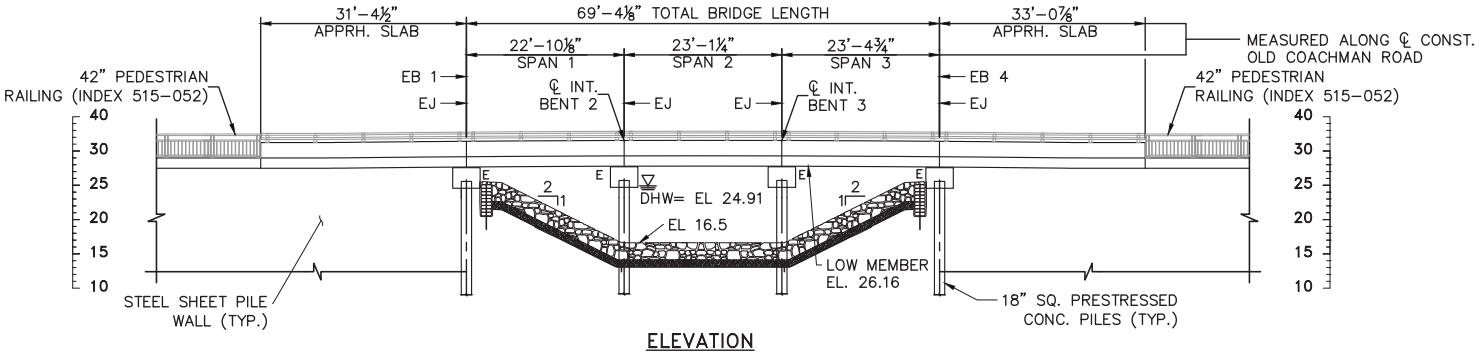
a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Pinellas County	Robert Meador, PE	727.464.8731

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 municipal project
PD&E
Roadway design
Drainage design
Structures design
Environmental/permitting
Same team members

Fees: $503,746



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	PD&E/planning; roadway design; temporary traffic control; S&PM; structures design; public involvement; drainage design
b.	**Tierra**	Tampa, FL	Geotechnical/contamination
c.			

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)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
Madonna Boulevard Bridge Replacement, Pinellas County, FL	2021	

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.

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

Fees: $1.125 miilion



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

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
Erin Lawson, PE	PM			✓	✓						
Stephanie Boyd	Deputy PM; Structures Design		✓	✓	✓	✓					
Guillermo Madriz, PE	Principal-in-Charge	✓	✓	✓	✓	✓					
Richard Harrison, PE	QA Manager	✓	✓	✓	✓	✓					
Deborah Hernandez, PE	Roadway Analysis and Plans EOR	✓				✓					
Dean Grumbach, PE	Roaday Analysis and Plans			✓		✓					
Austin, Black, PE	Structures Analysis and Plans	✓	✓	✓		✓					
Dr. Fathy Abdalla, PE, PTOE	S&PM, Lighting Analysis and Plans EOR	✓	✓								
Nick Russin, PE, RSP1	S&PM, Lighting Analysis and Plans										
Tom Pride	Environmental Evaluation/ Permitting Lead		✓								
Ashley Gorham	Environmental Evaluation/ Permitting	✓	✓								
Nicole Selly, ENV SP	Public Involvement Lead		✓	✓							
Diana Albarracin	Public Involvement			✓	✓						
Tara Spieler, PE	Drainage/Hydraulics Analysis and Plans EOR	✓									
Gabe Garcia, PE	Drainage/Hydraulics Analysis and Plans			✓	✓						
Kellie Loper, PE	Constructability/Bidability										
Kenneth Hardin (Janus)	Cultural Resources			✓							
Kathleen Hoffman (Janus)	Cultural Resources			✓							
Amy Streelman (Janus)	Cultural Resources			✓							
Kelly Joslin (IAA)	R/W Acquisition										
Rick Joslin (IAA)	R/W Acquisition										
Angelia Stevenson (IAA)	R/W Acquisition										
Pat McCormack (C&F)	SUE										
Joseph Antinori, PE (Tierra)	Geotechnical/Contamination				✓	✓					
Dr. Marc Novak, PE (Tierra)	Geotechnical/Contamination				✓	✓					
Michael Bair, ASP (Tierra)	Geotechnical/Contamination				✓	✓					
Sandra Polanis (DPS)	Geotechnical/Contamination					✓					

29. EXAMPLE PROJECTS KEY

No.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)	No.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)
1	SR 56 Extension from Meadow Pointe Boulevard to US 301 Design-Build, FDOT D7, Pasco County	4	Old Coachman Road over Alligator Creek - Bridge No. 154252, Pinellas County, FL
2	Maydell Drive over Palm River Bridge Replacement PD&E/Design, Hillsborough County, FL	5	Madonna Boulevard Bridge Replacement, Pinellas County, FL
3	Venetian Boulevard Bridge Replacement, St. Petersburg, FL		

H. Additional Information

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

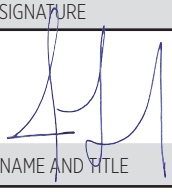
WHY THE KCA TEAM?

Pinellas County's 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:

- KCA's experience with similar projects provides us an in-depth understanding of the requirements of this Pinellas County project. KCA fully understands the economic crisis facing our communities who are struggling to maintain their critical infrastructure
- KCA's core staff has worked together at our local office in the heart of Downtown Tampa, only 23 miles to the County's office
- Successful working relationship with Pinellas County dating back nearly four decades
- Proven track record of delivering quality, professional services throughout 48 years of operations in the State of Florida
- Established project team with shared experience
- Team is led by knowledgeable Project Manager (Erin Lawson, PE) with vast local experience and local resident
- The best corporate support in the industry. The full resources of KCA are at the disposal of the project team to ensure success and client satisfaction
- Cost-conscious management
- Local staff readily available
- No conflicts with existing workload

I. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

2. SIGNATURE	3. DATE
	February 27, 2025

4. NAME AND TITLE

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

KCA KISINGER CAMPO & ASSOCIATES

ARCHITECT - ENGINEER QUALIFICATIONS
Part II - General Qualifications
(If a firm has branch offices, complete for each specific branch office seeking work.)

1. SOLICITATION NUMBER *(If any)*: 25-0196-RFP-CCNA

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. DUNS NUMBER
Kisinger Campo & Associates, Corp.	1976	085089126

2b. STREET	5a. OWNERSHIP TYPE
201 North Franklin Street, Suite 900	Corporation
2c-e. CITY, STATE, ZIP CODE	5b. SMALL BUSINESS STATUS
Tampa, FL 33602	N/A
6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM (If block 2a is a branch office)
Erin Lawson, PE, Project Manager	N/A

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS	8b. YR. ESTABLISHED	8c. DUNS
813.871.5331	Elawson@kcaeng.com	N/A	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	32	27
08	CADD Technician	3	3
14	Computer Programmer	6	4
15	Construction Inspector	132	18
16	Construction Manager/Engineer	10	2
19	Ecologist/Environmental Scientists	12	9
29	GIS	2	2
57	Structural Engineer	44	15
58	Technician/Analyst	13	16
60	Transportation Engineer	81	28
BI	Bridge Inspector	15	
CBI	Certified Bridge Inspector	18	
	Total	**368**	**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	8
E09	Environmental Impact Studies	5
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)

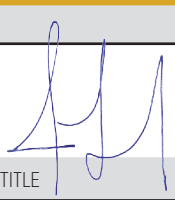
a. Federal Work	1
b. Non-Federal Work	9
c. Total Work	9

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

I. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

2. SIGNATURE	3. DATE
	February 27, 2025

4. NAME AND TITLE

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

KCA KISINGER CAMPO & ASSOCIATES

ARCHITECT - ENGINEER QUALIFICATIONS
Part II - General Qualifications
(If a firm has branch offices, complete for each specific branch office seeking work.)

1. SOLICITATION NUMBER *(If any)*: 25-0196-RFP-CCNA

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. DUNS NUMBER
Kisinger Campo & Associates, Corp.	1976	085089126

2b. STREET	5a. OWNERSHIP TYPE
111 N. Magnolia Avenue, Suite 1050	Corporation
2c-e. CITY, STATE, ZIP CODE	5b. SMALL BUSINESS STATUS
Orlando, FL 32801	N/A
6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM (If block 2a is a branch office)
Erin Lawson, PE, Project Manager	N/A

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS	8b. YR. ESTABLISHED	8c. DUNS
813.871.5331	elawson@kcaeng.com	N/A	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	32	2
08	CADD Technician	3	0
14	Computer Programmer	6	0
15	Construction Inspector	132	0
16	Construction Manager/Engineer	10	1
19	Ecologist/Environmental Scientists	12	1
29	GIS	2	0
57	Structural Engineer	44	4
58	Technician/Analyst	13	0
60	Transportation Engineer	81	16
BI	Bridge Inspector	15	0
CBI	Certified Bridge Inspector	18	0
	Total	**368**	**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)
B02	Bridges	8
E09	Environmental Impact Studies	5
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)

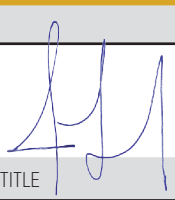
a. Federal Work	1
b. Non-Federal Work	9
c. Total Work	9

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

I. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

2. SIGNATURE	3. DATE
	February 27, 2025

4. NAME AND TITLE

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

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: **25-0196-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: **Cumbey & Fair, Inc.**	3. YR ESTABLISHED: 1975
	4. UNIQUE ENTITY IDENTIFIER: 067210872
2b. STREET: 2463 Enterprise Road	5. OWNERSHIP
2c. CITY: Clearwater	a. TYPE: Corporation
2d. STATE: FL	2e. ZIP CODE: 33763
6a. POINT OF CONTACT NAME AND TITLE: Patrick McCormack, PSM / Vice President	b. SMALL BUSINESS STATUS: SBE Certified w/Pinellas County
6b. TELEPHONE NUMBER: (727) 797-8982	6c. E-MAIL ADDRESS: pmccormack@cumbeyfair.com
	7. NAME OF FIRM *(If block 2a is a branch office)*: n/a
8a. FORMER FIRM NAME(S) *(If any)*: N/A	8b YR. ESTABLISHED
	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
02	Administration	2	
38	Land Surveyor	3	
08	CADD Technician	6	
12	Civil Engineer	4	
60	Transportation Engineer	1	
48	Project Manager	1	
	Survey and SUE Crew	13	
	Other Employees:		
	Total	**30**	

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)*
C16	Construction Surveying	1
D04	Design Build – Prep for RFP	1
G03	Geodetic Survey – Grind & Airborne	1
H07	Highways; Streets; Airfield Paving; Parking Lots	4
H13	Hydrographic Surveying	1
I04	Intelligent Transportation Systems	2
I06	Irrigation; Drainage	2
L02	Land Surveying	4
L06	Lighting (Exteriors, Streets, Memorials, Athletic Fields)	2
S04	Sewage Collection, Treatment & Disposal	2
S10	Surveying, Planning, Mapping	4
S13	Stormwater Handling & Facilities	2
T03	Traffic and Transportation Engineering	4
T04	Topographic Surveying & Mapping	4
W03	Water Supply; Treatment & Distribution	2

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	6
c. Total Work	6

PROFESSIONAL SERVICES REVENUE INDEX NUM BER

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: February 5, 2025

c. NAME AND TITLE: Patrick McCormack, PSM / Vice 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 **Tierra, Inc.**		3. YEAR ESTABLISHED **1992**	4. UNIQUE ENTITY IDENTIFIER **KJS8GUCMSLP3**
2b. STREET **7351 Temple Terrace Highway**		5. OWNERSHIP a. TYPE **Corporation**	
2c. CITY **Tampa**	2d. STATE **FL**	2e. ZIP CODE **33637**	b. SMALL BUSINESS STATUS
6a. POINT OF CONTACT NAME AND TITLE **Larry P. Moore, P.E., Vice President**			7. NAME OF FIRM *(If block 2a is a branch office)*
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)

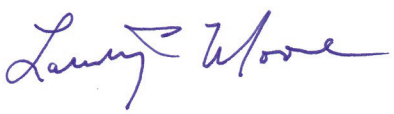
a. Federal Work	
b. Non-Federal Work	8
c. Total Work	8

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 February 6, 2025
c. NAME AND TITLE **Larry P. Moore, P.E., Vice 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
Diversified Professional Services, Inc.	**2007**	**87-658-9370**

2b. STREET	5. OWNERSHIP
27915 Johnston Road	a. TYPE: **Corporation**
2c. CITY: **Dade City** / 2d. STATE: **Florida** / 2e. ZIP CODE: **33523**	b. SMALL BUSINESS STATUS: SBE/WMBE
6a. POINT OF CONTACT NAME AND TITLE: **Sandra L. Polanis, President**	7. NAME OF FIRM *(If block 2a is a branch office)*
6b. TELEPHONE NUMBER: **352.588.2811** / 6c. E-MAIL ADDRESS: **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
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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: **February 6, 2025**

c. NAME AND TITLE: **Sandra L. Polanis, 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
6a. POINT OF CONTACT NAME AND TITLE: Kenneth Hardin, President			b. SMALL BUSINESS STATUS: Small Business
6b. TELEPHONE NUMBER: 813-636-8200	6c. E-MAIL ADDRESS: kenneth_hardin@janus-research.com		7. NAME OF FIRM *(If block 2a is a branch office)*
8a. FORMER FIRM NAME(S) *(If any)*: Piper Archaeology		8b. YR. ESTABLISHED: 1979	8c. DUNS NUMBER: 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: Kenneth Hardin

b. DATE: February 4, 2025

c. NAME AND TITLE: Kenneth Hardin, President

02. Statements and Documentation

KCA is a Tampa Bay area engineering consultant with 48 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 380 including 99 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

Erin Lawson, PE, PM
KCA Kisinger Campo & Associates
201 N. Franklin Street, Suite 900, Tampa, FL 33602
813.871.5331
ELawson@kcaeng.com

Pat McCormack, PSM
Cumbey & Fair, Inc.
2463 Enterprise Road,Clearwater, FL 33763
727.797.8982
pmccormack@cumbeyfair.com

Sandra Polanis
DPS Corp Environmental Contractors
27915 Johnston Road, Dade City, FL 33523
352.588.2811
spolanis@dps-corp.com

Rick Joslin, SR/WA
IAA
11030 US Highway 301, Thonotosassa, FL 33592
813.773.5400
rjoslin@iaallc.com

Amy Streelman
Janus Research
1107 N Ward Street, Tampa, FL 33607
813.636.8200 |
amy_streelman@janus-research.com

Larry Moore, PE
Tierra
7351 Temple Terrace Highway, Tampa, FL 33637
813.989.1354
lmoore@tierraeng.com

Firm Licenses

KCA



Florida dbpr Department of Business & Professional Regulation

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- AB&T Delinquent Invoice & Activity List Search

LICENSEE DETAILS — 9:43:26 AM 7/10/2024

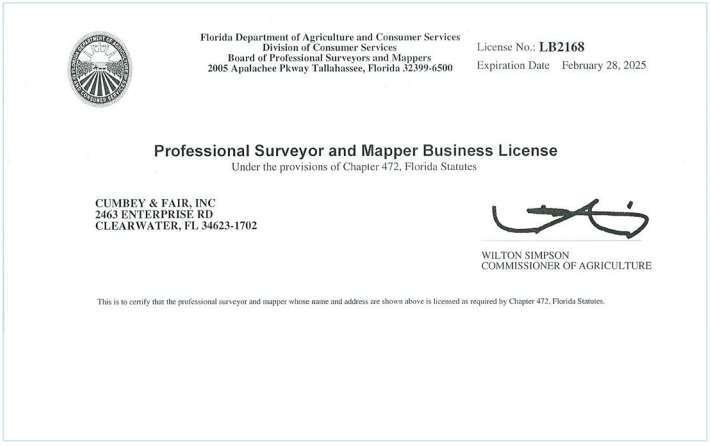
Licensee Information

Name:	KISINGER CAMPO & ASSOC., CORP. (Primary Name)
Main Address:	201 N. FRANKLIN STREET 400 TAMPA Florida 33602
County:	HILLSBOROUGH
License Mailing:	201 N. FRANKLIN STREET SUITE 400 TAMPA FL 33602
County:	HILLSBOROUGH
License Location:	201 N. FRANKLIN STREET SUITE 400 TAMPA FL 33602
County:	HILLSBOROUGH

License Information

License Type:	Engineering Business Registry
Rank:	Registry
License Number:	2317
Status:	Current
Licensure Date:	05/10/1977
Expires:	

C&F



Florida Department of Agriculture and Consumer Services
Division of Consumer Services
Board of Professional Surveyors and Mappers
2005 Apalachee Pkway Tallahassee, Florida 32399-6500

License No.: LB2168
Expiration Date February 28, 2025

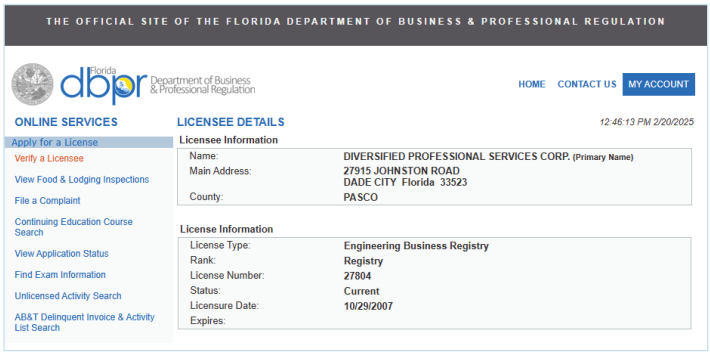
Professional Surveyor and Mapper Business License
Under the provisions of Chapter 472, Florida Statutes

CUMBEY & FAIR, INC
2463 ENTERPRISE RD
CLEARWATER, FL 34623-1702

WILTON SIMPSON
COMMISSIONER OF AGRICULTURE

This is to certify that the professional surveyor and mapper whose name and address are shown above is licensed as required by Chapter 472, Florida Statutes.

DPS



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Florida dbpr Department of Business & Professional Regulation

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- AB&T Delinquent Invoice & Activity List Search

LICENSEE DETAILS — 12:46:13 PM 2/20/2025

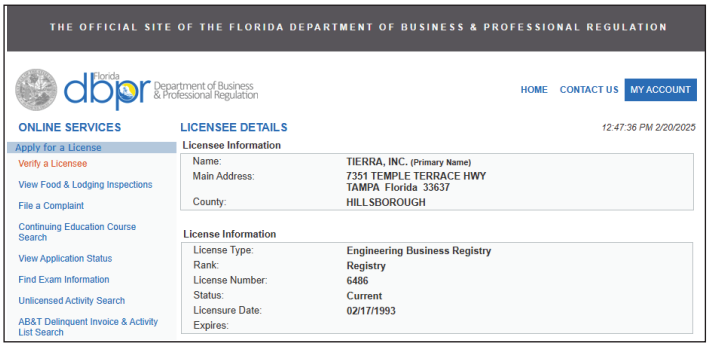
Licensee Information

Name:	DIVERSIFIED PROFESSIONAL SERVICES CORP. (Primary Name)
Main Address:	27915 JOHNSTON ROAD DADE CITY Florida 33523
County:	PASCO

License Information

License Type:	Engineering Business Registry
Rank:	Registry
License Number:	27804
Status:	Current
Licensure Date:	10/29/2007
Expires:	

Tierra



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- AB&T Delinquent Invoice & Activity List Search

LICENSEE DETAILS — 12:47:36 PM 2/20/2025

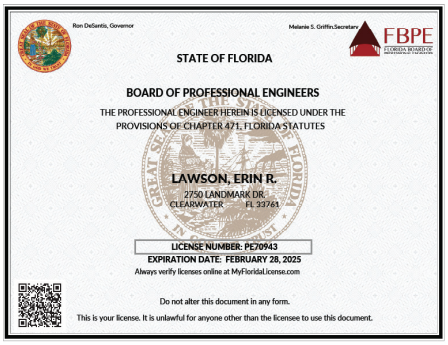
Licensee Information

Name:	TIERRA, INC. (Primary Name)
Main Address:	7351 TEMPLE TERRACE HWY TAMPA Florida 33637
County:	HILLSBOROUGH

License Information

License Type:	Engineering Business Registry
Rank:	Registry
License Number:	6486
Status:	Current
Licensure Date:	02/17/1993
Expires:	

Personnel Professional Licenses


Ron DeSantis, Governor — Melanie S. Griffin, Secretary — 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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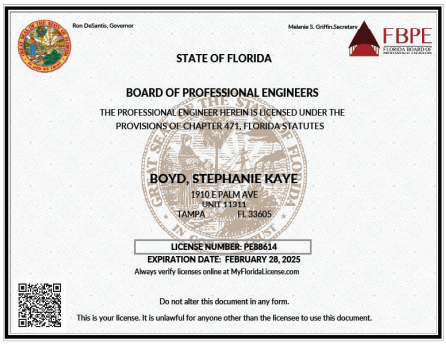
Ron DeSantis, Governor — Melanie S. Griffin, Secretary — FBPE
STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES
BOYD, STEPHANIE KAYE
1910 E PALM AVE
TAMPA FL 33605
LICENSE NUMBER: PE38614
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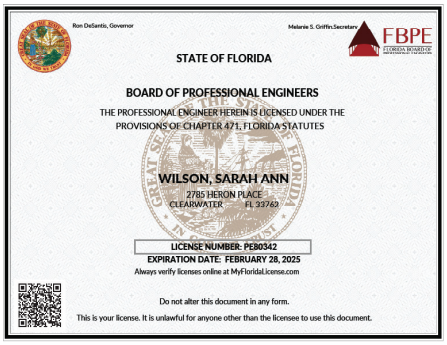
Ron DeSantis, Governor — Melanie S. Griffin, Secretary — FBPE
STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES
WILSON, SARAH ANN
2785 HERON PLACE
CLEARWATER FL 33762
LICENSE NUMBER: PE80342
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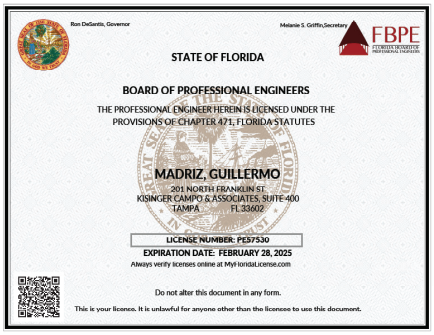
Ron DeSantis, Governor — Melanie S. Griffin, Secretary — FBPE
STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES
MADRIZ, GUILLERMO
201 NORTH FRANKLIN ST.
KISINGER CAMPO & ASSOCIATES, SUITE 400
TAMPA FL 33602
LICENSE NUMBER: PE57530
EXPIRATION DATE: FEBRUARY 28, 2025
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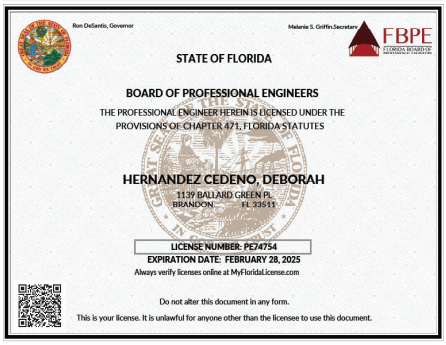
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STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES
HERNANDEZ CEDENO, DEBORAH
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BRANDON FL 33511
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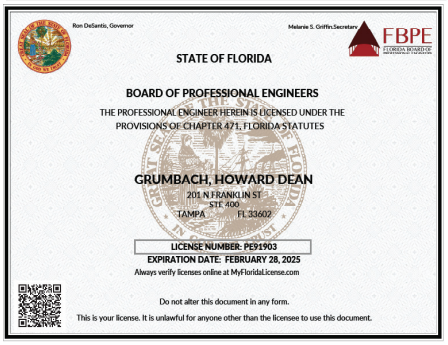
Ron DeSantis, Governor — Melanie S. Griffin, Secretary — FBPE
STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES
GRUMBACH, HOWARD DEAN
201 N FRANKLIN ST
STE 400
TAMPA FL 33602
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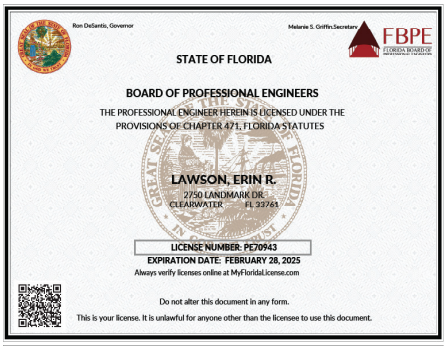
State of Florida
Board of Professional Engineers
Alexander Joseph Wilson
Whereas, has shown competency and fitness to practice Professional Engineering and has complied with all requirements of the Board of Professional Engineers; therefore by virtue of the powers vested in said Board by the State of Florida, the Florida Board of Professional Engineers hereby issues this certificate of licensure numbered 96874 to practice Professional Engineering in the State of Florida as provided by the laws of the state and subject to the powers so 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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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
LAWSON, ERIN R.
2750 LANDMARK DR.
CLEARWATER FL 33761
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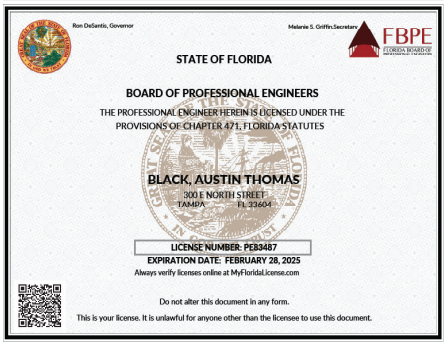
Ron DeSantis, Governor — Melanie S. Griffin, Secretary — FBPE
STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES
BLACK, AUSTIN THOMAS
300 E NORTH STREET
TAMPA FL 33604
LICENSE NUMBER: PE83487
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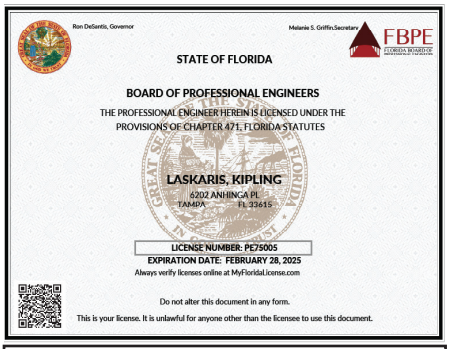
Ron DeSantis, Governor — Melanie S. Griffin, Secretary — FBPE
STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES
LASKARIS, KIPLING
6202 ANHINGA PL
TAMPA FL 33615
LICENSE NUMBER: PE75005
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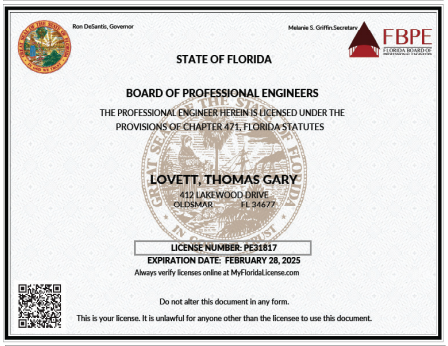
Ron DeSantis, Governor — Melanie S. Griffin, Secretary — FBPE
STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES
LOVETT, THOMAS GARY
412 LAKEWOOD DRIVE
OLDSMAR FL 34677
LICENSE NUMBER: PE31817
EXPIRATION DATE: FEBRUARY 28, 2025
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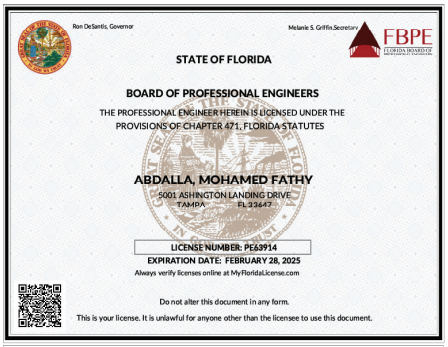
Ron DeSantis, Governor — Melanie S. Griffin, Secretary — FBPE
STATE OF FLORIDA
BOARD OF PROFESSIONAL ENGINEERS
THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES
ABDALLA, MOHAMED FATHY
5001 ASHINGTON LANDING DRIVE
TAMPA FL 33647
LICENSE NUMBER: PE63914
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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:

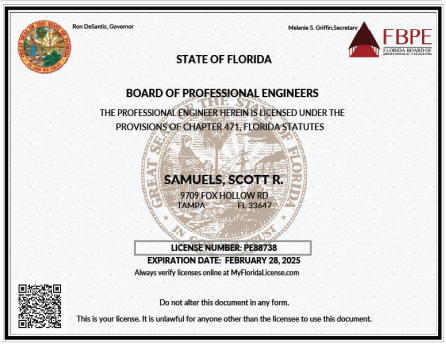
1. Your certification is renewed through 1/26/2026.
2. You will not be receiving a new certificate as the one sent to your originally does not indicate an expiration date and can be displayed as long as you are a PTOE. Your certificate does indicate your original certification date.
3. At the end of 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 PDH to 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. Batskus, P.E., PTOE, RSP1
Chair, Transportation Professional Certification Board

1


Ron DeSantis, Governor — Melanie S. Griffin, Secretary — FBPE
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
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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
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Personnel Professional Licenses



TPCB

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

FBPE

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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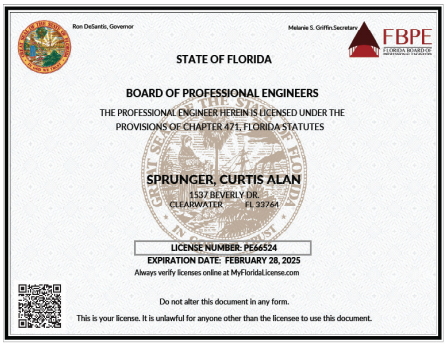

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STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

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SPRUNGER, CURTIS ALAN

1537 BEVERLY DR CLEARWATER FL 33764

LICENSE NUMBER: PE66524

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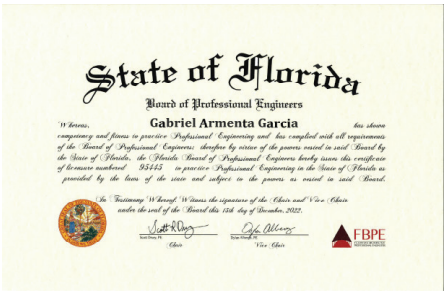
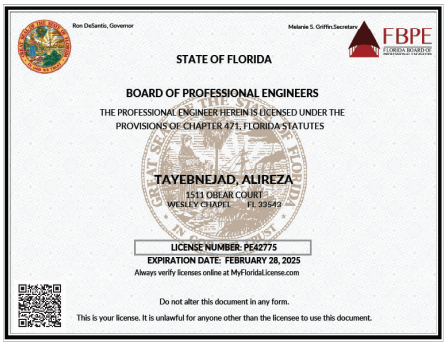


State of Florida

Board of Professional Engineers

Gabriel Armenta Garcia



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TAYEBNEJAD, ALIREZA

1511 OREAR COURT WESLEY CHAPEL FL 33549

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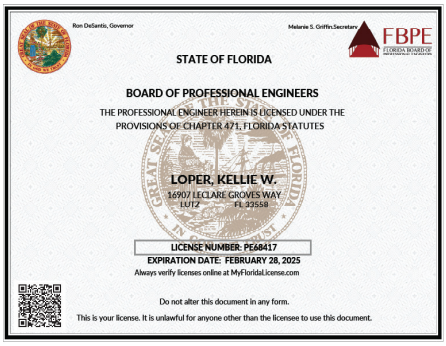

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LOPER, KELLIE W.

16907 LECLARE GROVES WAY LUTZ FL 33558

LICENSE NUMBER: PE68417

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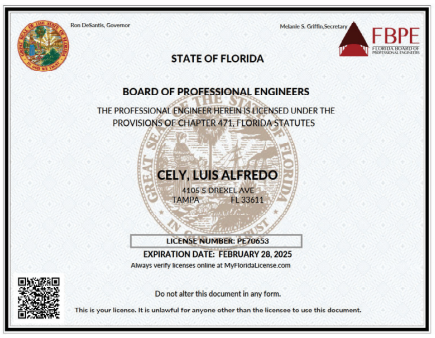

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BOARD OF PROFESSIONAL ENGINEERS

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CELY, LUIS ALFREDO

4106 S DREXEL AVE TAMPA FL 33611

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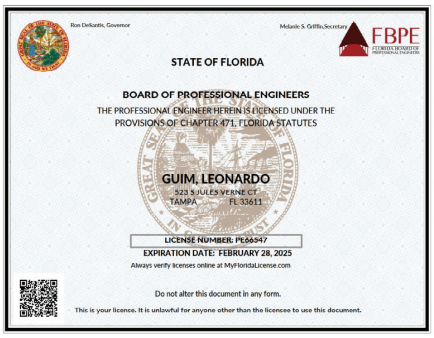

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BOARD OF PROFESSIONAL ENGINEERS

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GUIM, LEONARDO

523 S JULES VERNE CT TAMPA FL 33611

LICENSE NUMBER: PE66947

EXPIRATION DATE: FEBRUARY 28, 2025

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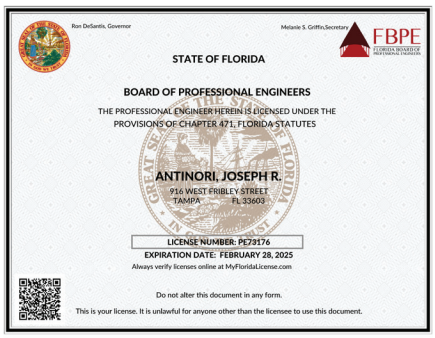

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ANTINORI, JOSEPH R.

916 WEST FRIBLEY STREET TAMPA FL 33603

LICENSE NUMBER: PE73176

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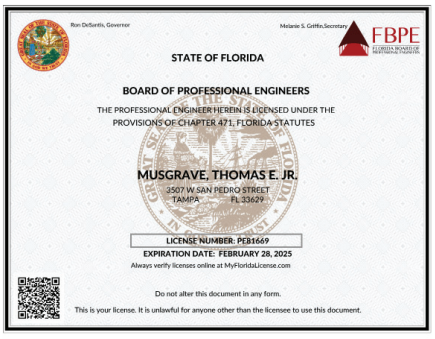

Ron DeSantis, Governor Melanie S. Griffin, Secretary

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MUSGRAVE, THOMAS E. JR.

3507 W SAN PEDRO STREET TAMPA FL 33629

LICENSE NUMBER: PE31669

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SBE and MBE Certificates

PINELLAS COUNTY
SMALL BUSINESS ENTERPRISE
PROGRAM

THIS CERTIFICATE IS AWARDED TO

Cumbey & Fair, Inc.

HAS SUCCESSFULLY COMPLETED THE
SBE Certification Requirements for:
Construction Engineering Inspection, Construction Management, Construction Surveying & Consulting Engineering
Certification Expires:
12/6/2025

Approved:
12/7/2022 SIGNED, *Corey McCuster*

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 McCuster*

Pinellas County

State of Florida

Woman Business Certification

Independence Acquisition & Appraisal, LLC

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
06/20/2023 to 06/20/2025

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

Independence Acquisition & Appraisal, LLC

HAS SUCCESSFULLY COMPLETED THE
SBE Certification Requirements for:
Professional, Scientific, and Technical Services
Certification Expires:
12/20/2026

Approved:
12/21/2023 SIGNED, *Corey McCuster*

Pinellas County

RFP #
RFP Title

SMALL BUSINESS ENTERPRISE (SBE) STATUS FORM

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.

	PINELLAS COUNTY CERTIFIED SBE	
PRIME FIRM	Yes	No
Kisinger Campo & Associates, Corp. (KCA)		■
SUB-CONSULTANT(S):	**PINELLAS COUNTY CERTIFIED SBE**	
	Yes	No
Cumbey & Fair, Inc.	■	
Diversified Professional Services, Inc.	■ | FL MBE	
Independence Acquisition & Appraisal, LLC	■	
Janus Research, Inc.		■
Tierra, Inc.		■

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*

03. Certificate of Insurance

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 09/23/2024

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 Insurance Services, 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	

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
Kisinger Campo & Associates, Corp 201 N Franklin St, Suite 400 Tampa FL 33602	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 :	

COVERAGES **CERTIFICATE NUMBER:** 24-25 **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	[X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC [ ] OTHER:			P-630-8254A604-COF-24	10/01/2024	10/01/2025	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 [X] ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS [ ] HIRED AUTOS ONLY [ ] NON-OWNED AUTOS ONLY			810-5N338364-24-43-G	10/01/2024	10/01/2025	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	[X] UMBRELLA LIAB [X] OCCUR EXCESS LIAB [ ] CLAIMS-MADE [ ] DED [X] RETENTION $ 10,000			CUP-7J748484-24-43	10/01/2024	10/01/2025	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	10/03/2024	10/03/2025	[X] 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 - Architects & Engineers			EO000027205-10	10/01/2024	10/01/2025	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

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04. 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

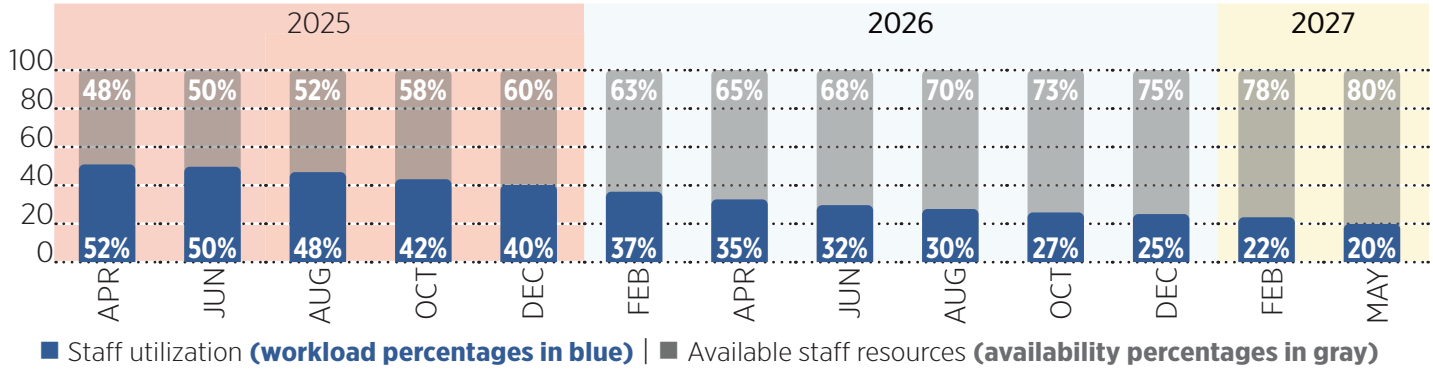
This contract will require a diverse range of technical disciplines. The KCA team possesses these requisite skills and has provided similar services to several local clients under previous and ongoing contracts, including Pinellas County. We have assembled a strong, multidisciplinary team fully qualified 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 378 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, Ms. Lawson, 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.



■ Staff utilization **(workload percentages in blue)** | ■ Available staff resources **(availability percentages in gray)**

05. Required Forms

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

- Acknowledgment of Addenda
- W-9
- Vendor References (4)
- Contract acceptance form including references and electronic payment
- E-Verify Affidavit
- SBE Status Form - Refer to Tab 2, Page 6

ADDENDUM ACKNOWLEDGMENT

KCA acknowledges receipt of the following addenda on the specified date:

- Addendum 1 – February 7, 2025
- Addendum 2 – February 20, 2025

Form **W-9**
(Rev. March 2024)
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.

Before you begin. For guidance related to the purpose of Form W-9, see *Purpose of Form*, below.

Print or type. See *Specific Instructions* on page 3.

1 Name of entity/individual. An entry is required. (For a sole proprietor or disregarded entity, enter the owner's name on line 1, and enter the business/disregarded entity's name on line 2.)

Kisinger Campo & Associates Corp.

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

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

☐ Individual/sole proprietor ☐ C corporation ☑ S corporation ☐ Partnership ☐ Trust/estate

☐ LLC. Enter the tax classification (C = C corporation, S = S corporation, P = Partnership) . . . . .

Note: Check the "LLC" box above and, in the entry space, enter the appropriate code (C, S, or P) for the tax classification of the LLC, unless it is a disregarded entity. A disregarded entity should instead 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 Foreign Account Tax Compliance Act (FATCA) reporting code (if any)

(Applies to accounts maintained outside the United States.)

3b If on line 3a you checked "Partnership" or "Trust/estate," or checked "LLC" and entered "P" as its tax classification, and you are providing this form to a partnership, trust, or estate in which you have an ownership interest, check this box if you have any foreign partners, owners, or beneficiaries. See instructions . . . . . ☐

5 Address (number, street, and apt. or suite no.). See instructions.

One Tampa City Center, 201. N. Franklin St., Suite 900

Requester's name and address (optional)

6 City, state, and ZIP code

Tampa, Florida 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. See also *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 1/21/2025

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*.

What's New

Line 3a has been modified to clarify how a disregarded entity completes this line. An LLC that is a disregarded entity should check the appropriate box for the tax classification of its owner. Otherwise, it should check the "LLC" box and enter its appropriate tax classification.

New line 3b has been added to this form. A flow-through entity is required to complete this line to indicate that it has direct or indirect foreign partners, owners, or beneficiaries when it provides the Form W-9 to another flow-through entity in which it has an ownership interest. This change is intended to provide a flow-through entity with information regarding the status of its indirect foreign partners, owners, or beneficiaries, so that it can satisfy any applicable reporting requirements. For example, a partnership that has any indirect foreign partners may be required to complete Schedules K-2 and K-3. See the Partnership Instructions for Schedules K-2 and K-3 (Form 1065).

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS is giving you this form because they

CONTRACTOR REFERENCES

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

Business Address: 201 N. Franklin Street, Suite 900, Tampa, FL 33602

Length of time the company has been in business: 48 years

How long in present location: 4 months

Total number of current employees: Full-Time: 350 **Part-Time:** 326

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. Vendor 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.

REFERENCE 1:	**REFERENCE 2:**
Company: Monroe County	**Company:** City of Clearwater
Address: 1100 Simonton Street | Key West, FL 33040	**Address:** 100 S. Myrtle Ave. | Clearwater, FL 33756
Telephone: 305.295.4306	**Telephone:** 727.562.4760
Contact Name: Clark Briggs	**Contact Name:** Michael Quillen, PE
Contact Email: briggs-clark@monroecounty-fl.gov	**Contact Email:** michael.quillen@myclearwater.com
Company Email: N/A	**Company Email:** N/A
REFERENCE 3:	**REFERENCE 4:**
Company: City of St. Petersburg	**Company:** Pasco County
Address: One 4th St N, MSC, St. Petersburg, FL 33701	**Address:** 5418 Sunset Road |New Port Richey, FL 34652
Telephone: 727.551.3499	**Telephone:** 727.834.3604 ext. 1610
Contact Name: Evan Birk, PE	**Contact Name:** Whitney Haddox, PE, MCE
Contact Email: Evan.Birk@stpete.org	**Contact Email:** whaddox@mypasco.net
Company Email: N/A	**Company Email:** N/A

THIS FORM MUST BE RETURNED WITH YOUR CHECKLIST

KCA's SunBiz

2025 FLORIDA PROFIT CORPORATION ANNUAL REPORT

FILED
Jan 24, 2025
Secretary of State
6358818513CC

DOCUMENT# 505419

Entity Name: KISINGER CAMPO & ASSOCIATES, CORP.

Current Principal Place of Business:

ONE TAMPA CITY CENTER
201 N FRANKLIN STREET STE 900
TAMPA, FL 33602

Current Mailing Address:

ONE TAMPA CITY CENTER
201 N FRANKLIN STREET STE 900
TAMPA, FL 33602 US

FEI Number: 59-1677145

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 01/24/2025

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 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, SR. VP, SECRETARY, TREASURER, CFO
Name	GOTT, RONALD E
Address	ONE TAMPA CITY CENTER 201 N. FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, SR VP
Name	MARTIN, GEORGE DEWEY
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	HARRISON, RICHARD
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, PRESIDENT, CEO
Name	FOLEY, PAUL G.
Address	ONE TAMPA CITY CENTER 201 N. FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, SR VP
Name	SHAW, THOMAS J
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, SR VP
Name	MCGUCKEN, STEPHEN
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	O'GRADY, PATRICK
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
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 01/24/2025

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 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, SR VP
Name	HILTON, GERALD
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	DIGGS, DAVIS
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	LOPER, KELLIE
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	ROBERTS, CHRISTOPHER
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	CULLUM, SAMUEL
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	FOLEY, SEAN
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	BARBOUR, DEBORAH
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	ABDALLA, MOHAMED
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

Title	OFFICER, VP
Name	COMBS, RICHARD
Address	ONE TAMPA CITY CENTER 201 N FRANKLIN STREET STE 900
City-State-Zip:	TAMPA FL 33602

ePayables Registration

The Pinellas County ePayables credit card payment program is a convenient payment option provided in connection with Bank of America. The County will remit payments through an issued ghost (non-physical plastic) Visa credit card number. Funds are typically deposited within 48 hours.

To participate in the program, your company must be able to accept credit card payments through merchant services. When payment is authorized, you will receive an automated email notification with invoice number(s), invoice date(s), and payment amount(s). To deposit funds into your account, input the Visa card number on your credit card point of sale (POS) terminal for the full payment amount authorized. The card will return to a zero balance until the next payment is issued.

Upon registration a secure welcome email will be sent with a 16-digit account number and expiration date. Payment confirmation will be remitted via email.

Would your company like to enroll in the ePayables credit card payment program? Yes ☐ No ☒
If Yes is selected, continue to the next section.

Please select your perferred email notification option:

1) **Default email notification: vendor keeps 16-digit account number on-file** ☐
   A 16-digit account number will be issued upon initial ePayables enrollment. Once a payment has been applied, an email notification is sent with the last 4-digits as payment confirmation. The County will provide the 3-digit CVV code if needed.

2) **Secure email notification: vendor does not keep 16-digit account number on-file** ☐
   Once a payment has been applied, a encrypted secure email notification is sent with the full 16-digit account number and expiration date as payment confirmation. The County will provide the 3-digit CVV code if needed.

3) **Does your company require a 3-digit CVV for credit card processing?** Yes ☐ No ☐

ePayables Supplier Enrollment Information

Company merchant name:

Remittance address:

City:

State:

Zip code:

ePayables contact name:

Title:

Phone:

Remittance email[s]:

**AR/Receivables Department email or designated person to process card transaction payments*

**Standard merchant fees apply, and may be negotiable through your merchant (if applicable). Pinellas County does not charge to participate in this program, and credit card transaction fees cannot be passed on to the County.*

Please contact Natalie Ryburn, Purchasing Systems Coordinator, for questions or further assistance.
Email: pinellascountyepayablesprogram@pinellas.gov
Phone: 727-453-3011

E-VERIFY AFFIDAVIT

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: February 27, 2025

Federal Work Authorization User Identification No.: 163673

Name of Pinellas County Contract and Contract No.: McMullen Booth Rd Bridge North Bound Off-Ramp | 25-0196-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 February 27, 2025 (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]

Notary Public: _____

Name typed, printed, or stamped: Theresa Sansone

My Commission Expires: _____

An official website of the United States government
Here's how you know

E-Verify Menu

My Company Account

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

06. Additional Information

INTRODUCTION TO PROJECT UNDERSTANDING AND HISTORY

The McMullen Booth Road (CR 611) northbound off-ramp at Tampa Road is the location of Bridge No. 154151 over the Lake Tarpon Outfall Canal. County Road 611, commonly known as McMullen Booth Road (south of Tampa Road) and East Lake Road (north of Tampa Road), is a major north-south arterial connecting south Pinellas County to Pasco County. The NB Tampa Road exit provides access to the unincorporated East Lake area. The off-ramp bridge, constructed in 1967, is approaching the end of its design life and has been rated functionally obsolete according to the latest bridge inspection report (July 11, 2024). An adjacent bridge structure supporting a 48" Pinellas County water main is located approximately ten feet parallel to the off-ramp bridge. Although the water main is not part of this scope of work, it will be a consideration and point of coordination during the design of the off-ramp bridge replacement.

The most recent routine bridge inspection report documented intermittent spalls and delaminations in the deck slabs and overhangs with locations of exposed deck rebar. The inspection report notes areas of exposed rebar in nearly all the precast deck panels due to insufficient concrete cover. It was also observed the majority of the existing 18" prestressed piles exhibit corner spalling along with areas of delaminations. The existing bridge was found to have a sufficiency Rating of 63.7 and a Health Index of 73.83. The National Bridge Index (NBI) ratings were 6 Satisfactory for the Deck and Substructure and 7 Good for the Superstructure.



McMullen Booth Road Bridge North Bound (existing)

Previous Studies

As part of project development, the County and FDOT have completed multiple reports and studies including the Phase I – Bridge Replacement Study (2012) and the Phase II - Bridge Replacement Report (2017) both prepared by KCA recommending bridge replacement. FDOT reports include regular Bridge Inspection Reports along with Phase 1 and 2 Scour Evaluation Reports.

This bridge along with both the northbound and southbound mainline bridges (also programmed for replacement as a separate design project) are part of the broader East Lake Road corridor study area. The County has developed an Existing Conditions Assessment (2021) and Preliminary Corridor Analysis and Alternatives Development Study Report (2022) and is now preparing to conduct a Project Development and Environment (PD&E) Study. Once underway, the selected design team for the off-ramp bridge replacement will need to coordinate closely with the design teams for the mainline bridge replacements and the PD&E team.

KCA has extensive knowledge of the East Lake Road Corridor and Pinellas County processes with involvement in the following projects in addition to the above mentioned bridge reports:

- PID 000967A Pinellas Trail Loop North Segment Design Build
  - KCA Design Team
  - Construction complete



Pinellas Trail Loop North Segment

- PID 000967C Pinellas Trail North Gap – Tampa Rd to E Lake Rd S – Bridge over Lake Tarpon Outfall Canal (LTOC)
  - KCA Design Team
  - Construction nearing completion



Bridge Over LTOC in construction

- PID 003879B East Lake Road Bridges over Brooker Creek
  - KCA is the selected design team
  - Awaiting Board Approval



Bridges over Brooker Creek (existing)

Scope – Understanding

KCA understands the primary goal of this scope of services is to design the replacement of the off-ramp bridge over the Lake Tarpon Outfall Canal. Final plans and specifications will be produced in accordance with Pinellas County's Civil 3D kit and meet the County's standards according to County and FDOT design criteria and specifications. Although the bridge replacement report recommended a three-lane typical section with shoulders and sidewalks on both sides, we believe other alternatives should be analyzed to meet the traffic needs and County's long-term objectives for multi-modal connectivity. Using the completed reports as a basis, KCA will evaluate typical sections and alignment alternatives to develop a Draft Alternatives Analysis Report. With input from the County, the preferred alternative will be selected and included in the Final Alternatives Analysis Report to initiate design.

Potential Issues and Key Design Elements

Existing R/W (IAA)

The existing bridge and adjacent 48-inch water main structure are within approximately 120 feet of Pinellas County R/W over the Canal. According to the County's Property Appraiser website, the adjacent land is owned by Southwest Florida Management District (SWFWMD) and Boot Ranch Partnership. The Alternatives Analysis Report will include R/W impacts for each alternative.

IAA will provide the necessary expertise and staff needed to conduct a Preliminary Design and Engineering (PD&E) level R/W Cost Estimate. Services shall include conducting estimates of market value of all real estate interests to be acquired as part of the preliminary design and alternative analysis and preparing a written R/W cost estimate/report. IAA will be required to evaluate, quantify and report on the alignment alternatives for the subject project as required. The IAA team will research recent comparable sales, current listings and/or valuation data necessary to support an estimate of R/W land, severance damages and/or cost to cure costs and will further take into consideration, estimate, and report all other R/W acquisition costs by general and customary factors, multipliers, historical data, and generally accepted practices.

Existing Utilities: DUKE transmission and distribution, and Pinellas County Water Main

An existing 48-inch steel water main runs parallel to the off-ramp bridge approximately ten feet away on the east side. It is supported by a separate bridge structure which was likely built at the same time as the off-ramp bridge. Coordination with Pinellas County Utilities Department will be critical in determining the off-ramp alignment with consideration of the water main disposition.

Duke Energy is also a major utility owner having both transmission and distribution lines within the project footprint. 13 kV distribution lines run parallel to the bridge approximately 27-feet to the west and 500 kV transmission lines cross the approach roadway just south of the bridge. Off-ramp alignment alternatives will avoid the transmission lines and towers and the bridge abutment pile driving operations will need to take the transmission lines into consideration during construction.

In additional to these overhead utilities, SUE survey will be required to determine the location and impact of buried utilities during design.



Utility Coordination Support

KCA will provide support to the County's utility coordinator throughout the design process. Utility owner RGBs lines will be displayed on the utility adjustment sheets in conjunction with the survey and SUE data. Potential utility conflicts will be analyzed and tracked during design using a utility conflict matrix. KCA will be in attendance of all utility coordination meetings using the matrix as a guide to resolve or determine conflict impacts for each utility owner. Prior to final plans, KCA will review and sign-off on all Utility Work Schedules (UWS) for inclusion in bid documents.

SUE (C&F)

C&F's SUE approach will be to provide Quality Level "B" Designation early in the project schedule for all potential conflict areas. Additionally, Quality Level "A" SUE will be utilized to clear the proposed below-ground improvements, such as light poles, sign structures, signals, drainage structures, or any other new underground infrastructure and earthwork excavation. C&F Survey crews will locate all SUE Level "B" Designation and Level "A" Test Holes and incorporate the data into the Design Survey file, as well as providing a SUE Test Hole Report. C&F has the recent SUE experience with Pinellas County, and the availability to have multiple crews and office personnel working jointly to meet the schedule for this project.

Roadway

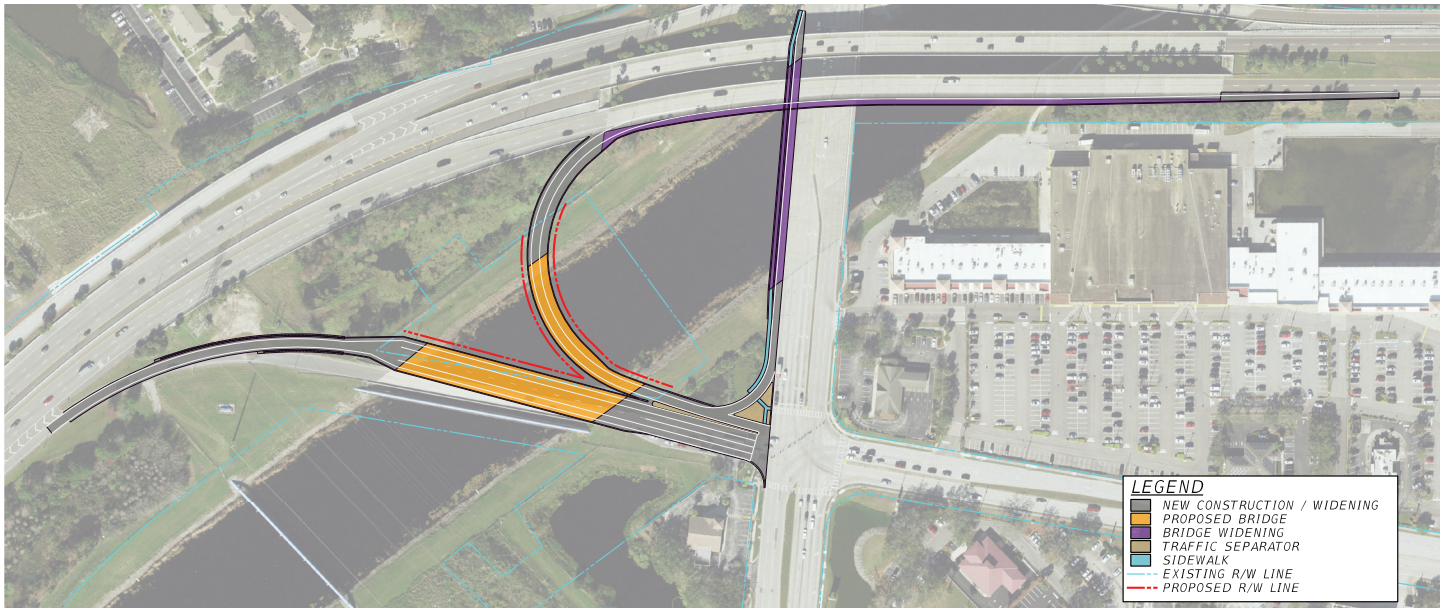
McMullen Booth Road is a 6-lane divided Principal Arterial roadway with a C3R context classification. The existing single-lane exit ramp to Tampa Road features a 15-foot travel lane with 6-foot inside and 4-foot outside shoulders before opening to two 11-foot travel lanes with 3-foot inside and outside shoulders crossing Lake Tarpon Outfall Canal (Bridge No. 154151). The typical section widens after the bridge to four lanes with two 11-foot and two 12-foot travel lanes and curb and gutter on each side as the ramp approaches Tampa Road (CR 752).

The intent of the project is to reconstruct Bridge No. 154151 as it is rated as functionally obsolete. To accomplish this, the design team is focusing on constraints within the project limits. These include, but are not limited to, the transmission tower between the ramp and McMullen Booth Road mainline, the above-ground water main running parallel to Bridge No. 154151, and maintaining traffic in the temporary conditions to ensure traffic does not back up to McMullen Booth Road.

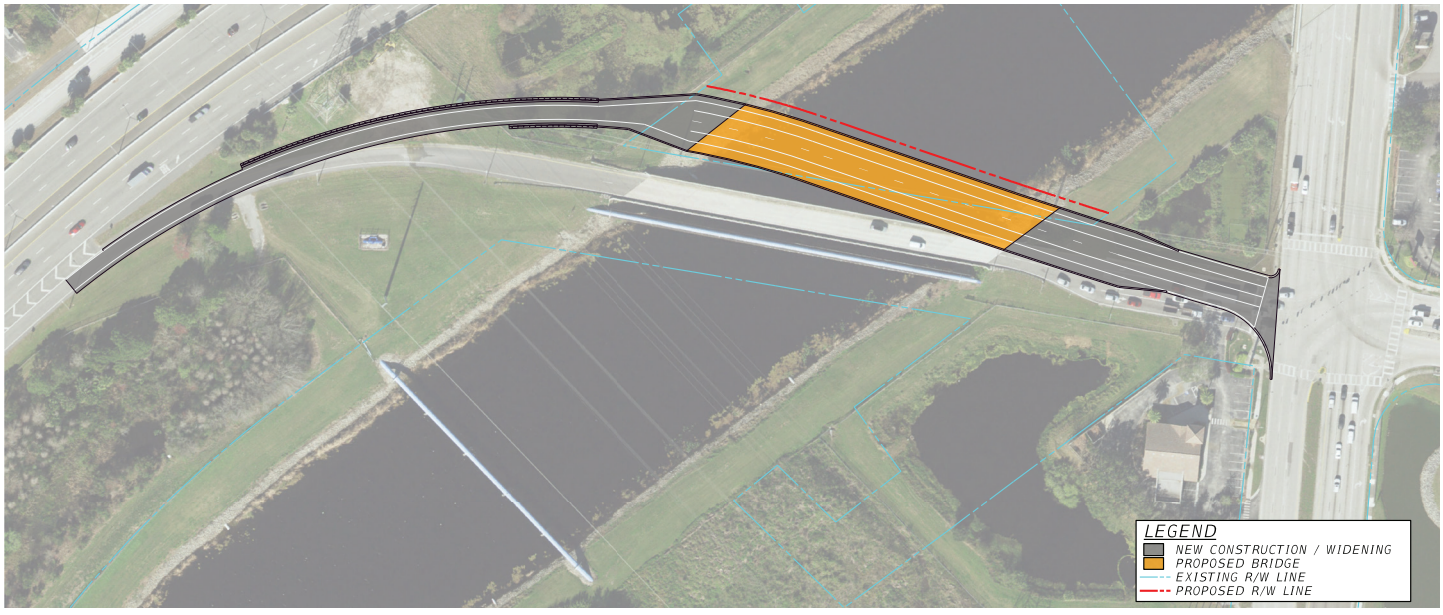
By establishing the main constraints of the corridor, the proposed concept can begin to form. The design team is keen to maintain a single-lane exit ramp from McMullen Booth Road that widens to provide four 11-foot travel lanes across Lake Tarpon Outfall Canal into Tampa Road. This typical section will include 6-foot inside and 10-foot outside shoulders across the canal before transitioning the shoulders in to provide curb and gutter tie-ins to the existing Tampa Road intersection. Guardrail can be used along the single-lane typical section to shield the transmission tower and ensure no adverse impacts or relocation costs. The alignment of the proposed roadway can avoid impacts to the above-ground water main and allow for two lanes of traffic to be maintained while the proposed bridge is being phase-constructed.

KCA will perform an Alternatives Analysis which will investigate typical section, horizontal alignment, R/W impaces, and bridge alternatives. We have started this investigation with the following three alignment alternatives.

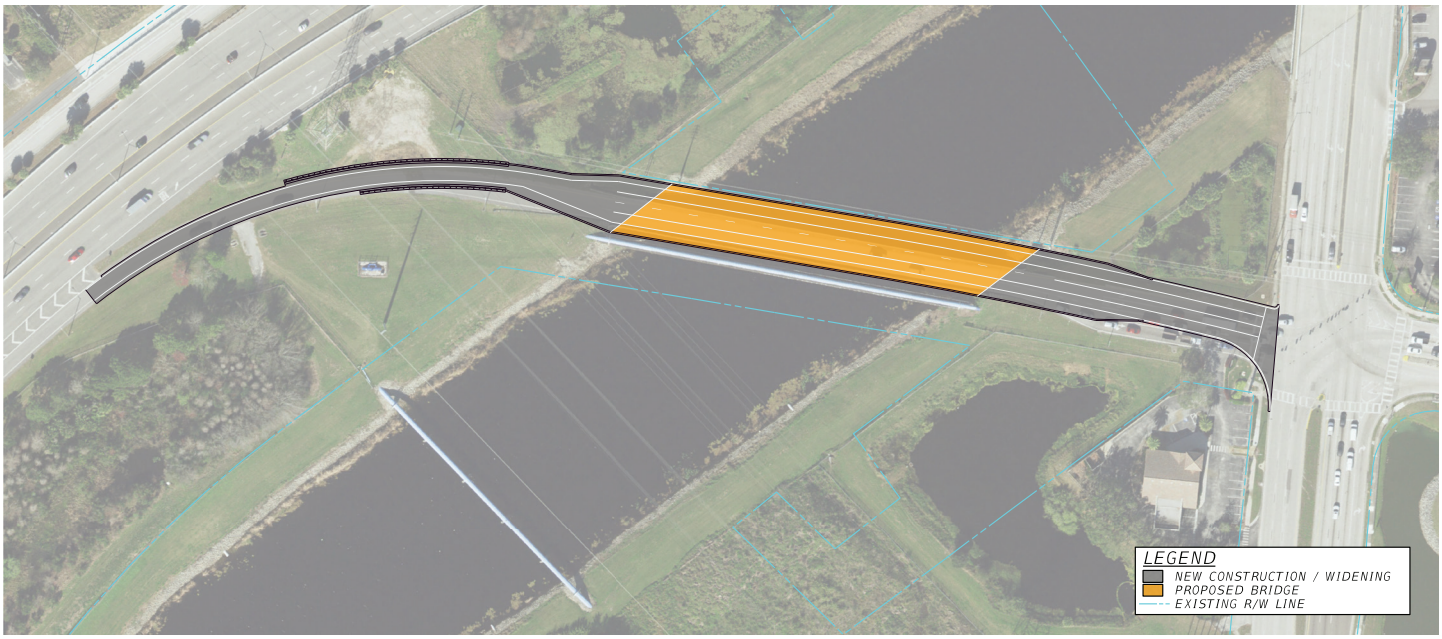
Alternative 1: NB off-ramp alignment which also accommodates a NB on-ramp alignment.



Alternative 2: NB off-ramp alignment maintain traffic on the existing bridge with phased construction of the proposed bridge.



Alternative 3: NB off-ramp and bridge in the existing footprint and R/W.



Horizontal Alignment Alternatives

The proposed alignment will be dependent on various constraints throughout the corridor as well as the desired elements of the proposed bridge. The constant between the three alternatives is the need for a superelevated curve after departing the McMullen Booth Road mainline.

The proposed northbound off-ramp alignment in **Alternative 1** utilizes a superelevated curve from the existing ramp terminal that ties into a tangent segment that spans Lake Tarpon Canal and into the Tampa Road intersection. The northbound on-ramp in **Alternative 1** utilizes a minimum radius curve to tie southbound Tampa Road to McMullen Booth Road. The use of a minimum radius curve will create the need for a 14-foot inside shoulder to accommodate stopping sight distance requirements for 30 mph.

Alternative 2 focuses on maximizing the work zone of the proposed structure across Lake Tarpon Canal. To achieve this, a horizontal deflection was utilized from the existing Tampa Road intersection. A normal crown curve was then placed along the deflection line, creating ample space for phase construction of the proposed structure while keeping the existing structure intact during the first phase of construction. Two lanes of traffic can then be moved to the proposed structure while demolition of the existing structure occurs before widening the proposed structure to its final condition.

Alternative 3 matches the bearing of the existing R/W line across Lake Tarpon Canal. This ensures no R/W acquisition is needed to construct the new bridge. Like Alternative 2, it utilizes a normal crown curve and horizontal deflection to tie into the existing Tampa Road intersection.

Design Variations/Exceptions

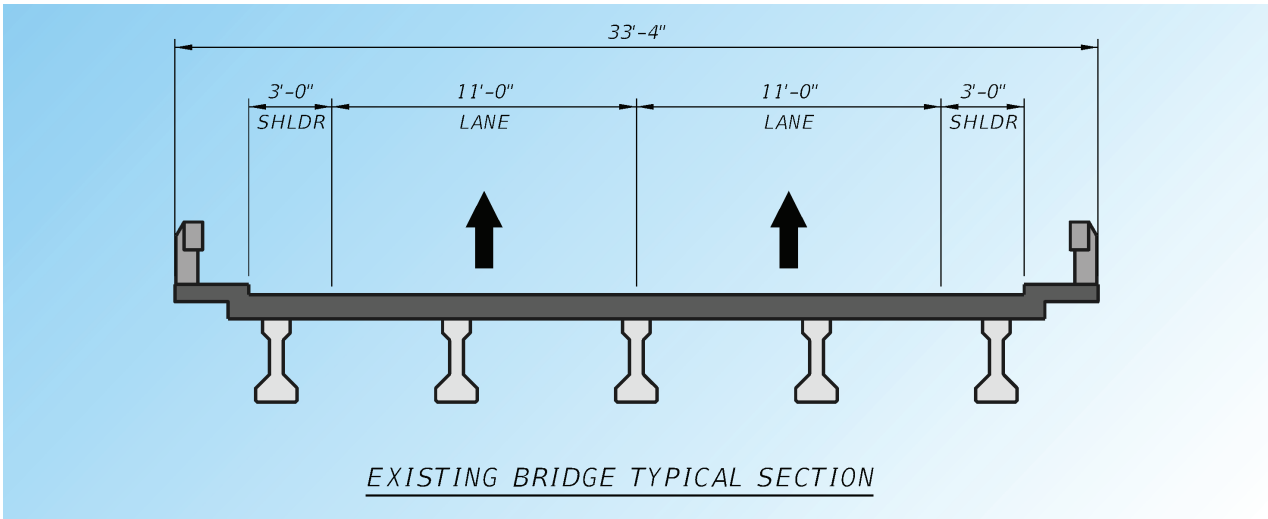
Alternative 3 utilizes the existing R/W corridor to eliminate the need for R/W acquisition. This alternative aligns the inside edge of the proposed bridge as close to the existing R/W line as possible, which will create the need for a border width variation.

All alternatives require a superelevated curve from the McMullen Booth mainline to the tangent section crossing Lake Tarpon Canal. In order to keep superelevation transition off of the proposed bridge, a design variation for superelevation rate may be necessary.

Due to the short distance between the end of the proposed bridge and the existing intersection with Tampa Road, a horizontal curve with a length less than 400 feet may be needed to provide enough deflection to accommodate the traffic needs during the temporary traffic control phases.

Structures

The CR 611 (McMullen Booth Road) northbound off-ramp over Lake Tarpon Outfall Canal (Bridge No. 154151) provides access to CR 752 (Tampa Road) and East Lake Road Business in Pinellas County Unincorporated area of Palm Harbor. The existing bridge, supported by prestressed AASHTO Type II beams, consists of seven equal spans of 56'-8" totaling a length of 396'-8". The current width of the bridge is 33'-4", with a curb-to-curb width of 28'-0". This horizontal clearance classifies the bridge as functionally obsolete due to the substandard shoulder widths.

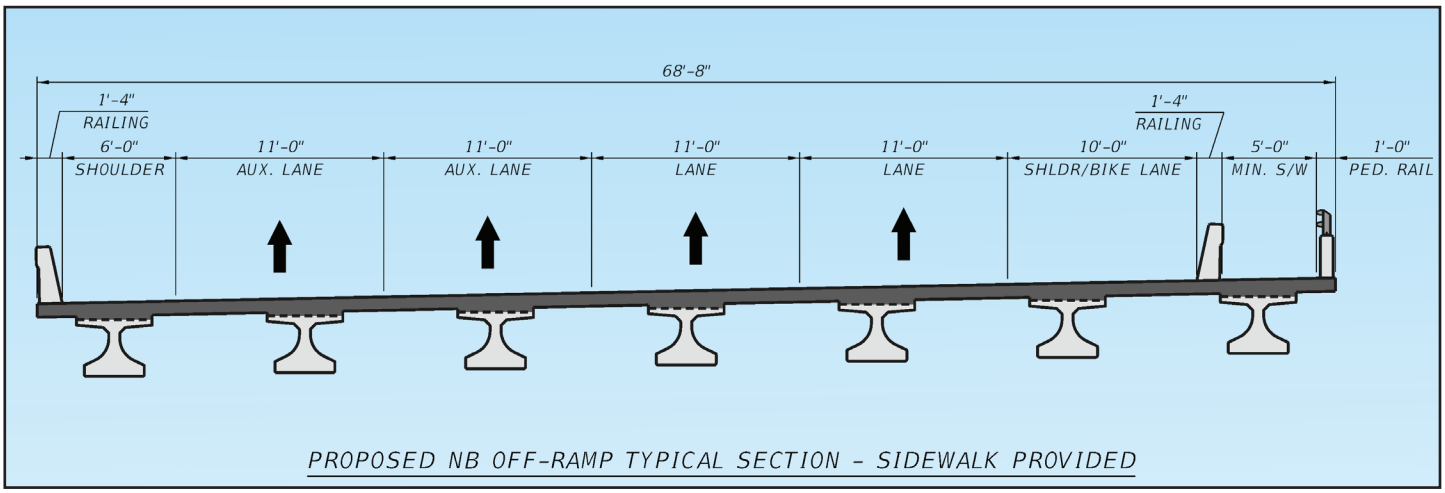


EXISTING BRIDGE TYPICAL SECTION

Proposed Bridge Typical Section

The proposed typical section of the bridge would provide lane and shoulder widths compliant with current design codes. Preliminary traffic count numbers indicate that the vehicular queue length for the northbound left turn lane onto Tampa Road would cause peak hour backups overflowing onto the existing bridge. To accommodate anticipated future queue lengths for the dual left turn lanes, two additional lanes are proposed to allow through and right turn movements which would otherwise be blocked by the left turn queue. The proposed typical section will provide two (2) 11'-0" auxiliary lanes, two (2) 11'-0" travel lanes, a 6'-0" inside shoulder and a 10'-0" outside shoulder.

Coordination with the county will be conducted to accommodate any pedestrian and bicycle facilities on the bridge. The proposed typical section can accommodate a bike lane within the 10'-0" outside shoulder as well as a protected sidewalk on the east side of the bridge. This would allow for continuity across the bridge if pedestrian access through the Northbound McMullen Booth corridor is provided in the future and would preclude the need for potential widenings. Accounting for pedestrian facilities now can ensure the efficient development of a future multimodal transportation system through this area.

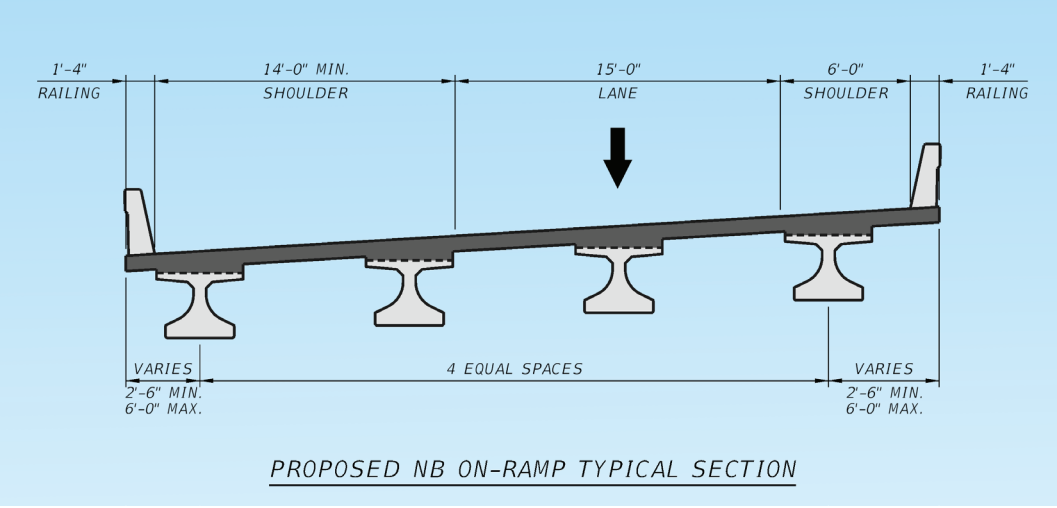


PROPOSED NB OFF-RAMP TYPICAL SECTION – SIDEWALK PROVIDED

Superstructure Considerations

The bridge site is located upstream of a SWFWMD water control structure (S-551), essentially severing navigability for marine interests from Old Tampa Bay. However, small boats and personal watercrafts were observed using the Lake Tarpon Outfall Canal in the vicinity of the bridge. The intent of the proposed bridge would be to maintain—or improve—the navigation envelope (horizontal and vertical clearances) of the bridge by utilizing a similar superstructure height. This would involve considering alternatives that utilize either AASHTO Type II beams, which match the current superstructure type, or Florida-I 36 Beams (FIB 36), which maintain the same superstructure depth. FIB 36 beams provide more load carrying capacity than AASHTO Type II beams, increasing maximum span lengths and reducing the number of required spans to achieve the same bridge length. This would reduce the total substructure units required and increase the horizontal clearance of the channel. However, during the design phase each alternative will be evaluated to determine the most cost-effective superstructure option.

For the proposed northbound CR 611 on-ramp bridge in Alternative 1, the superstructure is constrained due to the tight curve radius of the alignment. This curvature would result in a varying overhang width along the length of the span when straight prestressed concrete beams are utilized. Due to the wider top flange widths of FIB beams, as well as increased capacity, they are able to support a wider overhang than AASHTO Type II beams. For this reason, they are the proposed superstructure type when considering this alternative.



PROPOSED NB ON-RAMP TYPICAL SECTION

Substructure and Foundation Considerations

The existing bridge is supported on pile bents founded on 18-inch prestressed concrete piles. The proposed bridge replacement would also utilize pile bents as the preferred alternative. Based on the final loading, geotechnical exploration and environmental classification of the area, either 18-inch or 24-inch prestressed concrete piles would likely be used as the foundation for the pile bents. Our team's experience with the Pinellas Trail bridge just north of the project location suggests the subsurface conditions at the bridge site are likely to consist of sandy to clayey soils, underlain by very hard indurated clay and weathered limestone. Standard Penetration Test (SPT) borings will be required during the design phase of the project to assist in determining the most cost-effective foundation type and to estimate foundation depths. The Pinellas Trail Bridge, currently under construction, is founded on 24-inch concrete piles and required preforming operations to reach minimum tip due to the hard soil layers above the required minimum tip elevation.

Multi-modal Accommodations

As referenced in the above sections, the proposed bridge can be designed to accommodate pedestrians and cyclists. These provisions would allow connectivity to the Pinellas Trail on the west side of McMullen Booth Road or the Oldsmar Trail on the east side of Lake Tarpon Canal should either trail be extended to the project limits in the future.

There is also an existing sidewalk along the north side of Curlew Road that truncates at its intersection with McMullen Booth Road. If a sidewalk is constructed along the east side of McMullen Booth Road, connectivity from Curlew Road to Tampa Road could be accomplished without any bridge widening.

Drainage

The McMullen Booth Bridge (No. 154151) over Lake Tarpon canal is located in FEMA Flood Zone AE with an elevation of 6 feet. KCA will develop a Bridge Hydraulic Report (BHR) including a hydraulic analysis of the existing and proposed bridge along with scour

calculations, taking into account sea level rise and resiliency. In addition, we will examine the surrounding area for drainage impacts. There are existing Pinellas County stormwater ponds located northwest (Detention Pond 14), northeast (Detention Pond 15B) and southeast (Detention Pond 15A) of the bridge. Due to their proximity, the proposed bridge and roadway will impact part of the existing ponds. Compensation for these impacts will be reviewed including reshaping the ponds within the available R/W, reducing the berm width and providing compensation with an adjacent pond. 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 bridge. The proposed bridge will be evaluated for spread to determine the need for scuppers or if the runoff can be collected at the ends of the bridge. Roadway runoff will be collected with inlets and a storm sewer system. The project discharges to Lake Tarpon Canal (WBID 1541B) which is not impaired or an OFW. If the project includes additional travel lanes, stormwater treatment and attenuation will be required. Based on the new pollutant loading criteria, the project would need to reduce nitrogen by 55% and phosphorous by 80%. This could be accomplished by constructing a shallow bioswale southwest of the bridge within existing R/W to treat the proposed bridge using compensatory treatment. The bioswale would need to be configured to avoid the existing mitigation side to the south as well as the existing water main. Temporary drainage will be analyzed for the project to ensure positive drainage during construction.

Traffic

The intersection at Tampa Road and East Lake Road is nearly at capacity in the current year and is expected to fail in the design year. Lane additions and intersection reconstruction were not the most feasible alternatives given the current configuration and proximity to nearby businesses. Our team found the proposed eastbound right-turn lane along Tampa Road provides the needed capacity at the intersection. Along with signal phasing modifications, this improvement is expected to operate at an acceptable LOS in the design year. The added right-turn movement redistributes the eastbound left-turn volume and allows additional green time for the westbound through movement. Right-turn phasing overlap with their respective left-turns is recommended since 3 of the 4 movements carry significant traffic.

Signal

Our Team has extensive experience with signalization reconstruction. The proposed mast arm locations will meet the required horizontal clearance from the edge of travel way. We will coordinate with the PD&E study to ensure the locations do not conflict with any proposed future improvements. A challenge our team has recently experienced is designing new mast arms along approaches with nearby utility poles/wires. Our team is familiar with the OSHA clearance requirements and coordination needed to properly install signal poles near utility poles/wires.

Our design will include retroreflective yellow borders on all signal heads and LED overhead street name signs on each signal to improve safety and reduce rear-end crashes. The intersection will require three 5-section right-turn signal heads to accommodate the desired overlap between the left-turn and right-turn movements. We will utilize our KCA invented signal timing program to provide adequate signal clearance timings for all movements. All pedestrian features will be provided to help improve safety and meet ADA compliance. All yellow/all-red vehicular clearance timings will be updated. We will provide "Turning Vehicles Yield to Pedestrians" (R10-15a) Signs to improve pedestrian and bicyclist safety.



Proposed Bioswale for Pollutant Loading Reduction

S&PM

Signing and Pavement Markings design will provide positive guidance to motorists and will meet all current criteria and standards. Our team will take inventory of all existing signs within the project limits. All signs over five years old or having inadequate retroreflectivity levels will be replaced or upgraded to current standards. We will optimize sign locations for visibility to provide clear messages that facilitate drivers' decision making. Our team will provide the necessary wrong-way signage (R5-1 and R5-1a signs) and arrows. The advanced street name guide sign will be replaced along the ramp approach.

Lighting

There is existing lighting at the intersection and along the ramp. Light poles impacted by the bridge reconstruction will be replaced to provide adequate illumination along the roadway and at the intersection. We will provide photometric analysis for the signalized intersection and pedestrian crossing separately to

optimize the location of the light fixtures to ensure adequate and safe illumination for all users. We will ensure achieving the required horizontal and vertical illumination for the intersection and crosswalks. Our team understands the importance of the coordination with Pinellas County required on this project to ensure adequate maintenance of any new lighting is approved.

Environmental/Permitting Considerations

Protected species involvement is expected to be minimal. The project is 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. Manatees are known to transit the lower reach of the Canal and adherence to the Manatee Construction Conditions during construction will be required as a permit condition. No federal designated critical habitat or essential fish habitat is present within or adjacent to the project area. Presently, the tricolored bat is proposed for listing under the Endangered Species Act; however, this species is not listed as potentially occurring in the project area by the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) online resource. If the tricolored bat is listed during project design, further coordination with USFWS will be required to determine if an acoustic survey is needed.

Minimal wetland habitat is present and consists chiefly of emergent aquatic vegetation along the banks of the Canal. Stone riprap lines the banks of the Canal above the waterline. Although wetland impacts will be minimal, the project does not qualify for the General Environmental Resource Permit (ERP) under 62-330.443 due to the addition of travel lanes. For this reason, it is expected that an Individual ERP will be required from the Southwest Florida Water Management District (SWFWMD). Shortly after NTP we will schedule a permit pre-application meeting with SWFWMD.

The Canal is a jurisdictional water of the U.S. and a Section 404/Section 10 permit from the U.S. Army Corps of Engineers (USACE) will be required. The project should qualify for USACE Nationwide Permit No. 14 (Linear Transportation Projects). USACE will also review the project's potential effect on the operation of the Lake Tarpon Outfall Canal under a Section 408 review. Coordination with the USACE for the Section 408 review should begin as part of the PD&E study. We will work closely with the County and the PD&E consultant to accurately reflect the PD&E Section 408 coordination in our USACE permit application.

In response to the East Lake Road PD&E study'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 any of the bridges over Lake Tarpon Outfall Canal.

Cultural Resources (Janus)

Janus Research has collaborated with the KCA on several bridge projects in Pinellas County, including the Venetian Boulevard Bridge, Snell Isle Bridge, and the Bayou Grande Bridge. Each of these projects necessitated the creation of documentation in compliance with State and/or Federal Regulations. The Bayou Grande Bridge, the subject of a replacement project, was determined eligible for inclusion in the National Register. Janus Research also collaborated with the KCA team to mitigate the adverse effects on the bridge, including the comprehensive Historic American Engineering Record (HAER) documentation.

Based on preliminary research, there are no previously recorded archaeological sites or historic parcels. However, FDOT Bridge No. 154151 (built 1967) is a historic bridge but may likely meet the Section 106 Program Comment due to its common bridge type. This project will necessitate the establishment of an Area of Potential Effect (APE), which is likely to encompass the bridge and the canal. There is a lithic scatter about 175 meters west on other side of McMullen Booth Road (PI1247, not evaluated), but adjacent to the canal and it is likely disturbed with spoil. Within this APE, all historic and archaeological resources will be documented within a Cultural Resources Assessment (CRAS) report. These resources will then be evaluated in accordance with National Register criteria to determine their significance.

Contamination (Tierra/DPS)

Tierra understands that the purpose of this project is to design the replacement of the McMullen Booth Road (CR 611) Northbound Off-Ramp Bridge (Bridge No. 154151) over Lake Tarpon Outfall, along with any associated roadway improvements. To support this effort, Tierra proposes to conduct a contamination screening in accordance with the Florida Department of Transportation's (FDOT) PD&E Manual: Part 2, Chapter 20 (Contamination) and to perform an asbestos survey to ensure compliance with environmental regulations and protect public health. The contamination screening will identify potential hazardous materials, such as petroleum or heavy metals, that could impact construction activities and require proper mitigation. Additionally, the asbestos survey will assess the presence of asbestos-containing materials in the existing bridge structure, ensuring their safe handling and disposal in accordance with state and federal guidelines. These evaluations are essential for minimizing environmental risks, maintaining worker safety, and preventing costly project delays.

To identify potential contamination sites, Tierra reviewed relevant GIS databases maintained by the Florida Department of Environmental Protection (FDEP) for regulated facilities within 500 feet of the project corridor. This review identified one petroleum cleanup site with unresolved contamination conditions, presenting the highest potential for contamination involvement with the project. This site may require Level II testing:

- Iberia Bank, 3100 Tampa Road, Oldsmar (former Mobil gas station).

Another key contamination consideration is the replacement of Bridge No. 154151 itself. Bridges can contain hazardous materials due to the presence of asbestos in construction materials or metals-based coatings. In accordance with FDOT's PD&E Manual, Chapter 20, an asbestos survey and screening for metals-based coatings should be conducted to determine the extent of these materials. If hazardous materials are confirmed, appropriate worker protection protocols and material handling procedures must be implemented during construction.

Geotechnical (Tierra/DPS)

Tierra's staff includes more than 30 geotechnical engineers. Tierra is prequalified for the following FDOT work groups required for the project: 9.1 Soil Exploration, 9.2 Geotechnical Classification Lab Testing, 9.3 Highway Materials Testing, 9.4 Foundation Studies, and 9.5 Geotechnical Specialty Lab Testing. Tierra's personnel have significant geotechnical experience in the project area, including the Pinellas Trail bridge over the canal just north of the subject project. Tierra's experience relative to this project is a valuable asset to both the design team and Pinellas County.

Tierra has reviewed the USDA NRCS Soil Survey for Pinellas County and the Pinellas Trail information to establish geotechnical considerations for this project. Provided below is a summary of the geotechnical considerations for your use.

Geotechnical Considerations – Roadway

Based on a review of the USDA NRCS Soil Survey of Pinellas County, pre-development normal seasonal high groundwater (SHGWT) levels along the project area are anticipated to range from about 1 foot to about 3½ feet below natural grades. However, based on our experience, groundwater levels are deeper than reported by the USDA as a result of the influence of the Lake Tarpon Outfall Canal. The surficial soils predominantly consist of sandy (A-3/A-2-4) soils.

Geotechnical Considerations – Bridge

Based on our experience with the Pinellas Trail bridge just north of the subject bridge, the subsurface conditions at the bridge site are anticipated to consist of sandy to clayey soils, underlain by very hard indurated clay and weathered limestone. Standard Penetration Test (SPT) borings will be required during the design phase of the project to assist in determining the most cost-effective foundation type and to estimate foundation depths. The Pinellas Trail Bridge, currently under construction, is founded on 24-inch concrete piles. The piles were required to be driven within a preformed pile hole in order to achieve Minimum Pile Tip Elevations needed for lateral stability. Preforming was required due to the hard indurated clay and limestone encountered above the Minimum Penetration Elevation of the piles. We expect that the planned bridge may have a similar approach in the event that subsurface conditions of the planned bridge are similar to the Trail bridge. In addition, the bridge foundations for the water crossing will be exposed to scour and therefore, scour will be considered in the foundation design.

Tierra owns and operates one of the largest and most diverse fleets of drilling equipment in Florida. Tierra's equipment includes truck mounted, track mounted and amphibious drill rigs, as well as a barge-mounted drill rig (image below) which is ideal for the proposed bridge over the Lake Tarpon Outfall Canal.



Tierra performing bridge boring within the Hillsborough River for the widening of the Selmon Expressway

Geotechnical Approach

The geotechnical approach for design will include reviewing published data including the USDA NRCS Soil Survey information and USGS topographic maps in addition to plans and construction records available for the existing bridges at the site. Tierra will develop a subsurface investigation plan based on the review of available data, existing site conditions and coordination with the design team regarding proposed roadway improvements and the new bridge structure.

A "Call Sunshine" utility clearance will be completed subsequent to staking the test boring locations in the field. Drilling will not commence until all utilities are noted as "cleared" of conflict.

Upon completion of the field work, Tierra will visually classify soil samples using the Unified Soil Classification System (USCS) and American Association on State Highways and Transportation Officials (AASHTO) soil classification systems, as appropriate for the project. Laboratory testing will be performed on select soil samples to confirm the visual classifications and establish environmental classifications for the bridge location.

The results of the geotechnical exploration program will be presented on plan sheets that characterize the subsurface conditions encountered at each test boring location. The soil types encountered and corresponding laboratory test results will be summarized on a Soil Survey sheet and will include recommendations regarding the use of the subsurface materials encountered. Tierra will coordinate with the design team on the proposed foundation types for the bridge structure and present geotechnical evaluations and recommendations for the selected foundation type. Soil conditions present at the site will be incorporated into the analyses with the goal of producing cost-effective designs.

Geotechnical reports will be prepared that summarize the subsurface conditions and results of the review of existing bridge data and the results of our field exploration and laboratory testing. Geotechnical recommendations will be provided to guide design and construction of the project.

TCP and Construction Phasing

Temporary traffic control for vehicular traffic will play a major role during the alternatives analysis and design phase of the project. KCA will develop a temporary traffic control plan for the preferred alternative that has the least impact on travelers.

If the proposed bridge is designed in the same footprint of the existing structure, phased demolition of the existing two lane bridge may be possible to allow a single lane of traffic on the bridge. This phased approach could cause queuing back-up onto the mainline of NB McMullen Booth Road during peak hours for all NB exiting traffic. KCA has performed an initial traffic investigation to determine that providing a single lane ramp allowing right turn only at the Tampa Road intersection is possible without queuing traffic onto the mainline. Advanced signage and stakeholder education/outreach prior to construction would be needed for eastbound only exiting traffic and other traffic would be required to continue NB and detour at the East Lake Road Business exit as shown in the graphic below.

As discussed previously, Alternative 2 would allow the existing bridge to maintain 2 lanes of traffic during phased construction of the proposed bridge causing the least impact to travelers during construction.

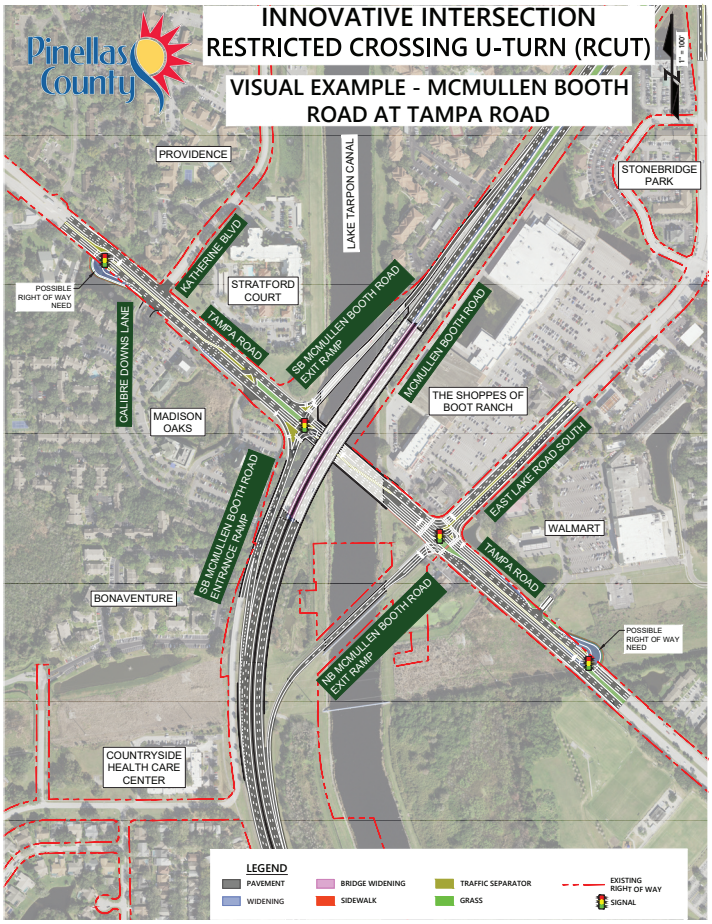
Public Involvement

The County places high priority on public involvement and KCA will provide the tools and support to engage stakeholders early in the design process. As part of the East Lake Road Corridor Analysis Study, the County hosted virtual and in-person project information meetings to share corridor wide improvement alternatives and gain stakeholder feedback. Although not specific to the off-ramp bridge replacement, KCA will use applicable feedback from these meetings to tailor an outreach plan to present the selected bridge replacement alternative and effects on the community and users during and after construction. KCA is also aware of local groups within the East Lake community having special interests in projects corridor wide such as the Council of North County Neighborhoods (CNCN). KCA's team will be available for small group meetings or periodic updates to the Board of County Commissioners, CNCN and other groups in conjunction with the other projects within the corridor. Since there will be several ongoing design projects along with the corridor wide PD&E Study, KCA's public involvement experts will be in coordination with the County and all teams to effectively provide information to the



Possible detour during construction of the proposed bridge

community and stakeholders utilizing the County's East Lake Road Corridor webpage, social media, project information meetings, and other means of communication.



Tampa Road Intersection Graphic from East Lake Road Corridor Public Meetings

Project Management Approach

The KCA team is committed to delivering a successful project to Pinellas County. Ms. Lawson will be the key contact person for the County on both technical and administrative issues. It will be her responsibility to know the status of each design discipline at all times and relay any information to the County's PM, Arturo Martinez, PE. Ms. Lawson's prior position in the Transportation Engineering Section of Pinellas County Public Works will also give her insight on the support and information to have readily available regarding the project. She will accomplish this through frequent and direct contact with the EORs for each discipline. Ms. Lawson will maintain control of the project by monitoring the schedule and technical issues and by effective communication/coordination between the County, internal design team, and subconsultants. Regular project production meetings will be held with all discipline leads starting immediately after the County issues Notice To Proceed (NTP). This approach has proven successful on previous similar projects.

The KCA team believes there is no greater testimony to the quality of our team's work than the fact that our clients continue to select us to work on their most critical infrastructure. As a partner for Pinellas County for over 35 years , we understand the commitment to delivering a successful project every time.

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 Ms. Lawson
- 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 the PM and other key staff 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, Ms. Lawson and EORs. Additionally, KCA maintains relationships with Pinellas County, FDOT, Southwest Water Management District, USACE, and FDEP. These well-developed relationships will be invaluable in coordinating issues between the County and permitting agencies. Continued attention to the project will be ongoing through post design. Ms. Lawson and the KCA team will provide assistance during the advertisement and bidding process by responding to Contractor questions and reviewing bids the County receives. During construction, KCA will take part in construction meetings, field reviews, and provide timely reviews and responses on shop drawings and requests for information (RFI).

KCA team members are ready to assist the County in any request associated with this project. Our PM and key technical staff are always available to address any questions or attend meetings with the County. Part of our commitment to the County is to provide the assurance that a responsible PM and Deputy PM are always available. Stephanie Boyd, PE, Deputy PM, is the secondary point of contact for the project so the KCA team can commit 100% availability for the project.

Ms. Lawson and Ms. Boyd will develop a monthly production report that is tailored to the needs of the County's PM. This report will provide a concise account of the work that was performed during the period and an account of the progress of the specialty subconsultants directly corresponding to monthly invoices. The production report will also provide the County PM a one-month look ahead of the various activities planned and will allow Ms. Lawson to accurately assign and control staffing levels. One tool KCA uses to manage projects in an efficient manner is internal coordination meetings. Another tool Ms. Lawson utilizes is Power BI where she will track the staff utilization versus the project's budget in real time. Every week KCA's PMs discuss staff assignments with our team and subconsultants working on the project. We will also conduct phase review meetings with County staff to ensure that all questions and comments are addressed prior to the next phase submittal.

WILLINGNESS AND ABILITY TO MEET SCHEDULE AND BUDGET

KCA recognizes the importance of keeping this project on schedule to maintain the County's CIP budget and complete construction by year 2030 as stated in the RFP. We proposed a 24-month design schedule. This schedule will allow sufficient float time for County review of the Alternatives Analysis Report and alignment selection, acquire surveys, phase plan submittals, permitting, utility coordination, and R/W acquisition (if required). After the County issues notice to proceed (NTP), a critical path method (CPM) project schedule will be prepared in Microsoft Project using the County's template and will be provided to the County with a breakdown highlighting major milestones and all tasks to be performed. The following major submittals will be included allowing 21 calendars days for County review of each:

- Draft Alternatives Analysis Report and Pond Siting Reports
- Final Alternatives Analysis Report and Pond Siting Reports
- Bridge Development and Hydraulic Reports
- 30% Complete Plans Submittal
- 60% Complete Plans Submittal
- 90% Complete Plans Submittal
- Final Plans Submittal

All major submittals will include an Engineer's Estimate of Probable Construction cost. We will utilize recent County bid tabs along with statewide average unit costs to develop the estimate which will be reviewed and updated at every milestone to ensure a high level of accuracy. KCA understands the importance of these estimates to ensure that the project can be completed as planned by the County's CIP.

PROJECT MANAGEMENT AWARENESS

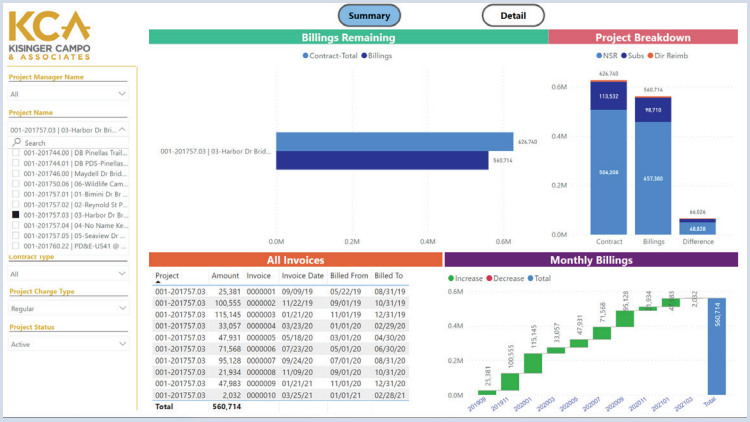
Perhaps the most important aspect of KCA's project management approach is our PM's awareness of the schedule. Managing all tasks from kickoff to production, to permitting, to acquisition and construction bid documents, and ensuring everything in between occurs in the correct order to ensure the project stays on schedule. A project that has a sound technical approach from the very beginning will flow smoothly through critical path items because all important 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. Ms. Lawson, our PM for this project, has more than 20 years of engineering and management experience and is well versed in recognizing potential problems that may impact the schedule and will address them immediately. Proper coordination with regulatory agencies and UAOs will also alleviate potential delays to the schedule. Managing subconsultants and ensuring they understand the project scope and 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 Microsoft Project scheduling software and project management tools including Microsoft SharePoint. We utilize SharePoint as a collaborative platform to store and share documents with all team members and to facilitate effective team communications. Regular tracking of work efforts completed, and time expended provide the County's PM with the best insight on a project's progress. Ms. Lawson will be involved in every aspect of the project to ensure the work plan is effectively executed. Her 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 Vantagepoint 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 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:

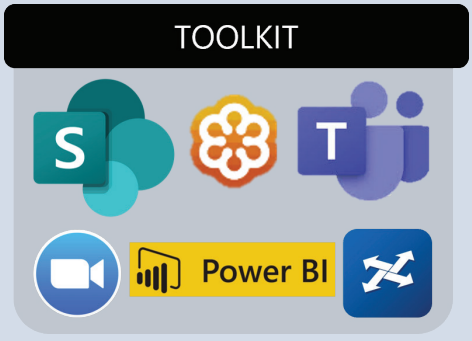
- Total time spent on the project
- Time spent on specific tasks
- Detailed project budgetary data
- Status of Invoicing
- Milestone tracking

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 production meetings, upcoming submittal dates are discussed and coordinated with production personnel to meet our schedule milestones. 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.



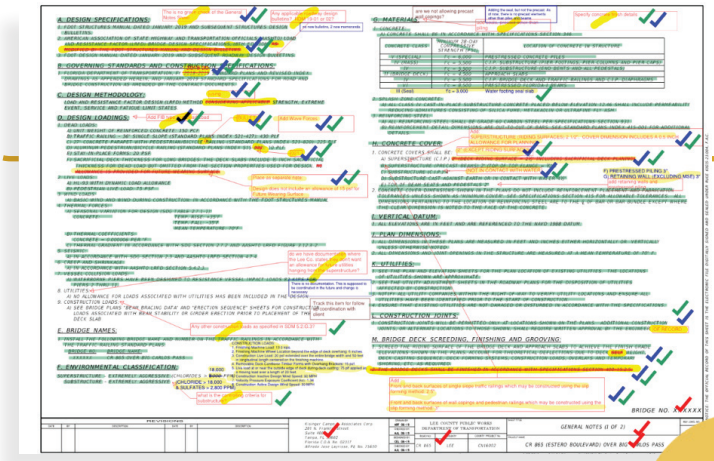
Engineer's Opinion of Probable Construction Cost



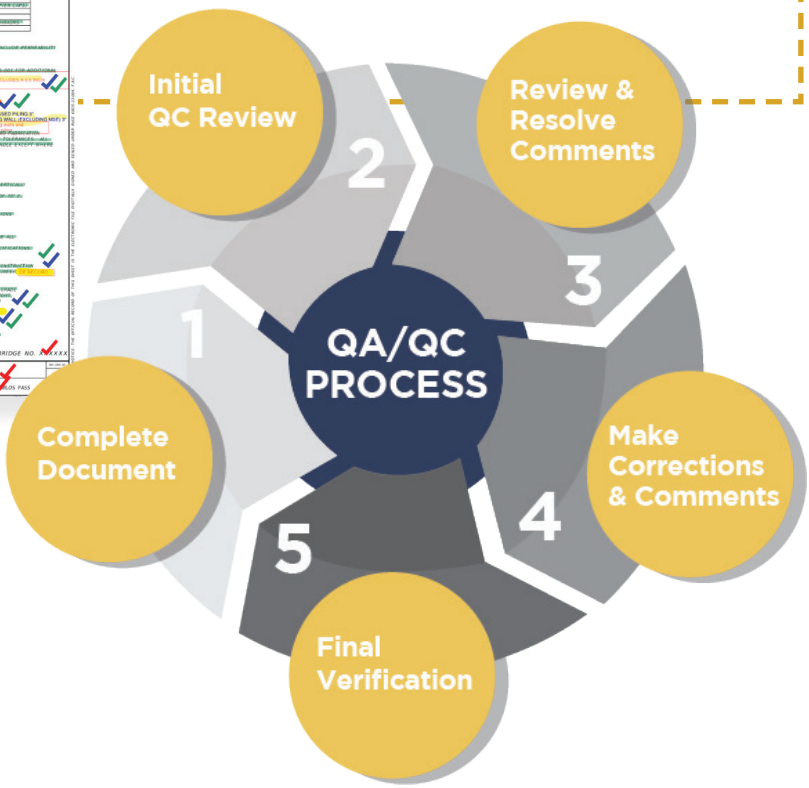
QA/QC

Pinellas County expects delivery of final work products and services to be thoroughly reviewed by experienced professionals. They also expect projects to be of high quality, completed on time, and within budget. The KCA team is committed to exceeding these expectations. A key component of our approach is an effective quality assurance/quality control (QA/QC) program, which 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, cost, and constructability.

Providing quality services and products on time and within budget is the sure way to achieve client satisfaction. QA/QC is part of the KCA culture. We have developed a rigorous review process that is used on every project during the design and production process. We use a five-step color coded checking system, utilizing Bluebeam for all plans, reports, design calculations, documentation, and deliverables. This is a digital QC collaboration tool that helps the reviewers from different disciplines to work in one PDF file at the same time and all reviewers can see the comments that are made in real time. This helps to manage, measure, and control the review process to eliminate errors, omissions, repeat and conflicting comments, while maintaining high quality design standards. The final QC document is a clean legible document with comments from all reviewers in one PDF file. This file can be provided to the County upon request to ensure the QC process is being followed. All project deliverables are peer reviewed by staff members who have not been directly involved in development of the project. Prior to implementation of the project-specific QA/QC plan, the document will be submitted to the PM, Ms. Lawson, for approval. Ms. Lawson will also verify our proposed subconsultants implement a comparable QA/QC plan, also minimizing mistakes and impacts to the project schedule. In addition to KCA's standard checks and balances, the County's Design Submittal Sufficiency Checklist will be completed for each phase submittal and certified by both KCA's PM, Ms. Lawson, and firm principal, **Guillermo Madriz, PE**. The Design Submittal Sufficiency Checklist will be part of the deliverables to the County and included in our project specific QA/QC plan. KCA's QA Manager, Richard Harrison, PE, will verify our QA/QC plan is followed by all team members. We are dedicated to delivering the highest level of service, responsiveness, and technical expertise to Pinellas County.



QC process in BlueBeam Revu



WORKLOAD AND AVAILABILITY

The KCA team has been carefully structured to provide exceptional service and experienced staff in the performance of this important County project. We commit that the key team members, identified on our organizational chart, will be available for the work anticipated under this project. 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 needs to that of the KCA team. The key staff identified on the organizational chart are immediately available to work on this project. We have studied our current and future workload and 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 18 months for our key team members and determined they will all have adequate time to prioritize this project. The charts below show our committed workload and availability for this project and the availability of the key staff identified respectively.

Erin Lawson, PE, PM	60%	**Kellie Loper, PE, Constructability**	25%
Stephanie Boyd, PE, Deputy PM	65%	**Tom Pride, Environmental/Permitting**	25%
Deborah Hernández, PE, Roadway EOR	40%	**Joseph Antinori, PE, Geotechnical [Tierra]**	40%
Dr. Fathy Abdalla, PE, PTOE, S&PM/ Lighting EOR	65%	**Sandra Polanis, Geotechnical/ Contamination [DPS]**	40%
Nicole Selly, ENV SP, Public Involvement	40%	**Pat McCormack, PSM [C&F]**	40%
Tara Spieler, PE, Drainage EOR	60%	**Kenneth Hardin, Cultural Resources [Janus]**	85%
		Kelly Joslin, R/W Acquisition [IAA]	65%

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. C&F, DPS, and IAA are Pinellas County-certified SBE firms while DPS, IAA, and Tierra are State of Florida-certified MBE firms. Their SBE and MBE certificates are included in Tab 2: Statements and Documentation.

Not only is KCA committed to the utilization of W/M/DBE firms, but we are also a certified MBE with the City of Tampa.

SERVICE FACILITIES AND EQUIPMENT

KCA has provided engineering, planning, permitting, and inspection services to the transportation

industry for 48 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 the required services for this study.

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 will utilize AutoCAD Civil 3D and the Pinellas County Kit in accordance with the County's Civil 3D CADD Manual to design and produce contract plans for this project.

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.

OFFICE LOCATIONS

KCA corporate/primary office, located at 201 N Franklin Street, Suite 900, 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. Majority of 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. KCA also has offices throughout Florida including Fort Myers, Orlando, Tallahassee, Miami, Immokalee, Gainesville, and Fort Lauderdale.

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 project.

SIMILAR PROJECT EXPERIENCE

KCA regularly provides engineering services to a wide variety of clients, including county governments, local 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.

Below is an overview of additional relevant project experience. The projects to be assessed as part of this proposal's evaluation can be found in the SF 330 on Tab 2.

CITY OF CLEARWATER EOR, CLEARWATER, FL



Island Estates Bridge: after replacements

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. 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.

FRED HOWARD PARK BRIDGE REPLACEMENT, PINELLAS COUNTY



Fred Howard Park Bridge Replacement

Fred Howard Park consists of 155 acres and is located on the Gulf of Mexico. Nearly two million visitors enjoy the park and its facilities annually. In addition to its many amenities, Howard Park's location provides access to the Gulf of Mexico by a one-mile long causeway. Due to the extremely aggressive environment and heavy usage, these bridges became severely deteriorated and no longer met the needs of the park visitors. Pinellas County decided to replace the bridges with the goal of providing a structure with design life of 75 years and increased safety for pedestrian traffic such as bicyclists, walkers, and fishermen.

Park visitor and worker safety and construction duration was extremely important to the County. After much consideration, it was decided to close the beach area and causeway during construction. This approach would eliminate phase construction and worker/visitor interaction, resulting in a safer, quicker, and more cost-effective project. Advanced signage and public notification was utilized to inform the public of the temporary closure.

The original structures were flat slab bridges comprised of four 30-foot spans that accommodated one lane of traffic in each direction, with minimal shoulders and sidewalks. The bridges also carried water, sewer, telephone, and electrical utilities for the facilities provided at the beach area.

The new structure consists of prestressed slab units with a 6½-inch thick cast-in-place topping spanning three 37-foot-6-inch spans. The revised span lengths avoid conflicts between the existing and new substructure units. The new bridges still accommodate one lane of traffic in each direction; however, 4-foot minimum shoulders were provided for bicyclists, and the new 8-foot sidewalks are protected with traffic railing barrier. The existing utilities were incorporated into the new bridges as well. **This project won the 2010 APWA Public Works Project of the Year.**

STUDIES AND IMPROVEMENTS ALONG THE CR 611 CORRIDOR, PINELLAS COUNTY, FL

Under our Pinellas County Miscellaneous Services contract, KCA has conducted various studies and infrastructure improvements along the CR 611 corridor in Pinellas County. Our work includes a Preliminary Engineering Report (PER) for pedestrian enhancements at the CR 611 and CR 752 corridor, evaluating multiple alignment alternatives to connect the Pinellas Trail across the intersection of CR 611, CR 752, and the Lake Tarpon Outfall Canal.



Aerial Drone Images of Existing Corridor

Additionally, KCA has prepared a PER for the replacement of the northbound off-ramp bridge over the Lake Tarpon Outfall on McMullen Booth Road (CR 611). As part of the Ream Wilson/Pinellas Trail improvements at Old Coachman Road, KCA will provide design and permitting services for a 500-foot, ADA-compliant trail, including the replacement of a pedestrian bridge spanning Alligator Creek.

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.



Bimini Drive Completed Bridge Replacement

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.

VENDOR SUBMITTAL ACKNOWLEDGEMENT FORM

It is the policy of Pinellas County, Board of County Commissioners, to accept the lowest responsive and responsible or highest ranked submittal received meeting specifications. No changes requested by a vendor due to an error in pricing will be considered after the advertised solicitation opening date. By signing this Vendor Submittal Acknowledgment Form, vendors are attesting to their awareness and acceptance of this policy and agreeing to all solicitation of terms and conditions, including any insurance requirements.

Vendor Name (as shown on W-9): Kisinger Campo & Associates, Corp.

Doing Business As (DBA) (if applicable): n/a

Mailing Address (as shown on W-9): 201 N. Franklin Street, Suite 900

City, State, Zip (as shown on W-9): Tampa, FL 33602

Vendor Email (primary company email): KCA-Marketing@kcaeng.com

Remit to address (as shown on vendor invoice): 201 N. Franklin Street, Suite 900, Tampa, FL 33602

Federal Tax ID (FEIN) #: 59-1677145

Vendor Contact Information

Contact Name: Erin Lawson, PE

Phone Number: 813.871.5331

Email Address: KCA-Marketing@kcaeng.com

Payment Terms: Net 45 (per Florida Statute F.S. 218.73) N/A **%** N/A **Days**

Deposit (if required) has been paid in the amount of $ N/A

Proper Corporate Identity is needed for a firm 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 submittal.

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/Director of Corporate Operations

THIS FORM MUST BE RETURNED WITH YOUR RESPONSE