

**LAKE
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Professional Engineering Consulting Services for

East Lake Road from Curlew Road to North Trinity Boulevard PD&E Study

Pinellas County

RFP No. 24-0175-RFP-CCNA

January 25, 2024

RIDGEMOOR BLVD

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INTRODUCTION TAB

Introduction

January 25, 2024

Pinellas County Board of County Commissioners
400 S. Fort Harrison Avenue
Annex Building - 6th Floor
Clearwater, FL 33756

**RE: Solicitation Number: 24-0175-RFP-CCNA
East Lake Road PD&E Study-Professional Engineering Consulting Services**

Dear Pamela Ulrich and Selection Committee Members,

Our HDR team is excited for this opportunity to work with Pinellas County on the East Lake Road PD&E Study. We understand how important the corridor is to the future of the County, and we look forward to working with County leaders, staff, and community stakeholders to find creative, cost-effective, and consensus-based solutions for the corridor's future. To achieve success, we'll need to find solutions that 1) improve East Lake Road's function as a safe, multimodal travel corridor and 2) elevate its role as a gateway to corridor neighborhoods, recreation resources, and commercial destinations. By leveraging our experience on similar projects across the Tampa Bay Region, we're in an excellent position to bring stakeholders together and build consensus around solutions that serve the needs of diverse roadway users.

As described in this proposal, we'll collaborate with the County and key stakeholders to analyze various alternatives to address future growth and capacity needs along East Lake Road from Curlew Road to North Trinity Boulevard. The study will identify, evaluate, and prioritize short- and long-term improvement projects that can be incorporated into the County's future work program. We will build upon efforts from the previous Corridor Analysis Report that serves as a basis for this PD&E Study while leveraging valuable public feedback received during the May and June 2022 Public Information Meetings. Our technical proposal demonstrates how HDR can help Pinellas County deliver a PD&E Study that leads to a successful project that improves capacity, promotes safety, is widely accepted by stakeholders, and has defensible and realistic cost estimates for phased implementation.

This contract requires an experienced firm, a dedicated Project Manager, and a wide range of available technical resources. **Marlin Register, PE is HDR's proposed Project Manager for this contract**, supported by a Deputy Project Manager and experienced local task leads. Marlin's 28-year career in Florida brings a wide range of experience to the County from planning, design, construction support, and public outreach. He is a trusted partner to Pinellas County. He successfully led the San Martin Blvd. Bridge PD&E Study, and he will leverage his experience to navigate this regionally significant project to a successful finish. Marlin will work in collaboration with Deputy Project Manager, Lilliam Escalera. Lilliam brings a unique perspective and is intimately familiar with PD&E requirements, having worked with FDOT District 7 for five years as PD&E project manager. With over 170 local staff in our Tampa and Sarasota offices, and over 450 statewide, the HDR team has the professional bench strength to tackle any challenges the East Lake Road PD&E Study presents.

On behalf of the HDR team, we are excited for the opportunity to continue our partnership with Pinellas County.

Respectfully Submitted,

HDR Engineering, Inc.



Marlin A. Register, PE
Project Manager
Vice President
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Katie Duty, PE
Signatory Authority
Vice President
Katie.Duty@hdrinc.com
(o) 813.282.2352 (c) 727.542.3692

Services To Be Provided

The HDR Team has been developed to fully address all the project needs the County presented in the scope of work for 24-0175-RFP-CCNA. Our Team composition was focused on reputable firms that understand Pinellas County, bring valuable lessons learned from previous County work, have a successful history working in collaboration with HDR, and that have the right staff available to deliver the East Lake Road PD&E Study for Pinellas County.

Our Team, and the roles they will play in this important project, are outlined below.

Firm	Project Role	SBE/DBE	Pinellas County Experience*
 HDR Engineering	PROJECT MANAGEMENT. Public Involvement, Roadway Analysis/Intersection & Interchange Evaluation, Traffic Analysis, Structures, Drainage & Stormwater Management, Design & Construction Segmentation, Multimodal/Safety, Maintenance of Traffic, TSM&O/Signals, Lighting, ROW Cost Estimates & Relocation, Environmental Analysis & Reports		
<i>Adams Traffic, Inc.</i> Traffic Data Collection Services Adams Traffic	Traffic Counts	DBE	
 AREHNA Engineering, Inc. Arehna Engineering	Geotechnical Investigation	SBE/DBE	
 Harbor Coordination Solutions	Utility Coordination	SBE/DBE	
 SEARCH	Cultural Resources		
 Create • Communicate • Connect The Valerin Group	Public Outreach	SBE/DBE	

 Prime or subconsultant on a Pinellas County contract

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TAB 1

Standard Form (SF) 330

RIDGEMOOR BLVD

ARCHITECT - ENGINEER QUALIFICATIONS

PART I - CONTRACT SPECIFIC QUALIFICATIONS

A. CONTRACT INFORMATION

1. TITLE AND LOCATION (CITY AND STATE)

East Lake Rd from Curlew Rd to N Trinity Blvd PD&E Study - Professional Engineering Consulting Services | Pinellas County, FL

2. PUBLIC NOTICE DATE

December 6, 2023

3. SOLICITATION OR PROJECT NUMBER

RFP Number: 24-0175-RFP-CCNA

B. ARCHITECT - ENGINEER POINT OF CONTACT

4. NAME AND TITLE

Marlin Register, PE, Vice President, Project Manager

5. NAME OF FIRM

HDR Engineering, Inc.

6. TELEPHONE NUMBER

813.282.2372

7. FAX NUMBER

813.282.2430

8. E-MAIL ADDRESS

marlin.register@hdrinc.com

C. PROPOSED TEAM

(COMPLETE THIS SECTION FOR THE PRIME CONTRACTOR AND ALL KEY SUBCONTRACTORS.)

(Check)			9. FIRM NAME	10. ADDRESS	11. ROLE IN THIS CONTRACT
PRIME	J-V PARTNER	SUB-CONTRACTOR			
a.	<input checked="" type="checkbox"/>		HDR Engineering, Inc. <input checked="" type="checkbox"/> CHECK IF BRANCH OFFICE	4830 W Kennedy Blvd., Suite 400 Tampa, FL 33609	Project Management, Public Involvement, Roadway Analysis/ Intersection & Interchange Evaluation, Traffic Analysis, Structures, Drainage & Stormwater Management, Design & Construction Segmentation, Multimodal/ Safety, Maintenance of Traffic, TSM&O/Signals, Lighting, ROW Cost Estimates & Relocation, Environmental Analysis & Reports
b.		<input checked="" type="checkbox"/>	Adams Traffic, Inc. <input type="checkbox"/> CHECK IF BRANCH OFFICE	2404 Airport Rd, Suite 2, Plant City, FL 33563	Traffic Counts
c.		<input checked="" type="checkbox"/>	Arehna Engineering, Inc. <input type="checkbox"/> CHECK IF BRANCH OFFICE	5012 W Lemon Street, Tampa, FL 33609	Geotechnical
h.		<input checked="" type="checkbox"/>	Harbor Coordination Solutions, Inc. <input type="checkbox"/> CHECK IF BRANCH OFFICE	2519 North McMullen Booth Rd, Suite 510, Clearwater, FL 33761	Utility Coordination
i.		<input checked="" type="checkbox"/>	SEARCH, Inc. <input checked="" type="checkbox"/> CHECK IF BRANCH OFFICE	3117 Edgewater Drive Orlando, FL 32804	Cultural Resources
f.		<input checked="" type="checkbox"/>	The Valerin Group, Inc. <input type="checkbox"/> CHECK IF BRANCH OFFICE	3903 Northdale Blvd, Suite 100E, Tampa, FL 33624	Public Outreach

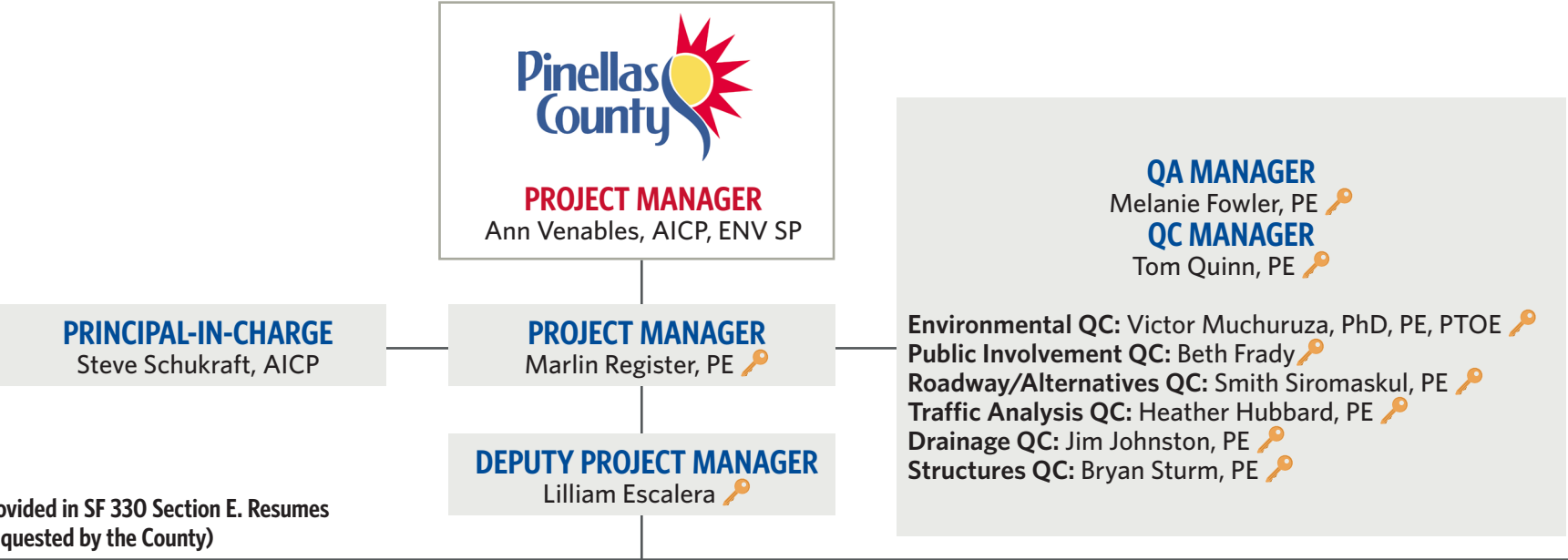
D. ORGANIZATIONAL CHART OF PROPOSED TEAM

☒ (ATTACHED)

Organizational Chart

East Lake Road PD&E Study

24-0175-RFP-CCNA



Key Personnel included on SF 330 Section G. Matrix and resumes provided in SF 330 Section E. Resumes (Limited due to page requirements; all resumes can be provided if requested by the County)

PUBLIC INVOLVEMENT	ENGINEERING ANALYSIS & CONSIDERATIONS			ENVIRONMENTAL ANALYSIS & REPORTS
TASK LEAD: Stefanie McQueen, AICP	TASK LEAD: Bryan St. George, PE			TASK LEAD: Noemi Castillo, PE
PUBLIC OUTREACH Valerie Ciudad-Real ⁵ Olivia Smith	ROADWAY ANALYSIS / INTERSECTION & INTERCHANGE EVALUATION Jake Hemingway, PE Jason Starr, PE Matthew LeRette, PE John Muniz-Aleman, EI	CONSTRUCTABILITY/ COST ESTIMATES Harold McCants Vinnie Hoang, EI	GEOTECHNICAL INVESTIGATION Jessica McRory, PE ²	ENVIRONMENTAL DOCUMENTATION / SWEPT Lilliam Escalera
STAKEHOLDER & AGENCY COORDINATION Stefanie McQueen, AICP Steve Schukraft, AICP	DESIGN & CONSTRUCTION SEGMENTATION Donnie Holcomb, PE Zach Adams, PE	TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS / SIGNALS Bijan Behzadi, PE, PTOE Greg Stevanus, PE	RIGHT-OF-WAY COST ESTIMATES LuAnn Fritz Joe Thompson Roger Patton	CULTURAL RESOURCES Noemi Castillo, PE Jessica Muse, RPA ⁴ Mikel Travisano ⁴
ADA COMPLIANCE Michelle Brimmer	TRAFFIC ANALYSIS N. "Praba" Prabakaran, PE, PTOE Megan Ferguson, PE, AICP	MULTIMODAL / SAFETY Jamie Krzeminski, PE, PTOE Mark Suarez, PE	LIGHTING Jose Gonzalez, PE Jagrav Pandya, PE	SECTION 4(F) Lilliam Escalera Cory Wilkinson, AICP, CEP
GRAPHICS / VISUALIZATIONS / MULTIMEDIA Taylor Belinger Ray Gromlowicz Jr. Matt Craft Ezri Ruiz	STRUCTURES Shinji Konno, PE Jos van Dijk Qing Wang, PhD, PE Arlind Aliaj, PE	MAINTENANCE OF TRAFFIC Ed Wolfson, PE	PLANNING CONSISTENCY Stefanie McQueen, AICP	CONTAMINATION Chelsea Williams Taylor Mandalou, CWE
	DRAINAGE & STORMWATER MANAGEMENT Bart Rohrer, PE, CFM Adam Mitchum, PE Bryan Brislin, PE Binh Duong	UTILITIES Jeanna Dean ³		SOCIOCULTURAL / LAND USE Lilliam Escalera Stefanie McQueen, AICP
		TRAFFIC COUNTS Nancy Adams, PE ¹		AESTHETICS Lilliam Escalera April Cottini, RLA
				CONCEPTUAL STAGE RELOCATION PLAN (CSR) Joe Thompson Roger Patton
				NATURAL RESOURCES Barry Lenz Ben Brice
				AIR / NOISE Noemi Castillo, PE Mike Parsons, PE (NC)

SUBCONSULTANT LEGEND:
Adams Traffic (DBE)¹ | Traffic Counts
Arehna Engineering (SBE, DBE)² | Geotechnical
Harbor Coordination Solutions (SBE, DBE)³ | Utility Coordination
SEARCH⁴ | Cultural Resources
The Valerin Group (SBE, DBE)⁵ | Public Outreach

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
Marlin Register, PE	Project Manager	28	25

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Tampa, FL

16. EDUCATION (DEGREE AND SPECIALIZATION)

BS, Civil Engineering

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

Professional Engineer: FL, No. 55452

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)



Marlin has been serving Pinellas County as a Project Manager for over 10 years. His knowledge of County preferences and his proven leadership of multi-disciplinary teams on large complex design projects position him to successfully lead our team.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
San Martin Blvd Over Riviera Bay Bridge Replacement PD&E Study - Pinellas County Pinellas County, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
a. Project Manager, Roadway EOR. HDR was retained by Pinellas County to conduct a PD&E Study to evaluate options for replacing the existing San Martin Bridge over Riviera Bay. The existing bridge was constructed in 1962, is nearing the end of its service life, and does not meet ADA requirements. HDR also evaluated trail enhancements for safe crossing locations to connect the North Bay Trail to the Friendship Trail. The study involved preparing an Environmental Assessment for FHWA approval and significant public outreach for input on replacement alternatives.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
US 19 from Northside Drive to County Road 95 - FDOT District 7 Pinellas County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
b. Project Manager, Roadway EOR. HDR's design includes a modified single point urban interchange (SPUI) at Curlew Rd to replace the existing at-grade signalized intersection. US 19 will be reconstructed from an eight-lane divided arterial to a six-lane controlled access roadway with frontage roads. The project includes full design services, including roadway and urban interchange design, stormwater design and permitting, utilities coordination, structural steel bridge design, signal design, intelligent transportation system (ITS) implementation and public involvement services. HDR is also responsible for the construction documents.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
US 19 from North of County Road 95 to South of Pine Ridge Way South - FDOT District 7 Pinellas County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
c. Project Manager; Roadway EOR. HDR is leading the design of the reconstruction of 1.60 miles of US 19 in Pinellas County, FL. The design includes a single point urban interchange (SPUI) at Tampa Road and a tight urban diamond interchange (TUDI) at Nebraska Avenue to replace the existing at-grade signalized intersections. US 19 will be reconstructed from an eight-lane divided arterial to a six-lane controlled access roadway with frontage roads. The project includes full design services, including roadway and urban interchange design, stormwater design and permitting, utilities coordination, structural steel bridge design, signal design, intelligent transportation system (ITS) implementation and public involvement services.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Tarpon Woods Pedestrian Bridge at Brooker Creek - Pinellas County Pinellas County, FL		PROFESSIONAL SERVICES 2016	CONSTRUCTION (IF APPLICABLE) 2018
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
d. Project Manager. HDR was retained by Pinellas County to develop construction plans for the widening of the Tarpon Woods Blvd. Bridge over Brooker Creek to provide for pedestrian access via a 6' sidewalk over the bridge. Approach sidewalks, new curb and gutter, traffic barrier, and pedestrian railing from the entrance to Tarpon Wood Country Club to 250' west of the bridge was also included in order to provide for a continuous walkway along Tarpon Creek Blvd. HDR provided all necessary permitting services for this effort including preparation of No Rise certifications since the project lies within the Brooker Creek floodplain. HDR also provided utility design services for the relocation of a 12-inch Pinellas County water main that exists on the bridge.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
US 301 Widening from SR 674 to South of Balm Rd - FDOT District 7 Hillsborough County, FL		PROFESSIONAL SERVICES 2016	CONSTRUCTION (IF APPLICABLE) 2021
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
e. Project Manager. This project was a four-mile roadway improvement project on US 301 from south of SR 674 (Sun City Center Blvd) to south of Balm Road in Hillsborough County. The proposed roadway is a six-lane divided highway with a curbed median, flush eight-foot shoulders, a 5-foot sidewalk on one side and a 12-foot multi-use path on the other side. The project included three major intersections at SR 674, the entrance Wal-Mart and 19th Ave NE.			

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
Lilliam Escalera	Deputy Project Manager	16	3

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Tampa, FL

16. EDUCATION (DEGREE AND SPECIALIZATION)

BS, Civil Engineering

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)



Lilliam brings experience from both the owner's side and consultant side to provide her team with insightful and defensible NEPA and PD&E decisions. She has extensive experience with complex Section 4(f) projects including recreations facilities, areas of cultural significance, and environmental justice. Lilliam is a native Spanish speaker.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
San Martin Blvd Over Riviera Bay Bridge Replacement PD&E Study - Pinellas County Pinellas County, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
a. Transportation Planner. HDR was retained by Pinellas County to conduct a PD&E Study to evaluate options for replacing the existing San Martin Bridge over Riviera Bay. The existing bridge was constructed in 1962, is nearing the end of its service life, and does not meet ADA requirements. HDR also evaluated trail enhancements for safe crossing locations to connect the North Bay Trail to the Friendship Trail. The study involved preparing an Environmental Assessment for FHWA approval and significant public outreach for input on replacement alternatives.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Old Pasco Road Route Study and Pond Siting Analysis and Report (RSPSAR) - Pasco County Pasco County, FL		PROFESSIONAL SERVICES 2023	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
b. Project Manager. HDR led this Route Study to identify the necessary improvements for Old Pasco Road from C.R. 54 (Wesley Chapel Boulevard) to SR 52 including road widening from a two-lane undivided to a four-lane divided roadway with a shared use path. The study also included drainage and pond site analysis and impacts. HDR supported the County with the coordination of private developments and adjacent capacity projects within the study limits and internal coordination with multiple disciplines to meet schedule and project deliverables.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-275/ I-4 Downtown Interchange Aesthetics & Trail Feasibility Study - FDOT District 7 Tampa, FL		PROFESSIONAL SERVICES 2020	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
c. Concept Task Lead. HDR performed a planning level feasibility analysis and planning level concept for pedestrian, aesthetic, and landscape improvements around the I-275 Downtown Interchange area. Her role included coordinating with various disciplines and task leads in supporting the district Project Manager.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-275 Viaduct Urban Design Concept - FDOT District 7 Tampa, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
d. Deputy Project Manager. HDR performed a planning level study to analyze conceptual configurations and identify roadway, trail, landscape, and aesthetic improvements at the I-275 Viaduct area in Downtown from Doyle Carlton Drive to the west, North Morgan Street to the east, 100’ north of East Kay Street to the north, and 100’ south of East Scott Street to the South. Her role includes coordinating with multiple disciplines to meet schedule and support the district Project Manager with coordination with other agencies such as the City of Tampa and the Tampa Downtown Partnership.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Northern Turnpike Extension Owner's Representative - Florida's Turnpike Extension Marion, Sumter, Citrus and Levy Counties, FL		PROFESSIONAL SERVICES 2023	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
e. ROW Research Task Lead. HDR served as Owner's Representative to Florida's Turnpike Enterprise for the Northern Turnpike Corridor (NTC), part of the Multi-use Corridors of Regional Economic Significance (M-CORES) Program. The NTC will extend Florida's Turnpike (SR 91) from its current terminus at Wildwood in Sumter County to the Suncoast Parkway, approximately 40 miles. As Owner's Rep, HDR performed program management, task force support, public involvement, planning and corridor analysis, PD&E consultant management, data collection and analysis and GIS services. Lilliam's role included the research and assessment of environmental sensitive areas and inventory of existing roadways right of way within Sumter, Citrus, Marion and Levy counties. Her role also included coordinating with various team disciplines and task leads as well as supporting Public Involvement efforts.			

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
Melanie Fowler, PE	QA Manager	28	15

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Tampa, FL

16. EDUCATION (DEGREE AND SPECIALIZATION)

BS, Civil and Environmental Engineering

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

Professional Engineer: FL, No. 22193

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)



Melanie has extensive civil engineering experience, specializing in permitting, compliance review, stormwater management, utility design and land development projects. She has provided project management, planning, design and construction phase services for various projects. She has served as quality assurance manager for both traditional and alternative delivery projects.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Old Pasco Road Route Study and Pond Siting Analysis and Report (RSPSAR) - Pasco County Pasco County, FL		PROFESSIONAL SERVICES 2023	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
a. Quality Assurance. HDR led this Route Study to identify the necessary improvements for Old Pasco Road from C.R. 54 (Wesley Chapel Boulevard) to SR 52 including road widening from a two-lane undivided to a four-lane divided roadway with a shared use path. The study also included drainage and pond site analysis and impacts. HDR supported the County with the coordination of private developments and adjacent capacity projects within the study limits and internal coordination with multiple disciplines to meet schedule and project deliverables.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-275/SR 93 PD&E Study from south of 54th Avenue South to north of 4th Avenue North - FDOT District 7 Pinellas County, FL		PROFESSIONAL SERVICES 2020	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
b. Principal-In-Charge. HDR was selected for evaluating capacity improvements to a 16.3-mile segment of I-275 in Pinellas County. Both lane continuity and express lane improvements were developed to improve safety, mobility, and to support the FDOT's initiative of providing express lanes in the Tampa Bay Region.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-95 PD&E Study from N Becker Road to S of SR 70 - FDOT District 4 St. Lucie County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
c. Quality Assurance. HDR is leading a PD&E Study that extends approximately 15 miles along I-95 / SR 9 from north of Becker Road interchange to south of SR 70 (Okeechobee Road) in St. Lucie County. The purpose of the study is to evaluate alternatives to widen the existing road within the project limits to satisfy traffic demand and capacity needs.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Central Ave Bus Rapid Transit Project Management / Construction Management - PSTA St. Petersburg, FL		PROFESSIONAL SERVICES 2020	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
d. Principal-In-Charge. HDR was selected to provide PSTA with Project Management Support Services on the engineering, and construction efforts needed for the Central Avenue BRT project. HDR assisted with management, technical, and oversight support and reviewed as the project progressed. The Central Avenue BRT Project is a rapid transit connection between the downtown St. Petersburg Innovation District, the City of South Pasadena, and the City of St. Pete Beach to the Don Cesar Hotel using 3rd Street and 4th Street, 1st Avenue N and 1st Avenue S to 66th Street, Central Avenue, Pasadena Avenue and Gulf Boulevard.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
InVision: Tampa Streetcar Modernization & Extension Study - City of Tampa Tampa, FL		PROFESSIONAL SERVICES 2023	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
e. Principal-In-Charge. HDR worked with the City of Tampa to conduct the Tampa Streetcar Extension and Modernization Study. HDR's Tampa staff, consisted of a multidisciplinary team of transit planners, designers and engineers, who led the project development and environmental evaluation. The project included the evaluation of extension alignments and guide way alternatives, vehicle technology alternatives, system operations, stop locations and designs, traction power delivery, modernization improvements to the existing system, ridership projections, capital and operating costs, financial planning and documentation of community, cultural and environmental impacts.			

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
Tom Quinn, PE	QC Manager	35	35

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Tampa, FL

16. EDUCATION (DEGREE AND SPECIALIZATION)

BS, Civil Engineering

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

Professional Engineer: FL, No. 45353

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)



Tom has over 30 years of Florida engineering experience in PD&E studies, corridor studies, conceptual design, final design and bidding/construction assistance for the State, various counties and municipalities. His work includes roadway geometrics, drainage design, pavement design, signing and traffic control, plans preparation, cost estimates, engineering and environmental reports, traffic noise, utility and railroad coordination, right-of-way acquisition, constructability and public involvement. Tom serves as HDR's statewide transportation Quality Control Manager.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
a. San Martin Blvd Over Riviera Bay Bridge Replacement PD&E Study - Pinellas County Pinellas County, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
a. Quality Control Manager. HDR was retained by Pinellas County to conduct a PD&E Study to evaluate options for replacing the existing San Martin Bridge over Riviera Bay. The existing bridge was constructed in 1962, is nearing the end of its service life, and does not meet ADA requirements. HDR also evaluated trail enhancements for safe crossing locations to connect the North Bay Trail to the Friendship Trail. The study involved preparing an Environmental Assessment for FHWA approval and significant public outreach for input on replacement alternatives.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
b. Old Pasco Road Route Study and Pond Siting Analysis and Report (RSPSAR) - Pasco County Pasco County, FL		PROFESSIONAL SERVICES 2023	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
b. Roadway/Concept Plans Lead. HDR led this Route Study to identify the necessary improvements for Old Pasco Road from C.R. 54 (Wesley Chapel Boulevard) to SR 52 including road widening from a two-lane undivided to a four-lane divided roadway with a shared use path. The study also included drainage and pond site analysis and impacts. HDR supported the County with the coordination of private developments and adjacent capacity projects within the study limits and internal coordination with multiple disciplines to meet schedule and project deliverables.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
c. Transportation Development and General Engineering Services - Hillsborough County Hillsborough County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE) Varies by project
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
c. Quality Control Manager. For numerous contract cycles, HDR has provided transportation engineering services for various projects, as requested by Hillsborough County. HDR's services include preliminary analysis, pavement design, safety study, report preparation, final design services, roadway plans, traffic control, off-site detours, signing/pavement marking plans, utility coordination, utility relocation, quantity computation, contract documents and post design services.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
d. US 19 from North of County Road 95 to South of Pine Ridge Way South - FDOT District 7 Pinellas County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
d. Quality Control Manager. HDR is leading the design of the reconstruction of 1.60 miles of US 19 in Pinellas County, FL. The design includes a single point urban interchange (SPUI) at Tampa Road and a tight urban diamond interchange (TUDI) at Nebraska Avenue to replace the existing at-grade signalized intersections. US 19 will be reconstructed from an eight-lane divided arterial to a six-lane controlled access roadway with frontage roads. The project includes full design services, including roadway and urban interchange design, stormwater design and permitting, utilities coordination, structural steel bridge design, signal design, intelligent transportation system (ITS) implementation and public involvement services.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
e. US 19 from Northside Drive to County Road 95 - FDOT District 7 Pinellas County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
e. Quality Control Manager. HDR's design includes a modified single point urban interchange (SPUI) at Curlew Rd to replace the existing at-grade signalized intersection. US 19 will be reconstructed from an eight-lane divided arterial to a six-lane controlled access roadway with frontage roads. The project includes full design services, including roadway and urban interchange design, stormwater design and permitting, utilities coordination, structural steel bridge design, signal design, intelligent transportation system (ITS) implementation and public involvement services. HDR is also responsible for the construction documents.			

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	
Victor Muchuruza, PhD, PE, PTOE	Environmental QC	A. TOTAL 22	B. WITH CURRENT FIRM 4

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Orlando, FL

16. EDUCATION (DEGREE AND SPECIALIZATION)	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
PhD, Civil Engineering MS, Civil Engineering BS, Civil Engineering	Professional Engineer: FL, No. 69194

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)



Victor has progressive knowledge and 22 years of experience in project management, transportation engineering principles and practices for planning, environment impact analysis, designing and operation of transport infrastructure systems. He understands the project development process, policies, guidelines and regulations related to transportation planning; environmental review process, roadway design, safety analysis and traffic operations. Throughout his career, Victor has produced or reviewed various documents that are prepared to support planning, PD&E studies, design, construction contract plans and specifications for various federal, state, and local projects.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
LPGA Boulevard Interchange PD&E Study - FDOT District 5 Port Orange, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE) Est. 2028
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
a.	Project Manager. The project will evaluate improvements to LGPA Blvd from US 92 (SR 600) to Williamson Blvd, a distance of approximately 6.2 miles, to 1) accommodate future transportation demand and reduce existing congestion, 2) improve operations of the existing intersections and the existing Interstate 95 (I-95) interchange, and 3) enhance safety for the corridor. LPGA Blvd is currently a two-lane facility from US 92 to Tomoka Farm Rd and a four-lane facility from Tomoka Farms Rd through the I-95 interchange (exit 265) to Williamson Blvd. In addition to the I-95 interchange, there are 13 intersections along the corridor, nine of which are signalized. HDR has also been award the design phase of this project.		
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Continuing Services Contract for PD&E Studies - FDOT District 5 Districtwide,FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
b.	Alternative Corridor Evaluator. HDR is providing support for PD&E and planning assistance to FDOT District 5 through a continuing services contract for PD&E studies. Support includes but is not limited to documentation for Type 1 & 2 categorical exclusions; analysis and documentation of social, cultural, natural, and physical impacts; planning and concept development studies; PD&E studies; project traffic studies preparation and review; and traffic noise studies.		
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Dixie Way Paving Feasibility Study - Brevard County Brevard County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
c.	Senior Engineer. HDR is currently conducting a feasibility study for the 5.4-mile Dixie Way (referred to as the “Project Corridor”). HDR will collect necessary traffic, safety, utility, roadway, geotechnical, soil boring, drainage, and desktop environmental data. HDR will conduct a detailed engineering analysis, and construction cost estimate for Phase 1. The results will be documented in a preliminary engineering report.		
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Coastal Connector Alternative Corridor Evaluation - Florida’s Turnpike Extension Marion and Citrus Counties, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
d.	Technical Support. This project involved completing an Alternative Corridor Evaluation (ACE) study for FTE. The purpose of the study was to determine the feasibility and potential location of a new transportation corridor in Citrus and Marion Counties to serve Tampa Bay to the I-75/US 301 region. Tasks included identifying up to five new corridor alternatives approximately 60 miles in length, preparation of a Methodology Memorandum, extensive public outreach, and the completion of an Alternative Corridor Evaluation Report. Emerging transportation technologies, including the use of automated vehicle technology, were also considered and incorporated into the study. The objective of the Coastal Connector is to improve freight movement, address seasonal congestion, accommodate projected growth, and plan for emergency evacuation to create Florida’s Next Generation Corridor.		
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Northern Turnpike Extension Owner's Representative - Florida’s Turnpike Extension Marion, Sumter, Citrus and Levy Counties, FL		PROFESSIONAL SERVICES 2023	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
e.	Technical Support. HDR served as Owner’s Representative to Florida’s Turnpike Enterprise for the Northern Turnpike Corridor (NTC), part of the Multi-use Corridors of Regional Economic Significance (M-CORES) Program. The NTC will extend Florida’s Turnpike (SR 91) from its current terminus at Wildwood in Sumter County to the Suncoast Parkway, approximately 40 miles. As Owner’s Rep, HDR performed program management, task force support, public involvement, planning and corridor analysis, PD&E consultant management, data collection and analysis and GIS services.		

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
Beth Frady	Public Involvement QC	11	1

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Tallahassee, FL

16. EDUCATION (DEGREE AND SPECIALIZATION)

MS, Media and Communication Studies
BS, Communication Studies, Minor in Criminology

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)



Beth is a passionate, award-winning communications and marketing professional who believes that every message should be clear, targeted, and strategic. For more than a decade, she has crafted and implemented successful communication plans that are focused on explicit goals and measurable outcomes. Beth enjoys sharing the value that communication brings to an organization and the surrounding communities.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-75 PD&E from Turnpike to SR 200 - FDOT District 5 Marion and Alachua Counties, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
a. Public Involvement. This project involves the preparation of an Interstate Master Plan with the purpose of developing and evaluating mainline widening and interchange alternatives that will satisfy future year (2050) travel demand and improve safety along the I-75 corridor from the Florida Turnpike to C.R. 234. HDR is conducting the first phase of this effort which will include the development of an ultimate capacity improvement plan for 24 miles within Marion County that will identify solutions to meet the purpose and need, along with short-term improvement priorities.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Northern Turnpike Extension Owner's Representative - Florida's Turnpike Extension Marion, Sumter, Citrus and Levy Counties, FL		PROFESSIONAL SERVICES 2023	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
b. Public Involvement Task Lead. HDR served as Owner's Representative to Florida's Turnpike Enterprise for the Northern Turnpike Corridor (NTC), part of the Multi-use Corridors of Regional Economic Significance (M-CORES) Program. The NTC will extend Florida's Turnpike (SR 91) from its current terminus at Wildwood in Sumter County to the Suncoast Parkway, approximately 40 miles. As Owner's Rep, HDR performed program management, task force support, public involvement, planning and corridor analysis, PD&E consultant management, data collection and analysis and GIS services. Beth led the communication and engagement strategy for the public and key stakeholders with the goal of implementing a strategy that actively seeks the participation of communities, local government leadership, agencies, interest groups, and the general public throughout the life of this project.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Southwest 10th Street Corridor Connector - FDOT District 4 Broward County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
c. Public Involvement. HDR is leading the development of design phase concept plans and multi-disciplinary corridor design to allow the two PD&E studies (one for SW 10th Street and one for the SW 10th Street/I-95 interchange) to move towards construction implementation. The post-PD&E preferred alternative activities include master planning, traffic reevaluation, environmental, permitting, utility coordination, cost estimating, project scheduling, constructability assessment for segmentation, and delivery methods. Support will include review of expanded Letters of Response, Alternative Technical Concepts, Technical Proposals, and pre-bid submittal clarifications questions/answers. During the design phase, HDR will lead the review of the phase submittals for consistency with the RFP and overall program goals.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Statewide Strategic Intermodal System Planning - FDOT Central Office Statewide, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
d. Public Involvement. HDR is assisting the Department with the planning and programming of the Strategic Intermodal System. Activities include policy development, designation, project prioritization, funding strategy, corridor analysis, performance measures, and development of implementation strategies.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Target Zero Safety Initiative - FDOT Central Office Statewide, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
e. Strategic Communications. Beth managed a multidisciplinary team to deliver a statewide internal and external safety campaign. Target Zero focused on understanding human factors and behaviors that lead to fatalities and serious injuries and then applying commercial marketing techniques to influence behavior changes. Target Zero is a data driven, multiphase, and multi-year initiative that includes a statewide and geographic specific behavior campaigns.			

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
Smith Siromaskul, PE	Roadway/Alternatives QC	24	23

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Portland, OR

16. EDUCATION (DEGREE AND SPECIALIZATION)

BS, Civil Engineering

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

Professional Engineer: FL, No. 78369

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)

Smith serves as a national resource within HDR for innovative intersection and interchange design and is a nationally recognized expert on the evaluation and design of diverging diamond interchanges. His project experience includes the rehabilitation and upgrading of major urban and rural highway and freeway facilities and the implementation of managed lanes. His duties have included traffic microsimulation, geometric design, traffic/accident analysis, intersection design studies, the development of traffic signal plans, site development, and preparation of construction contract documents.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
South Selmon Expressway PD&E Study - THEA Hillsborough County, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
a. Traffic Engineer. HDR was selected by THEA to complete a Project Development and Environment (PD&E) Study for the South Selmon Expressway between the Selmon Expressway West Extension Project and Whiting Street in Downtown Tampa. The study involved evaluating the future traffic needs, developing alternatives and costs, and determining the potential impacts of constructing improvements which will increase traffic capacity on the South Selmon Expressway. This future capacity improvement is anticipated to include widening to the median with two additional lanes, adding lanes to the outside, or potentially constructing elevated lanes along the median of the expressway. As part of the study, HDR bridge group evaluated 26 bridges (some on spread footings) for widening including retaining wall. Existing concrete and steel bridges were load rated using latest LRFD criteria to determine adequacy for widening.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Fowler Ave Median U-Turn Corridor Analysis (D7 III) - FDOT District 7 Hillsborough County, FL		PROFESSIONAL SERVICES 2020	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
b. Traffic Engineer/Roadway Concept Development. HDR completed Median U-Turn concept development and analysis at the Fowler Ave/Leroy Collins Blvd intersection. HDR used microsimulation analysis to test a median U-turn corridor concept along Fowler Ave from Bruce B. Downs Blvd to USF Bull Run Dr. During the AM and PM peak hours this corridor experiences excessive delay and queuing.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
LPGA Boulevard Interchange PD&E Study - FDOT District 5 Port Orange, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE) Est. 2028
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
c. Traffic Engineer. The project will evaluate improvements to LGPA Blvd from US 92 (SR 600) to Williamson Blvd, a distance of approximately 6.2 miles, to 1) accommodate future transportation demand and reduce existing congestion, 2) improve operations of the existing intersections and the existing Interstate 95 (I-95) interchange, and 3) enhance safety for the corridor. LPGA Blvd is currently a two-lane facility from US 92 to Tomoka Farm Rd and a four-lane facility from Tomoka Farms Rd through the I-95 interchange (exit 265) to Williamson Blvd. In addition to the I-95 interchange, there are 13 intersections along the corridor, nine of which are signalized. HDR has also been award the design phase of this project.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-95 at Broward Blvd Interchange Improvements PD&E Study - FDOT District 4 Fort Lauderdale, FL		PROFESSIONAL SERVICES 2020	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
d. Traffic Engineer/Roadway Concept Development. HDR provided transportation planning and traffic engineering services to support the PD&E for interchange improvements for I-95 between Commercial Blvd and Cypress Creek Rd in Fort Lauderdale, FL. HDR led all traffic analysis activities in the project development process and alternative evaluation. HDR developed innovative interchange solutions that were analyzed with microsimulation and is leading the Systems Interchange Modification Report for the interchange improvements. HDR performed an inventory of existing ITS equipment in the project limits and evaluating impacts/modifications to the ITS components resulting from the project improvements. HDR also evaluated multi-modal accommodations and impacts (railroad, transit, FXE airport) to be considered with the proposed improvements.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-75 PD&E from Turnpike to SR 200 - FDOT District 5 Marion and Alachua Counties, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
e. Traffic Engineer/Roadway Concept Development. This project involves the preparation of an Interstate Master Plan with the purpose of developing and evaluating mainline widening and interchange alternatives that will satisfy future year (2050) travel demand and improve safety along the I-75 corridor from the Florida Turnpike to C.R. 234. HDR is conducting the first phase of this effort which will include the development of an ultimate capacity improvement plan for 24 miles within Marion County that will identify solutions to meet the purpose and need, along with short-term improvement priorities.			

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	
Heather Hubbard, PE	Traffic Analysis QC	A. TOTAL 14	B. WITH CURRENT FIRM 11

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Tampa, FL

16. EDUCATION (DEGREE AND SPECIALIZATION)

MS, Civil Engineering
BS, Civil Engineering

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

Professional Engineer: FL, No. 78530

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)



Heather provides traffic engineering, multi-modal transportation planning, and PD&E services throughout the State of Florida and throughout the country. She has served as a key member on numerous projects in both technical and lead capacities. Her main areas of focus include innovative interchange and intersection concept development through microsimulation and macroscopic operational analysis, travel demand modeling, GIS mapping, complete streets development, interchange access requests, freeway and managed lanes analysis, corridor studies, and PD&E studies.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
San Martin Blvd Over Riviera Bay Bridge Replacement PD&E Study - Pinellas County Pinellas County, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
a. Traffic Lead. HDR was retained by Pinellas County to conduct a PD&E Study to evaluate options for replacing the existing San Martin Bridge over Riviera Bay. The existing bridge was constructed in 1962, is nearing the end of its service life, and does not meet ADA requirements. HDR also evaluated trail enhancements for safe crossing locations to connect the North Bay Trail to the Friendship Trail. The study involved preparing an Environmental Assessment for FHWA approval and significant public outreach for input on replacement alternatives.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
South Selmon Expressway PD&E Study - THEA Hillsborough County, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
b. Traffic and Transportation Engineer. HDR was selected by THEA to complete a PD&E Study for the South Selmon Expressway between the Selmon Expressway West Extension Project and Whiting Street in Downtown Tampa. The study involved evaluating the future traffic needs, developing alternatives and costs, and determining the potential impacts of constructing improvements which will increase traffic capacity on the South Selmon Expressway. This future capacity improvement is anticipated to include widening to the median with two additional lanes, adding lanes to the outside, or potentially constructing elevated lanes along the median of the expressway. As part of the study, HDR bridge group evaluated 26 bridges (some on spread footings) for widening including retaining wall. Existing concrete and steel bridges were load rated using latest LRFD criteria to determine adequacy for widening.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-275/SR 93 PD&E Study from south of 54th Avenue South to north of 4th Avenue North - FDOT District 7 Pinellas County, FL		PROFESSIONAL SERVICES 2020	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
c. Traffic and Transportation Engineer. HDR was selected to evaluate capacity improvements to a 16.3-mile segment of I-275 in Pinellas County. Both lane continuity and express lane improvements were developed to improve safety, mobility, and to support the FDOT's initiative of providing express lanes in the Tampa Bay Region.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Fowler Ave Median U-Turn Corridor Analysis (D7 III) - FDOT District 7 Hillsborough County		PROFESSIONAL SERVICES 2020	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
d. Traffic and Transportation Engineer. HDR completed Median U-Turn concept development and analysis at the Fowler Ave/Leroy Collins Blvd intersection. HDR used microsimulation analysis to test a median U-turn corridor concept along Fowler Ave from Bruce B. Downs Blvd to USF Bull Run Dr. During the AM and PM peak hours this corridor experiences excessive delay and queuing.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-75 PD&E from Turnpike to SR 200 - FDOT District 5 Marion and Alachua Counties, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
e. Traffic and Transportation Engineer. This project involves the preparation of an Interstate Master Plan with the purpose of developing and evaluating mainline widening and interchange alternatives that will satisfy future year (2050) travel demand and improve safety along the I-75 corridor from the Florida Turnpike to C.R. 234. HDR is conducting the first phase of this effort which will include the development of an ultimate capacity improvement plan for 24 miles within Marion County that will identify solutions to meet the purpose and need, along with short-term improvement priorities.			

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
Jim Johnston, PE	Drainage QC	34	24

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Tampa, FL

16. EDUCATION (DEGREE AND SPECIALIZATION)

BS, Civil Engineering

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

Professional Engineer: FL, No. 57064

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)



Jim is a chief drainage engineer experienced in drainage and stormwater management analysis and design, primarily for FDOT and municipal roadway projects. He has served as the Drainage EOR for major roadway and drainage improvement projects, and his experience includes scope development, quality control / assurance reviews, peer reviews, and construction plan and drainage documentation reviews on behalf of the client.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Old Pasco Road Widening from North of Deedra Drive to North of Overpass Road Design, - Pasco County Pasco County, FL		PROFESSIONAL SERVICES 2023	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
a.	Drainage EOR. HDR was selected by Pasco County to provide design services for Old Pasco Road from north of Deedra Drive to north of Overpass Road. The existing two-lane rural typical section will be widened to a four-lane urban typical section. The widening will occur towards the east side of Old Pasco Road by maintaining the existing right-of-way on the west side. The project includes intersections: Old Pasco Road and Sonny Drive, Old Pasco Road and Lindenhurst Drive, Old Pasco Road and Blair Drive, Old Pasco Road and Overpass Road, and Old Pasco Road and The Coyote Way.		
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
US 19 from Northside Drive to County Road 95 - FDOT District 7 Pinellas County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
b.	Senior Drainage Engineer. HDR’s design includes a modified single point urban interchange (SPUI) at Curlew Rd to replace the existing at-grade signalized intersection. US 19 will be reconstructed from an eight-lane divided arterial to a six-lane controlled access roadway with frontage roads. The project includes full design services, including roadway and urban interchange design, stormwater design and permitting, utilities coordination, structural steel bridge design, signal design, intelligent transportation system (ITS) implementation and public involvement services. HDR is also responsible for the construction documents.		
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
US 19 from 54th Ave. S to 22nd Ave N - FDOT District 7 Pinellas County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
c.	Drainage EOR. Resurfacing, restoration and rehabilitation project for 5.0 miles of urban arterial roadway. The scope of services includes development of a drainage study to address solutions for improving flooding problems at multiple locations. Responsible for modifications to the existing drainage systems to meet ADA and safety needs.		
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
General Engineering Consultant - FDOT District 7 Various Counties, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
d.	Senior Drainage Engineer. HDR functions as an extension of District 7 staff. Our highly-qualified personnel perform duties in the areas of PD&E, planning, design, structures support, project management, permitting, R/W, survey support, contract support, utility coordination and scheduling. Production support services include plans updates, minor designs, plans review, design studies, consultant negotiations and coordination, public awareness programs, mitigation plans, traffic control and utility coordination. Project management support includes management of design consultants/projects, plans packaging, scope and staff hour development, LRE cost estimates and input into the work program. Jim performs plans reviews, develops scopes, staff hour estimates, staff hour negotiations, and long-range estimates for the work program.		
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Turkey Creek Road Widening / Airport Road Realignment / Traffic Signal - City of Plant City Plant City, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
e.	Drainage Engineer of Record. The project includes widening of 1.4 miles of rural roadway from 2- to 3 lanes, side street realignment, installation of a new traffic signal, stormwater ponds, floodplain comp and wetland mitigation. The project will improve access between I-4 and two industrial parks. Additional turn lanes dovetail with a signal only County project being built at Sydney Road. HDR’s services included final design services, roadway / intersection design, drainage design, environmental permits, traffic control, signing/pavement markings plans, signal plans, utility coordination, R/W mapping, comp books, and contract documents. Responsible for design of drainage systems and stormwater management facilities, and prepared SWFWMD permits.		

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
Bryan Sturm, PE	Structures QC	20	9

15. FIRM NAME AND LOCATION (CITY AND STATE)	
HDR Engineering, Inc. Jacksonville, FL	

16. EDUCATION (DEGREE AND SPECIALIZATION)	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
MBA BS, Civil Engineering	Professional Engineer: FL, No. 64066

Bryan has 20 years of experience in project management, design, detailing, construction, and inspection on various bridge and transportation projects. He has significant bridge design experience in complex, major, minor, and miscellaneous concrete, steel, and timber structures; including finite element modeling.

19. RELEVANT PROJECTS		
(1) TITLE AND LOCATION (CITY AND STATE)	(2) YEAR COMPLETED	
South Selmon Expressway PD&E Study - THEA Hillsborough County, FL	PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM		
a. Structures Engineer. HDR was selected by THEA to complete a PD&E Study for the South Selmon Expressway between the Selmon Expressway West Extension Project and Whiting Street in Downtown Tampa. The study involved evaluating the future traffic needs, developing alternatives and costs, and determining the potential impacts of constructing improvements which will increase traffic capacity on the South Selmon Expressway. This future capacity improvement is anticipated to include widening to the median with two additional lanes, adding lanes to the outside, or potentially constructing elevated lanes along the median of the expressway. As part of the study, HDR bridge group evaluated 26 bridges (some on spread footings) for widening including retaining wall. Existing concrete and steel bridges were load rated using latest LRFD criteria to determine adequacy for widening.		
I-75 PD&E from Turnpike to SR 200 - FDOT District 5 Marion and Alachua Counties, FL	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM		
b. Structures Engineer. This project involves the preparation of an Interstate Master Plan with the purpose of developing and evaluating mainline widening and interchange alternatives that will satisfy future year (2050) travel demand and improve safety along the I-75 corridor from the Florida Turnpike to C.R 234. HDR is conducting the first phase of this effort which will include the development of an ultimate capacity improvement plan for 24 miles within Marion County that will identify solutions to meet the purpose and need, along with short-term improvement priorities.		
LPGA Boulevard Interchange PD&E Study - FDOT District 5 Port Orange, FL	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE) Est. 2028
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE <input type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM		
c. Structures Engineer. The project will evaluate improvements to LGPA Blvd from US 92 (SR 600) to Williamson Blvd, a distance of approximately 6.2 miles, to 1) accommodate future transportation demand and reduce existing congestion, 2) improve operations of the existing intersections and the existing Interstate 95 (I-95) interchange, and 3) enhance safety for the corridor. LPGA Blvd is currently a two-lane facility from US 92 to Tomoka Farm Rd and a four-lane facility from Tomoka Farms Rd through the I-95 interchange (exit 265) to Williamson Blvd. In addition to the I-95 interchange, there are 13 intersections along the corridor, nine of which are signalized. HDR has also been award the design phase of this project.		
US 19 from Northside Drive to County Road 95 - FDOT District 7 Pinellas County, FL	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM		
d. Structures Engineer. HDR's design includes a modified single point urban interchange (SPUI) at Curlew Rd to replace the existing at-grade signalized intersection. US 19 will be reconstructed from an eight-lane divided arterial to a six-lane controlled access roadway with frontage roads. The project includes full design services, including roadway and urban interchange design, stormwater design and permitting, utilities coordination, structural steel bridge design, signal design, intelligent transportation system (ITS) implementation and public involvement services. HDR is also responsible for the construction documents.		
SR 516 Lake Orange Expressway Segment 1 - Central Florida Expressway Authority Lake County, FL	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM		
e. Structures Lead. HDR is providing design services for the proposed alignment of SR 516 from US 27 to West of Cook Road. This new link will help enhance mobility in south Lake and western Orange Counties. The proposed interchange at US 27 will require the construction five new bridges and a series of walls. The bridges are concrete Florida-I Beam bridges supported on steel pipe pile deep foundations. Bryan is responsible for overseeing and reviewing the design and detailing of the proposed structures and will be the engineer of record for the US 27 bridges over Ramp B.		

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
Stefanie McQueen, AICP	Public Involvement Task Lead	18	14

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Tampa, FL

16. EDUCATION (DEGREE AND SPECIALIZATION)

BA, History
MS, City and Regional Planning

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

American Institute of Certified Planners

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)



Stefanie is an experienced transportation planner and public involvement leader on both planning and PD&E studies and design projects. She has led outreach programs for controversial and complex transportation projects in Pinellas, Hillsborough and Sarasota Counties that benefited from creative outreach methods used to meet client expectations and inform and address stakeholder concerns for project success. In addition to San Martin Blvd. PD&E, Stefanie lead the Causeway Corridor Study, a land use study completed for the City of Dunedin that included extensive public engagement efforts, a week-long on-site meeting, and charettes with corridor stakeholders.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
San Martin Blvd Over Riviera Bay Bridge Replacement PD&E Study - Pinellas County Pinellas County, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
a. Public Involvement Lead. HDR was retained by Pinellas County to conduct a PD&E Study to evaluate options for replacing the existing San Martin Bridge over Riviera Bay. The existing bridge was constructed in 1962, is nearing the end of its service life, and does not meet ADA requirements. HDR also evaluated trail enhancements for safe crossing locations to connect the North Bay Trail to the Friendship Trail. The study involved preparing an Environmental Assessment for FHWA approval and significant public outreach for input on replacement alternatives.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
South Selmon Expressway PD&E Study - THEA Hillsborough County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
b. Public Involvement Lead. HDR was selected by THEA to complete a PD&E Study for the South Selmon Expressway between the Selmon Expressway West Extension Project and Whiting Street in Downtown Tampa. The study involved evaluating the future traffic needs, developing alternatives and costs, and determining the potential impacts of constructing improvements which will increase traffic capacity on the South Selmon Expressway. This future capacity improvement is anticipated to include widening to the median with two additional lanes, adding lanes to the outside, or potentially constructing elevated lanes along the median of the expressway. As part of the study, HDR bridge group evaluated 26 bridges (some on spread footings) for widening including retaining wall. Existing concrete and steel bridges were load rated using latest LRFD criteria to determine adequacy for widening.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-275/SR 93 PD&E Study from south of 54th Avenue South to north of 4th Avenue North - FDOT District 7 Pinellas County, FL		PROFESSIONAL SERVICES 2020	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
c. Public Involvement Support. HDR was selected for evaluating capacity improvements to a 16.3-mile segment of I-275 in Pinellas County. Both lane continuity and express lane improvements were developed to improve safety, mobility, and to support the FDOT's initiative of providing express lanes in the Tampa Bay Region.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
Brooks Bridge Replacement PD&E Study - FDOT District 3 Okaloosa County, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) Ongoing
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
d. Public Involvement Support. HDR conducted a PD&E Study to evaluate options for replacing the existing Brooks Bridge in Fort Walton Beach, Florida. The existing bridge is structurally deficient and does not meet current US Coast Guard clearance requirements. HDR evaluated alternatives for the type, design, and location of the replacement bridge in addition to evaluating intersection improvements for the approaching roadways and intersections. The study involved preparing an Environmental Assessment for FHWA approval and the use of a Stakeholder Advisory Group for input on replacement alternatives.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-75 PD&E from Turnpike to SR 200 - FDOT District 5 Marion and Alachua Counties, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
e. Public Involvement Support. This project involves the preparation of an Interstate Master Plan with the purpose of developing and evaluating mainline widening and interchange alternatives that will satisfy future year (2050) travel demand and improve safety along the I-75 corridor from the Florida Turnpike to C.R 234. HDR is conducting the first phase of this effort which will include the development of an ultimate capacity improvement plan for 24 miles within Marion County that will identify solutions to meet the purpose and need, along with short-term improvement priorities.			

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
Bryan St. George, PE	Engineering Analysis & Considerations Task Lead	11	9

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Atlanta, GA

16. EDUCATION (DEGREE AND SPECIALIZATION)

MS, Civil Engineering
BS, Civil Engineering

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

Professional Engineer: FL, No. 86496

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)



Bryan is experienced providing traffic engineering, multi-modal transportation planning, and PD&E services throughout the State of Florida and throughout the country. His main focus is on operational analysis utilizing macro-, micro-, and mesoscopic simulation modelling tools, freeway and managed lanes analysis, corridor studies, interchange access requests, PD&E studies, and predictive safety analysis. He has performed volume development, concept refinement, traffic analysis, written reports, and presented on large-scale projects around the country involving multiple offices and disciplines.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
a. San Martin Blvd Over Riviera Bay Bridge Replacement PD&E Study - Pinellas County Pinellas County, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
a. Traffic Analysis Engineer. HDR was retained by Pinellas County to conduct a PD&E Study to evaluate options for replacing the existing San Martin Bridge over Riviera Bay. The existing bridge was constructed in 1962, is nearing the end of its service life, and does not meet ADA requirements. HDR also evaluated trail enhancements for safe crossing locations to connect the North Bay Trail to the Friendship Trail. The study involved preparing an Environmental Assessment for FHWA approval and significant public outreach for input on replacement alternatives.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
b. South Selmon Expressway PD&E Study - THEA Hillsborough County, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
b. Traffic Analysis Engineer. HDR was selected by THEA to complete a PD&E Study for the South Selmon Expressway between the Selmon Expressway West Extension Project and Whiting Street in Downtown Tampa. The study involved evaluating the future traffic needs, developing alternatives and costs, and determining the potential impacts of constructing improvements which will increase traffic capacity on the South Selmon Expressway. This future capacity improvement is anticipated to include widening to the median with two additional lanes, adding lanes to the outside, or potentially constructing elevated lanes along the median of the expressway. As part of the study, HDR bridge group evaluated 26 bridges (some on spread footings) for widening including retaining wall. Existing concrete and steel bridges were load rated using latest LRFD criteria to determine adequacy for widening.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
c. I-275/SR 93 PD&E Study from south of 54th Avenue South to north of 4th Avenue North - FDOT District 7 Pinellas County, FL		PROFESSIONAL SERVICES 2020	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
c. Traffic Analysis Engineer. HDR was selected for evaluating capacity improvements to a 16.3-mile segment of I-275 in Pinellas County. Both lane continuity and express lane improvements were developed to improve safety, mobility, and to support the FDOT's initiative of providing express lanes in the Tampa Bay Region.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
d. Fowler Ave Median U-Turn Corridor Analysis (D7 III) - FDOT District 7 Hillsborough County, FL		PROFESSIONAL SERVICES 2020	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
d. Traffic Analysis Engineer. HDR completed Median U-Turn concept development and analysis at the Fowler Ave/Leroy Collins Blvd intersection. HDR used microsimulation analysis to test a median U-turn corridor concept along Fowler Ave from Bruce B. Downs Blvd to USF Bull Run Dr. During the AM and PM peak hours this corridor experiences excessive delay and queuing.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
e. Downtown St. Petersburg Mobility Study - Foward Pinellas St. Petersburg, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
e. Traffic Analysis Engineer. Forward Pinellas, in partnership with the City of St. Petersburg and FDOT, engaged HDR to complete the DTSP Mobility Study to explore ways to improve mobility, livability and economic vitality and identifying and prioritizing transportation projects, large and small. Bryan served as traffic analysis lead and led the development of the Aimsun model and coordinated with external staff to develop alternatives that exemplified the study's goals. He processed results, provided recommendations and discussion on next steps, and produced traffic analysis and overall study reports.			

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
Noemi Castillo, PE	Environmental Task Lead	24	22

15. FIRM NAME AND LOCATION (CITY AND STATE)

HDR Engineering, Inc. | Tampa, FL

16. EDUCATION (DEGREE AND SPECIALIZATION)

ME, Environmental Engineering
BS, Environmental Engineering

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

Professional Engineer: FL, No. 87233
Project Management Professional (PMP): FL, No. 2870254

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)



Noemi is an Environmental Section Manager and Associate at HDR with diverse environmental consulting experience including managing, preparing and coordinating environmental assessments, reviews and impact statements in accordance with the National Environmental Policy Act (NEPA), noise monitoring and noise analyses, air quality analyses, environmental compliance monitoring during construction and design build projects, waterfront permitting, site assessments, site investigations, site remediation, dredging, procurement, cost estimating, and telecommunications siting.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
South Selmon Expressway PD&E Study - THEA Hillsborough County, FL		PROFESSIONAL SERVICES 2022	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
Environmental Task Lead. HDR was selected by THEA to complete a PD&E Study for the South Selmon Expressway between the Selmon Expressway West Extension Project and Whiting Street in Downtown Tampa. The study involved evaluating the future traffic needs, developing alternatives and costs, and determining the potential impacts of constructing improvements which will increase traffic capacity on the South Selmon Expressway. This future capacity improvement is anticipated to include widening to the median with two additional lanes, adding lanes to the outside, or potentially constructing elevated lanes along the median of the expressway. As part of the study, HDR bridge group evaluated 26 bridges (some on spread footings) for widening including retaining wall. Existing concrete and steel bridges were load rated using latest LRFD criteria to determine adequacy for widening.			
a.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
SR 869/SW 10th Street Connector Noise Study Report Addendum - FDOT District 4 Broward County, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE) Est. 2023
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
Noise Lead. HDR is responsible for the noise wall updates for the project based on the final design. In addition, to updating the Traffic Noise Model (TNM) for the project based on final design and preparing the Noise Study Report Addendum.			
b.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
LPGA Boulevard Interchange PD&E Study - FDOT District 5 Port Orange, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE) Est. 2028
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
Environmental Task Lead. The project will evaluate improvements to LGPA Blvd. from US 92 (SR 600) to Williamson Blvd., a distance of approximately 6.2 miles, to 1) accommodate future transportation demand and reduce existing congestion, 2) improve operations of the existing intersections and the existing Interstate 95 (I-95) interchange, and 3) enhance safety for the corridor. LPGA Blvd. is currently a two-lane facility from US 92 to Tomoka Farm Rd. and a four-lane facility from Tomoka Farms Rd. through the I-95 interchange (exit 265) to Williamson Blvd. In addition to the I-95 interchange, there are 13 intersections along the corridor, nine of which are signalized. HDR has also been award the design phase of this project.			
c.			
(1) TITLE AND LOCATION (CITY AND STATE)		(2) YEAR COMPLETED	
I-75 PD&E from Turnpike to SR 200 - FDOT District 5 Marion and Alachua Counties, FL		PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE)
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	
Environmental Lead. This project involves the preparation of an Interstate Master Plan with the purpose of developing and evaluating mainline widening and interchange alternatives that will satisfy future year (2050) travel demand and improve safety along the I-75 corridor from the Florida Turnpike to C.R 234. HDR is conducting the first phase of this effort which will include the development of an ultimate capacity improvement plan for 24 miles within Marion County that will identify solutions to meet the purpose and need, along with short-term improvement priorities.			
d.			

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

12. NAME Nancy Adams, PE	13. ROLE IN THIS CONTRACT Traffic Data Collection	14. YEARS EXPERIENCE a. TOTAL b. WITH CURRENT FIRM 34 24	
15. FIRM NAME AND LOCATION <i>(City and State)</i> Adams Traffic, Inc.			
16. EDUCATION <i>(Degree and Specialization)</i> Bachelor of Science, Civil Engineering (BSCE)		17. CURRENT PROFESSIONAL REGISTRATION <i>(State and Discipline)</i> Florida Professional Engineer	
18. OTHER PROFESSIONAL QUALIFICATIONS <i>(Publications, Organizations, Training, Awards, etc.)</i>			

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION <i>(City and State)</i> District Wide Traffic Operations Studies, FDOT District One, FL	(2) YEAR COMPLETED PROFESSIONAL SERVICES CONSTRUCTION <i>(If applicable)</i> Current project	
a. (3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Provide FDOT with professional services for conducting needed traffic operational studies including traffic data collection. AT is sub-consultant responsible for collecting volume and turning movement counts.		
(1) TITLE AND LOCATION <i>(City and State)</i> District Wide Statistics - Traffic Counts, FDOT District One, FL	(2) YEAR COMPLETED PROFESSIONAL SERVICES CONSTRUCTION <i>(If applicable)</i> Current project	
b. (3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Provide FDOT with professional services by conducting and providing needed roadway statistical information. AT is a sub-consultant responsible for collecting a portion of the annual volume and classification counts.		
(1) TITLE AND LOCATION <i>(City and State)</i> District Wide Traffic Data Collection, FDOT District Seven, FL	(2) YEAR COMPLETED PROFESSIONAL SERVICES CONSTRUCTION <i>(If applicable)</i> 2020	
c. (3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Adams Traffic served as the prime consultant on this Traffic Operations project for 6 years, until contract was merged with a studies contract. AT was responsible for collecting various traffic counts and data for traffic operations and safety studies. Nancy served as the project manager and point of contact to the FDOT.		
(1) TITLE AND LOCATION <i>(City and State)</i> District Wide Innovative Interchange and Intersection Treatment Studies, FDOT District Seven, FL	(2) YEAR COMPLETED PROFESSIONAL SERVICES CONSTRUCTION <i>(If applicable)</i> Current project	
d. (3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Provide FDOT with professional services for conducting needed interchange and intersection treatment studies. AT is the sub-consultant responsible for collecting traffic data including volume, speed and turning movement counts.		
(1) TITLE AND LOCATION <i>(City and State)</i> Professional Engineering Services for Traffic & Road Safety Hillsborough County, FL	(2) YEAR COMPLETED PROFESSIONAL SERVICES CONSTRUCTION <i>(If applicable)</i> Current project	
e. (3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Provide Hillsborough County with professional services for traffic and safety projects. AT serves as the traffic data collection sub-consultant responsible for providing traffic counts and data for the traffic analysis. Counts have included volume, classification, speed, turning movement, and pedestrian counts.		

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

12. NAME Jeanna Dean	13. ROLE IN THIS CONTRACT Utility Coordination Manager	14. YEARS EXPERIENCE	
		a. TOTAL 23	b. WITH CURRENT FIRM 7
15. FIRM NAME AND LOCATION <i>(City and State)</i> Harbor Coordination Solutions, Inc., Safety Harbor, Florida			
16. EDUCATION <i>(DEGREE AND SPECIALIZATION)</i> BA, Court Reporting, St. Louis College, 1991		17. CURRENT PROFESSIONAL REGISTRATION <i>(STATE AND DISCIPLINE)</i> NA	
18. OTHER PROFESSIONAL QUALIFICATIONS <i>(Publications, Organizations, Training, Awards, etc.)</i> National Highway Institute CSS National Training 2010; Florida Department of Transportation (FDOT) Plans Reading Course, 2000; National Highway Institute/ Utility Issues Training, 2002; FDOT Specifications Training, 2004; FDOT Designer Training for Utilities Issues, 2005			

19. RELEVANT PROJECTS

	(1) TITLE AND LOCATION <i>(City and State)</i>	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION <i>(If applicable)</i>
a.	PID 002597A ALT 19 ATMS Fr SR 60 to Pasco Co Line	2016-2019	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input type="checkbox"/> Check if project performed with current firm Sr. Utility Coordinator for this ATMS project along in multiple locations along US 19 (SR 55) Multiple utility conflicts and was brought in on time and within budget		
b.	PID 002599A Downtown St Pete ATMS I-75/I-375/Bayshore Drive	2020-2021	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Sr. Utility Coordination Manager for this ATMS project along in multiple locations in downtown St. Petersburg. Multiple utility conflicts and was brought in on time and within budget		
c.	Districtwide Design-Build Push Button, FDOT District Seven, Florida	2019	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Utility Coordination Manager for this task work order driven districtwide traffic operations design-build contract. Elements of work include roadways, structures, intersections, interchanges, geotechnical activities, intelligent transportation system (ITS), surveys, drainage, signing and pavement markings, signalization, lighting, utility coordination and relocation, maintenance of traffic, cost estimates, environmental permits, Federal Aviation Administration (FAA) and Federal Communications Commission (FCC) permits, quantity computation books, specification packages and coordination, public involvement efforts, and all necessary incidental items for a complete project.		
d.	State Road (SR) 694 (Gandy Boulevard) from U.S. 19 (SR 55) to East of Interstate 275 (I-275), FDOT District 7, Pinellas County, Florida	2019	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Senior Utility Coordination Manager for the improvements to Gandy Boulevard, including new construction with bridge structures, intersection improvements, widening, milling, resurfacing, drainage improvements, sidewalks, bicycle lanes, ITS, signage, signals, lighting, safety and multimodal aspects of the corridor. A major component of the project is a new flyover ramp from northbound I-275 to westbound Gandy Boulevard.		
e.	South Belcher Road ATMS, Pinellas County Board of County Commissioners, Pinellas County, Florida: The design of an ITS infrastructure along South Belcher Road from Park Boulevard to north of Druid Road	2016-2019	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Provided utility coordination services for the new ITS and ADMS facilities for this improvement This was a 8.4 Mile project with a crowded corridor. Worked with UAOs, the County and WSP to minimize utility impacts.		

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT <small>(PRESENT AS MANY PROJECTS AS REQUESTED BY THE AGENCY, OR TO PROJECTS, IF NOT SPECIFIED, COMPLETE ONE SECTION F FOR EACH PROJECT.)</small>			20. EXAMPLE PROJECT KEY NUMBER 1	
21. TITLE AND LOCATION (CITY AND STATE)		22. YEAR COMPLETED		
San Martin Boulevard over Riviera Bay Bridge Replacement Study Pinellas County, FL		PROFESSIONAL SERVICES	CONSTRUCTION (IF APPLICABLE)	
		2014 - 2022	N/A	
23. PROJECT OWNER'S INFORMATION				
A. PROJECT OWNER	B. POINT OF CONTACT NAME		C. POINT OF CONTACT TELEPHONE NUMBER	
Pinellas County	Ann Venables, AICP, ENV SP		727.464.3640	
24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (INCLUDE SCOPE, SIZE, AND COST)				



HDR was retained by Pinellas County to conduct a NEPA compliant Project Development & Environment (PD&E) study for the rehabilitation or replacement of the existing San Martin Bridge over Riviera Bay. The limits of the study extended from Tallahassee Drive to Weedon Drive. The existing bridge built in 1962 is reaching the end of its services life and is considered functionally obsolete and scour critical. For the bridge, HDR evaluated several alternatives including the No Build, rehabilitation of the existing bridge, replacement of the existing bridge with a movable alternative and replacement of the existing bridge with a new fixed span bridge on alternative alignments. Vertical profile alternatives were evaluated for increasing the navigational clearance at the bridge.

As part of the study HDR conducted multiple public meetings including in-person project kickoff meeting and alternatives workshop meetings and supported a virtual public information meeting hosted by Pinellas County. HDR also coordinated the alternatives analysis with the FDOT,

United States Coast Guard, National Marine Fisheries, United States Fish and Wildlife Service, Army Corps of Engineers and the Southwest Florida Water Management District. As part of the analysis the HDR team performed a Sea Level Rise (SLR) impact analysis to evaluate impacts of SLR on the communities surrounding the project site.

Another component of the project included evaluation of a trail enhancement for the extension of the North Bay Trail along San Martin Blvd from Macoma Drive to Gandy Blvd alignment alternatives for the trail were prepared and presented to the public for input at the Alternatives Workshop. A preferred alternative was selected that will be implemented in a future design project.

The study was developed in accordance with the National Environmental Policy Act (NEPA) process in coordination with FDOT District 7 and FDOT Office of Environmental Management oversight. Adhering to the NEPA process facilitates Pinellas County's ability to secure federal funding support for the project. The study documents were finalized in the Spring 2022 and design is ongoing.

PROJECT DETAILS

Cost: \$671K PD&E | Est. \$13.7M Construction

RELEVANCE TO EAST LAKE PD&E

- NEPA Environmental Documentation
- Bridge Replacement Evaluation
- Shared Use Path/Trail Design
- Sea Wall Evaluation
- Revetment Evaluation
- Sea Level Rise Evaluation
- Tidal Bridge Hydraulics
- Public Involvement
- Live Meeting Facilitation
- Virtual Meeting Facilitation
- 3D Graphics and Renderings
- Website Support
- BCC/City Council/MPO Stakeholder Presentations
- Environmental Agency Coordination
- United States Coast Guard
- National Marine Fisheries Service
- Army Corps of Engineers
- United States Fish and Wildlife Commission
- Sea Grass Surveys
- Wetland Delineations & UMAM Development
- Traffic Modeling
- Noise Study Report
- Contamination Evaluation
- Hazardous Material Screening
- Cost Estimating

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT		
(1) FIRM NAME	(2) FIRM LOCATION (CITY AND STATE)	(3) ROLE
a. HDR Engineering, Inc.	Tampa, FL	Prime Consultant
b. Adams Traffic, Inc.	Plant City, FL	Traffic Data Collection
c.		
d.		

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

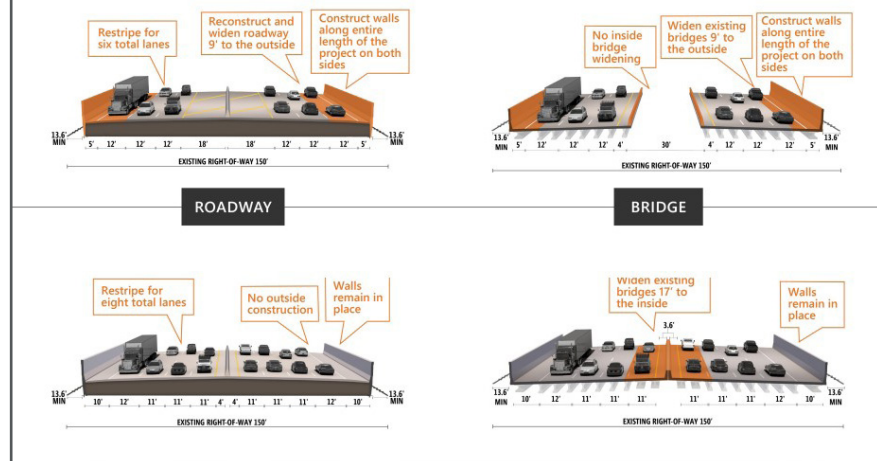
(PRESENT AS MANY PROJECTS AS REQUESTED BY THE AGENCY, OR TO PROJECTS, IF NOT SPECIFIED, COMPLETE ONE SECTION F FOR EACH PROJECT.)

20. EXAMPLE PROJECT KEY NUMBER**2****21. TITLE AND LOCATION (CITY AND STATE)****South Selmon Expressway PD&E Study** | Hillsborough County, FL**22. YEAR COMPLETED**PROFESSIONAL SERVICES
2014 - 2022CONSTRUCTION (IF APPLICABLE)
N/A**23. PROJECT OWNER'S INFORMATION****A. PROJECT OWNER**Tampa Hillsborough Expressway
Authority (THEA)**B. POINT OF CONTACT NAME**

Anna Quinones

C. POINT OF CONTACT TELEPHONE NUMBER

813.272.6740

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (INCLUDE SCOPE, SIZE, AND COST)**Typical Section**

HDR was selected by THEA to complete a Project Development and Environment (PD&E) Study for the South Selmon Expressway between the Selmon Expressway West Extension Project and Whiting Street in Downtown Tampa. The study involved evaluating the future traffic needs, developing alternatives and costs, and determining the potential impacts of constructing improvements which will increase traffic capacity on the South Selmon Expressway. This future capacity improvement is anticipated to include widening to the median with two additional lanes, adding lanes to the outside, or potentially constructing elevated lanes along the median of the expressway. As part of the study, HDR has also implemented a comprehensive public outreach program including the development of a new project website, a social media campaign, in-person and virtual meetings, animations and visualizations, and the creation of various educational videos to explain the noise modeling and PD&E process to the general public. HDR is anticipated to complete the study in 24 months which will include numerous documents and a Project Environmental Impact Report (PEIR).

PROJECT DETAILS**Cost:** \$3.2M PD&E | Est. \$264.1M Construction**RELEVANCE TO EAST LAKE PD&E**

- Public Involvement
- Live Meeting Facilitation
- Virtual Meeting Facilitation
- 3D Graphics and Renderings
- Website Support
- Stakeholder Coordination Meetings
- BCC/City Council/MPO Stakeholder Presentations
- Environmental Agency Coordination
- Congestion Analysis
- Connectivity and Important Alternatives
- Safety Analysis
- Traffic Modeling
- Noise Study Report
- Contamination Evaluation
- Cost Estimating

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

(1) FIRM NAME	(2) FIRM LOCATION (CITY AND STATE)	(3) ROLE
a. HDR Engineering, Inc.	Tampa, FL	Prime Consultant
b. Adams Traffic, Inc.	Plant City, FL	Traffic Data Collection
c. Harbor Coordination Solutions, Inc.	Clearwater, FL	Utility Coordination

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (PRESENT AS MANY PROJECTS AS REQUESTED BY THE AGENCY, OR TO PROJECTS, IF NOT SPECIFIED, COMPLETE ONE SECTION F FOR EACH PROJECT)		20. EXAMPLE PROJECT KEY NUMBER 3	
21. TITLE AND LOCATION (CITY AND STATE) Old Pasco Road Route Study and Pond Siting Analysis and Report (RSPSAR) from South of CR 54 to North of SR 52 Pasco County, FL		22. YEAR COMPLETED PROFESSIONAL SERVICES: 2021-2023 CONSTRUCTION (IF APPLICABLE):	
23. PROJECT OWNER'S INFORMATION			
A. PROJECT OWNER Pasco County	B. POINT OF CONTACT NAME Panos Kontses, PE	C. POINT OF CONTACT TELEPHONE NUMBER 727.834.3604	
24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (INCLUDE SCOPE, SIZE, AND COST)			



PROJECT DETAILS

Cost: \$780K PD&E | Est. \$21.9M

Construction

RELEVANCE TO EAST LAKE PD&E

- Traffic Control Alternative
- Intersection Improvements
- Public Involvement
- Live Meeting Facilitation
- Environmental Impacts
- Traffic Analysis
- Stormwater Management
- Drainage Analysis
- Environmental Agency Coordination
- Traffic Modeling
- Noise Study Report
- Cost Estimating

HDR was selected by Pasco County to perform a Route Study and Pond Siting Analysis Report to identify the necessary improvements for Old Pasco Road. As part of the study, HDR is also conducting necessary engineering and design activities required to prepare 30% Design Phase plans for this project. The intention of the study includes:

1. Accurately project the vehicular traffic demand and the multi-modal needs of this project for the Opening Year (2030) and the Design Year (2050).
2. Evaluate traffic control alternatives (i.e. STOP-sign, traffic signal, roundabout, etc.) and recommend the most suitable option as well as the improvements needed for each intersection in the study area.
3. Re-evaluate the alignments recommended by the previous route studies and, where applicable, recommend updates/ revisions based on current data and conditions; for the segments where alternatives will be developed to the originally recommended alternatives, evaluate the sociocultural, physical and environmental impacts of each alternative and the No-Build Alternative and estimate their design, right-of-way acquisition and construction costs; prepare a comparative evaluation matrix.
4. Develop and evaluate typical section alternatives for the project and recommend those that best accommodate the vehicular traffic demand and the multi-modal needs for the project, while minimizing impacts on adjacent properties and the natural environment.
5. Develop widening alignment alternatives (i.e. widening along the west side, widening along the east side, widening centered along existing alignment); evaluate the sociocultural, physical and environmental impacts of each alignment alternative and the No-Build alternative and estimate their design, right-of-way acquisition and construction costs; prepare a comparative evaluation matrix.
6. Based on comparative evaluation and public input, select and recommend the most suitable alternative for the project.
7. Assess the stormwater management needs for the project per current SWFWMD criteria, identify alternative pond sites locations and recommend the most suitable per basin and identify sizes and alternative locations for the stormwater management facilities (SMFs). Select and recommend the most suitable SMF alternative for each drainage basin, based on comparative evaluation of impacts and costs.
8. Initiate coordination with the permitting and regulatory agencies.
9. Develop 30% Design Plans for the recommended alternative.
10. Recommend appropriate project segmentation for construction
11. Conduct a thorough public involvement program.

HDR also completed the design in 2023.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT		
(1) FIRM NAME	(2) FIRM LOCATION (CITY AND STATE)	(3) ROLE
a. HDR Engineering, Inc.	Tampa, FL	Prime Consultant
b. Adams Traffic, Inc.	Plant City, FL	Traffic Data Collection
c.		
d.		

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)****I-275/SR 93 PD&E Study from South of 54th Avenue South to North of 4th Avenue North | Pinellas County, FL****22. YEAR COMPLETED**PROFESSIONAL SERVICES
2015-Ongoing

CONSTRUCTION (IF APPLICABLE)

23. PROJECT OWNER'S INFORMATION**A. PROJECT OWNER**

FDOT District 7

B. POINT OF CONTACT NAME

Craig Fox

C. POINT OF CONTACT TELEPHONE NUMBER

813.975.6082

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (INCLUDE SCOPE, SIZE, AND COST)**PROJECT DETAILS****Cost:** \$12.1M PD&E | Est. \$340.3M Construction**RELEVANCE TO EAST LAKE PD&E**

- Traffic Analysis
- Public Involvement
- Environmental Agency Coordination
- Traffic Modeling
- Noise Study Report
- Contamination Evaluation
- Cost Estimating
- Natural Resources Evaluation
- Cultural Resources Evaluation
- ROW Relocation & Acquisition
- Design Change Re-evaluation
- Environmental Documentation (DOT SWEPT)

HDR conducted a PD&E study for the 16.3-mile corridor to analyze the need for operational improvements and evaluate the location, conceptual design, and social, economic, and environmental effects of any proposed improvements.

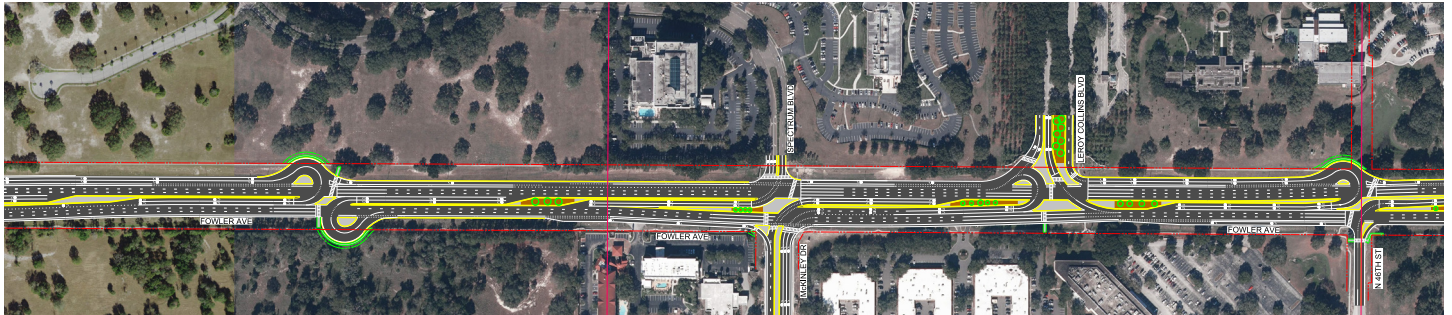
Subsequently, a design change re-evaluation was performed in 2017 to evaluate a change to the approved Typical Section of Segment C (from Dr. MLK Jr. Boulevard to north of 4th Street North). This 2017 re-evaluation assessed the re-purposing of one of the two approved express lanes to accommodate the provision of three general use through lanes, one auxiliary lane, and one express lane in each direction for this segment of the study corridor. The second design change and right-of-way re-evaluation evaluated impacts of further changes to the previously approved PD&E studies. The re-evaluation assessed the impacts of accommodating the addition of two express lanes on I-275 in Segment B from north of I-375 to south of Gandy Boulevard and the addition of a second express lane in Segment C from Gandy Boulevard to north of 4th Street North. These proposed improvements would tie-in with planned improvements to the Howard Frankland Bridge (FPID 4229042 and 4229044). HDR is currently providing design phase services for the corridor.

The purpose of this project is to provide operational improvements that maximize capacity within the I-275 corridor, improve lane continuity, and connect I-275 within Pinellas County to the future network of express lanes planned for the Tampa Bay Region. Improvements are needed within the I-275 corridor to help improve existing traffic congestion, enhance safety, and better accommodate future travel demands associated with projected growth in employment and population.

**25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT**

(1) FIRM NAME	(2) FIRM LOCATION (CITY AND STATE)	(3) ROLE
a. HDR Engineering, Inc.	Tampa, FL	Prime Consultant
b.		
c.		
d.		
e.		
f.		

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT <small>(PRESENT AS MANY PROJECTS AS REQUESTED BY THE AGENCY, OR 10 PROJECTS, IF NOT SPECIFIED. COMPLETE ONE SECTION F FOR EACH PROJECT.)</small>			20. EXAMPLE PROJECT KEY NUMBER	
			5	
21. TITLE AND LOCATION (CITY AND STATE)			22. YEAR COMPLETED	
Fowler Ave Median U-Turn Corridor Analysis (D7 III) Hillsborough County, FL			PROFESSIONAL SERVICES	CONSTRUCTION (IF APPLICABLE)
			2020	
23. PROJECT OWNER'S INFORMATION				
A. PROJECT OWNER		B. POINT OF CONTACT NAME		C. POINT OF CONTACT TELEPHONE NUMBER
FDOT District 7		Jill Wehle		813.975.6241
24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (INCLUDE SCOPE, SIZE, AND COST)				



Since 2015, HDR has provided FDOT District 7 with traffic operational analysis, concept development, and evaluation services for the definition and assessment of innovative intersection and interchange treatments for projects across the District through the Innovative Intersection and Interchange (D7 III) contract. The contract is designed to support District traffic operations in the development and assessment of innovative solutions to address operational, safety, and capacity challenges. HDR has completed over 50 assignments under this contract including roundabout screenings using the FDOT three-step screening process, Intersection Control Evaluations (ICE), Hard Shoulder Running (HSR) analysis, Median U-Turn (MUT) and Displaced Left-Turn (DLT) intersection analyses and conceptual designs, interchange re-configuration analyses and conceptual designs, and other miscellaneous tasks.

Under this contract, HDR completed Median U-Turn concept development and analysis at the Fowler Ave/Leroy Collins Blvd intersection. HDR used microsimulation analysis to test a median U-turn corridor concept along Fowler Ave from Bruce B. Downs Blvd to USF Bull Run Dr during the AM and PM peak hours this corridor experiences excessive delay and queuing.

- The Median U-turn Alternative processes over 1,000 more vehicles per hour over the No Build Alternative without the need for widening.
- The Median U-turn Alternative provided acceptable delays at all intersections.
- The Median U-turn Alternative can accommodate all truck sizes and allows for safer and increased number of pedestrian crossing opportunities.

PROJECT DETAILS

Cost: \$250K | Est. \$9.94M Construction

RELEVANCE TO EAST LAKE PD&E

- Traffic Analysis
- Congested Corridors
- Safety Analysis
- Historic and Predictive Crash Analysis
- Multimodal Accommodations
- Alternative Analysis
- Construction
- Right of Way
- Cost Estimates

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

(1) FIRM NAME	(2) FIRM LOCATION (CITY AND STATE)	(3) ROLE
a. HDR Engineering, Inc.	Tampa, FL	Prime Consultant
b. Adams Traffic, Inc.	Plant City, FL	Traffic Data Collection
c.		
d.		

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
Marlin Register, PE	Project Manager	x									
Lilliam Escalera	Deputy Project Manager	x		x							
Melanie Fowler, PE	QA Manager			x	x						
Tom Quinn, PE	QC Manager	x		x							
Victor Muchuruza, PhD, PE, PTOE	Environmental QC										
Beth Frady	Public Involvement QC										
Smith Siromaskul, PE	Roadway/Alternatives QC		x			x					
Heather Hubbard, PE	Traffic Analysis	x	x		x	x					
Jim Johnston, PE	Drainage QC	x		x							
Bryan Sturm, PE	Structures QC		x								
Stefanie McQueen, AICP	Public Involvement Task Lead	x	x		x						
Bryan St. George, PE	Engineering Analysis & Considerations Task Lead	x	x		x	x					
Noemi Castillo, PE	Environmental Analysis & Reports Task Lead		x								
Nancy Adams, PE (Adams Traffic)	Traffic Counts	x	x	x		x					
Jeanna Dean (Harbor)	Utility Coordination		x								

29. EXAMPLE PROJECTS KEY

NO.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)	NO.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)
1	San Martin Boulevard over Riviera Bay Bridge Replacement Study	6	
2	South Selmon Expressway PD&E Study	7	
3	Old Pasco Road Route Study and Pond Siting Analysis and Report (RSPSAR)	8	
4	I-275/SR 93 PD&E Study from south of 54th Avenue South to north of 4th Avenue North	9	
5	Fowler Ave Median U-Turn Corridor Analysis	10	

H. ADDITIONAL INFORMATION

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

Please see Tab 6 for our Project Approach.

I. AUTHORIZED REPRESENTATIVE THE FOREGOING IS A STATEMENT OF FACTS.

31. SIGNATURE

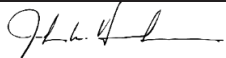


32. DATE

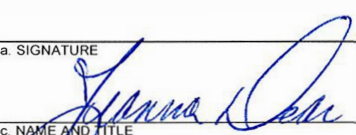
January 25, 2024

33. NAME AND TITLE

Katie Duty, PE - Vice President

ARCHITECT-ENGINEER QUALIFICATIONS				1. SOLICITATION NUMBER (If any)		
				24-0175-RFP-CCNA		
PART II – GENERAL QUALIFICATIONS						
<i>(If a firm has branch offices, complete for each specific branch office seeking work.)</i>						
2a. FIRM (or Branch Office) NAME HDR				3. YR. ESTABLISHED 1971	4. UNIQUE ENTITY IDENTIFIER J1N8RCJR52M5 (HDRE) TPQVBHAN9X46 (HDRA)	
2b. STREET 4830 W Kennedy Boulevard Suite 400				5. OWNERSHIP a. TYPE Private Corporation		
2c. CITY Tampa	2d. STATE FL	2e. ZIP CODE 33609		b. SMALL BUSINESS STATUS Large Business		
6a. POINT OF CONTACT NAME AND TITLE Katie Duty, Area Manager				7. NAME OF FIRM (If Block 2a is a Branch Office) The branch office identified in Block 2(a-e) includes personnel from one or more of our operating companies which are wholly owned subsidiaries of HDR, Inc. Collectively we bring resources of more than 10,000 multi-disciplinary professionals together as one seamless entity.		
6b. TELEPHONE NUMBER 813.282.2300		6c. EMAIL ADDRESS Katie.Duty@hdrinc.com				
8a. FORMER FIRM NAME(S) (if any)				8b. YR. ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER	
Henningson, Durham & Richardson, Inc. 1951				1985	KG5KCNG22BK6	
Henningson Engineering Company, Inc. 1930						
Henningson Engineering Company 1917						
9. EMPLOYEES BY DISCIPLINE				10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS		
a. Function code	b. Discipline	c. Number of Employees		a. Profile Code	b. Experience	c. Revenue Index Number (see below)
		(1) FIRM	(2) BRANCH			
01	Acoustical Engineer	125	1	A04	Air Pollution Control	1
02	Administrative	1,162	14	A06	Airports; Terminals & Hangars; Freight Handling	10
06	Architect	743	11	B02	Bridges	10
08	CADD Technician	793	14	C15	Construction Management	10
12	Civil Engineer	810	7	D01	Dams; (Concrete; Arch)	5
15	Construction Inspector	457	6	D02	Dams; (Earth; Rock); Dikes; Levees	10
16	Construction Manager	206	1	E09	Enviro. Impact Studies, Assessments, or Statements	8
18	Cost Engineer/Estimator	34	3	E12	Environmental Remediation	10
21	Electrical Engineer	416	6	H07	Highways; Streets; Airfield Paving; Parking Lots	10
23	Environmental Engineer	61	2	I01	Industrial Buildings; Manufacturing Plants	4
24	Environmental Scientist	345	4	P06	Planning (Site, Installation, and Project)	9
34	Hydrologist	26	1	P12	Power Generation, Transmission, Distribution	10
42	Mechanical Engineer	313	3	R03	Railroad: Rapid Transit	10
47	Planner: Urban/Regional	348	3	R11	Rivers; Canals; Waterways; Flood Control	1
48	Project Manager	1,042	11	S04	Sewage Collection; Treatment and Disposal	7
52	Sanitary Engineer	294	2	S07	Solid Wastes; Incineration; Landfill	6
55	Soils Engineer	62	1	S10	Surveying; Platting; Mapping; Flood Plain Studies	5
57	Structural Engineer	235	2	S13	Storm Water Handling & Facilities	8
58	Technician/Analyst	1,876	24	T02	Testing & Inspection Services	2
60	Transportation Engineer	1,168	27	T03	Traffic & Transportation Engineering	10
62	Water Resources Engineer	302	5	W02	Water Supply; Treatment and Distribution	8
992	Public Relations (Other)	586	11	W03	Water Resources; Hydrology; Ground Water	10
995	Realty Specialists (Other)	147	5			
998	Intern Architects (Other)	107	1			
	Other Employees	822				
Total		12,480	165			
11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS (insert revenue index number shown at right)				PROFESSIONAL SERVICES REVENUE INDEX NUMBER		
a. Federal Work	6	1. Less than \$100,000		6. \$2 million to less than \$5 million		
b. Non-Federal Work	10	2. \$100,000 to less than \$250,000		7. \$5 million to less than \$10 million		
		3. \$250,000 to less than \$500,000		8. \$10 million to less than \$25 million		
c. Total Work	10	4. \$500,000 to less than \$1 million		9. \$25 million to less than \$50 million		
		5. \$1 million to less than \$2 million		10. \$50 million or greater		
12. AUTHORIZED REPRESENTATIVE The foregoing is a statement of facts.						
a. SIGNATURE 				b. DATE 1/1/2024		
c. NAME AND TITLE John Henderson, CEO						

[illegible]

ARCHITECT-ENGINEER QUALIFICATIONS				1. SOLICITATION NUMBER (If any)	
PART II – GENERAL QUALIFICATIONS <i>(If a firm has branch offices, complete for each specific branch office seeking work.)</i>					
2a. FIRM (OR BRANCH OFFICE) NAME Harbor Coordination Solutions, Inc.				3. YEAR ESTABLISHED 2016	
2b. STREET 2519 N. McMullen Booth Rd, Suite 501, #124				4. DUNS NUMBER 949156022	
2c. CITY Clearwater				5. OWNERSHIP a. TYPE Corporation	
2d. STATE FL		2e. ZIP CODE 34695		b. SMALL BUSINESS STATUS WMBE, DBE	
6a. POINT OF CONTACT NAME AND TITLE Jeanna Dean				7. NAME OF FIRM (If block 2a is a branch office) NA	
6b. TELEPHONE NUMBER 813-781-5787		6c. E-MAIL ADDRESS Jdean@Harborcoordination.com		NA	
8a. FORMER FIRM NAME(S) (If any)				8b. YR. ESTABLISHED	
8c. DUNS NUMBER					
9. EMPLOYEES BY DISCIPLINE				10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS	
a. Function Code	b. Discipline	c. No. of Employees		a. Profile Code	b. Experience
		(1) FIRM	(2) BRANCH		c. Revenue Index Number (see below)
48	Project Manager	4		T03	Traffic & Transportation Engineering
	Other Employees				
Total		2			
11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS <i>(Insert revenue index number shown at right)</i>				PROFESSIONAL SERVICES REVENUE INDEX NUMBER	
a. Federal Work	-	1. Less than \$100,000		6. \$2 million to less than \$5 million	
b. Non-Federal Work	2	2. \$100,000 to less than \$250,000		7. \$5 million to less than \$10 million	
c. Total Work	2	3. \$250,000 to less than \$500,000		8. \$10 million to less than \$25 million	
		4. \$500,000 to less than \$1 million		9. \$25 million to less than \$50 million	
		5. \$1 million to less than \$2 million		10. \$50 million or greater	
12. AUTHORIZED REPRESENTATIVE The foregoing is a statement of facts.					
a. SIGNATURE 				b. DATE 11-28-23	
c. NAME AND TITLE Jeanna Dean, President					
STANDARD FORM 330 (REV. 8/2016)					

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (If any)

24-0175-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 Southeastern Archaeological Research, Inc. (SEARCH)			3. YEAR ESTABLISHED 1993	4. UNIQUE ENTITY IDENTIFIER UIE: MNMMZXMQT873 DUN: 94-205-4461
2b. STREET 8298 Bayberry Road, Suite 1			5. OWNERSHIP	
2c. CITY Jacksonville			a. TYPE Corporation	
2d. STATE Florida			2e. ZIP CODE 32256	
6a. POINT OF CONTACT NAME AND TITLE Greg Hendryx, MA, RPA, Senior Project Manager, Archaeology Sector Leader			b. SMALL BUSINESS STATUS Woman-Owned Small Business (WOSB) Woman Business Enterprise (WBE)	
6b. TELEPHONE NUMBER 904-379-8338			6c. EMAIL ADDRESS greg@searchinc.com	
8a. FORMER FIRM NAME(S) (If any)			8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE**10. PROFILE OF FIRM'S EXPERIENCE
AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS**


a. Function Code	b. Discipline	c. Number of Employees		a. Profile Code	b. Experience	c. Revenue Index Number (see below)
		(1) FIRM	(2) BRANCH			
02	Administrative	38	4	C14	Conservation and Resource Management	6
05	Archaeologist	97	8	E01	Archaeological Investigations	8
	Architectural Historian	14	1	H08	Historic Preservation	6
	Curator	13	1	R07	Remote Sensing	5
29	GIS Specialist	6	0			
	Graphic Designer	1	0			
	Historian	3	0			
48	Project Manager	28	4			
49	Remote Sensing Specialist	3	0			
58	Technician / Analyst	108	1			
31	Health Facility Planner	3	0			
Total		314	19			

**11. ANNUAL AVERAGE PROFESSIONAL
SERVICES REVENUES OF FIRM
FOR LAST 3 YEARS**
(Insert revenue index number shown at right)**PROFESSIONAL SERVICES REVENUE INDEX NUMBER**

a. Federal Work	7	1. Less Than \$100,000	6. \$2 million to less than \$5 million
b. Non-Federal Work	8	2. \$100,000 to less than \$250,000	7. \$5 million to less than \$10 million
c. Total Work	9	3. \$250,000 to less than \$500,000	8. \$10 million to less than \$25 million
		4. \$500,000 to less than \$1 million	9. \$25 million to less than \$50 million
		5. \$1 million to less than \$2 million	10. \$50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE 	b. DATE 12/7/2023
c. NAME AND TITLE Anne V. Stokes, PhD, RPA, CEO and Principal	

[illegible]

**LAKE
TARPON**

LANSBROOK PKWY

**LAKE
TARPON**






TAB 2

**Statements &
Documentation**

RIDGEMOOR BLVD

2.1 Professional Licenses

Due to page count restrictions, we have limited our professional licenses to our key personnel that have been identified on the Organizational Chart and select subconsultant licenses. We are happy to provide all of our Team's individual licensure, if the County desires.

LICENSEE DETAILS Licensee Information Name: REGISTER, MARLIN A. II (Primary Name) Main Address: 208 4TH AVE. NW RUSKIN Florida 33570 County: HILLSBOROUGH License Information License Type: Professional Engineer Rank: Prof Engineer License Number: 55452 Status: Current,Active Licensure Date: 02/11/2000 Expires: 02/28/2025	LICENSEE DETAILS Licensee Information Name: QUINN, THOMAS ALBERT (Primary Name) Main Address: 6712 ROCKY PARK ST TAMPA Florida 33625 County: HILLSBOROUGH License Information License Type: Professional Engineer Rank: Prof Engineer License Number: 45353 Status: Current,Active Licensure Date: 03/27/1992 Expires: 02/28/2025	LICENSEE DETAILS Licensee Information Name: MUCHURUZA, VICTOR FELICIAN (Primary Name) Main Address: 15222 SUNRISE GROVE CT WINTER GARDEN Florida 34787 County: ORANGE License Mailing: 15222 SUNRISE GROVE CT WINTER GARDEN FL 34787 County: ORANGE License Information License Type: Professional Engineer Rank: Prof Engineer License Number: 69194 Status: Current,Active Licensure Date: 01/29/2009 Expires: 02/28/2025
LICENSEE DETAILS Licensee Information Name: SIROMASKUL, SMITH (Primary Name) Main Address: 195 BELVEDERE ST CAMANO ISLAND Washington 98282 License Mailing: 195 BELVEDERE ST CAMANO ISLAND WA 98282 License Information License Type: Professional Engineer Rank: Prof Engineer License Number: 78369 Status: Current,Active Licensure Date: 12/16/2014 Expires: 02/28/2025	LICENSEE DETAILS Licensee Information Name: JOHNSTON, JAMES WALTER (Primary Name) Main Address: 5662 SAMTER COURT TAMPA Florida 33611 County: HILLSBOROUGH License Information License Type: Professional Engineer Rank: Prof Engineer License Number: 57064 Status: Current,Active Licensure Date: 03/20/2001 Expires: 02/28/2025	LICENSEE DETAILS Licensee Information Name: HUBBARD, HEATHER ELIZABETH (Primary Name) Main Address: 4235 SANDY SHORES DR LUTZ Florida 33558 County: HILLSBOROUGH License Information License Type: Professional Engineer Rank: Prof Engineer License Number: 78530 Status: Current,Active Licensure Date: 01/01/2015 Expires: 02/28/2025
LICENSEE DETAILS Licensee Information Name: STURM, BRYAN MICHAEL (Primary Name) Main Address: 11728 DARTMOOR CT. JACKSONVILLE Florida 32256 County: DUVAL License Information License Type: Professional Engineer Rank: Prof Engineer License Number: 64066 Status: Current,Active Licensure Date: 02/06/2006 Expires: 02/28/2025	 Stefanie McQueen, AICP is a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct. Certified Planner Number 023652  Paul Farnes, AICP Executive Director and CEO  Paul Ingber, AICP President  The American Planning Association Professional Institute American Institute of Certified Planners Making Good Communities Happen	LICENSEE DETAILS Licensee Information Name: ST. GEORGE, BRYAN THOMAS (Primary Name) Main Address: 641 NORTH AVE NE 4309 ATLANTA Georgia 30308 County: OUT OF STATE License Location: 641 NORTH AVE NE 4309 ATLANTA GA 30308 County: OUT OF STATE License Information License Type: Professional Engineer Rank: Prof Engineer License Number: 86496 Status: Current,Active Licensure Date: 01/11/2019 Expires: 02/28/2025
LICENSEE DETAILS Licensee Information Name: CASTILLO, GREY NOEMI (Primary Name) Main Address: 30623 SUMMER SUN LOOP WESLEY CHAPEL Florida 33545 County: PASCO License Information License Type: Professional Engineer Rank: Prof Engineer License Number: 87233 Status: Current,Active Licensure Date: 05/01/2019 Expires: 02/28/2025	LICENSEE DETAILS Licensee Information Name: ADAMS, NANCY D. (Primary Name) Main Address: PO BOX 997 PLANT CITY Florida 33564 County: HILLSBOROUGH License Information License Type: Professional Engineer Rank: Prof Engineer License Number: 49288 Status: Current,Active Licensure Date: 07/13/1995 Expires: 02/28/2025	LICENSEE DETAILS Licensee Information Name: MCRORY, JESSICA ANN (Primary Name) Main Address: 5012 W. LEMON STREET TAMPA Florida 33609 County: HILLSBOROUGH License Location: 5012 W. LEMON STREET TAMPA FL 33609 County: HILLSBOROUGH License Information License Type: Professional Engineer Rank: Prof Engineer License Number: 68440 Status: Current,Active Licensure Date: 07/25/2008 Expires: 02/28/2025
 Jessica Fish SEARCH, Inc. Member profile details Membership level: BSA (Certified) First name: Jessica Last name: Fish Highest Degree: M.S. Preferred Contact Information Employer: SEARCH, Inc. Professional Title: Architectural City: Rochester US State or Canadian Province: New Hampshire Zip Code / Postal Code: 03003 Country: United States BSA Reg Number: 26344397 I affirm that I will abide by the Register's Code of Conduct and Standards of Professional Performance		

2.2 Business Licensure

LICENSEE DETAILS	LICENSEE DETAILS
Licensee Information Name: HDR ENGINEERING, INC. (Primary Name) Main Address: 1917 S. 67TH STREET OMAHA Nebraska 68106 County: OUT OF STATE License Information License Type: Registry Rank: Registry License Number: 4213 Status: Current Licensure Date: 08/16/1985 Expires:	Licensee Information Name: ADAMS TRAFFIC, INC. (Primary Name) Main Address: P.O. BOX 997 PLANT CITY Florida 33564 County: HILLSBOROUGH License Location: P.O. BOX 997 PLANT CITY FL 33564 County: HILLSBOROUGH License Information License Type: Engineering Business Registry Rank: Registry License Number: 8959 Status: Current Licensure Date: 07/13/2001 Expires:
LICENSEE DETAILS	LICENSEE DETAILS
Licensee Information Name: AREHNA ENGINEERING, INC. (Primary Name) Main Address: 5012 W. LEMON STREET TAMPA Florida 33609 County: HILLSBOROUGH License Information License Type: Engineering Business Registry Rank: Registry License Number: 28410 Status: Current Licensure Date: 02/19/2009 Expires:	

FDOT
Florida Department of Transportation
605 Sanson Street
Tallahassee, FL 32399-0450

August 7, 2023

Steve Ferrell, Senior Vice President
HDR ENGINEERING, INC.
315 East Robinson Street, Suite 400
Orlando, Florida 32801

Dear Mr. Ferrell:

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

Group 2 - Project Development and Environmental (PD&E) Studies

Group 3 - Highway Design - Roadway

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

Group 4 - Highway Design - Bridges

4.1.1 - Miscellaneous Structures
4.1.2 - Minor Bridge Design
4.2.1 - Major Bridge Design - Concrete
4.2.2 - Major Bridge Design - Steel
4.2.3 - Major Bridge Design - Segmental
4.3.1 - Complex Bridge Design - Concrete
4.3.2 - Complex Bridge Design - Steel
4.4 - Movable Span Bridge Design

Group 5 - Bridge Inspection

5.1 - Conventional Bridge Inspection
5.2 - Movable Bridge Inspection
5.3 - Complex Bridge Inspection
5.4 - Bridge Load Rating

Group 6 - Traffic Engineering and Operations Studies

6.1 - Traffic Engineering Studies
6.2 - Traffic Signal Timing
6.3.1 - Intelligent Transportation Systems Analysis and Design
6.3.2 - Intelligent Transportation Systems Implementation
6.3.3 - Intelligent Transportation Traffic Engineering Systems Communications
6.3.4 - Intelligent Transportation Systems Software Development

Group 7 - Traffic Operations Design

7.1 - Signing, Pavement Marking and Channelization
7.2 - Lighting
7.3 - Signalization

1

Group 9 - Soil Exploration, Material Testing and Foundations

9.1 - Soil Exploration
9.2 - Geotechnical Classification Laboratory Testing
9.4.1 - Standard Foundation Studies

Group 10 - Construction Engineering Inspection

10.1 - Roadway Construction Engineering Inspection

Group 11 - Engineering Contract Administration and Management

Group 13 - Planning

13.3 - Policy Planning
13.4 - Systems Planning
13.5 - Subarea/Corridor Planning
13.6 - Land Planning/Engineering
13.7 - Transportation Statistics

Group 14 - Architect

Group 15 - Landscape Architect

Group 21 - Acquisition, Negotiation, Closing, and Order of Taking

Group 24 - Acquisition Relocation Assistance

Group 25 - Right of Way Clearing and Leasing

Your firm is now technically prequalified with the Department for Professional Services in the above referenced work types. The overhead audit has been accepted, and your firm may pursue projects in the referenced work types with fees of any dollar amount. This status shall be valid until June 30, 2024, for contracting purposes.

Approved Rates						
Home/ Branch Overhead	Field Overhead	Facilities Capital Cost of Money	Premium Overtime	Reimburse Actual Expenses	Home Direct Expense	Field Direct Expense
157.28%	125.09%*	0.286%	Reimbursed	No	6.32%	5.70%**

*Heterm Rates
**Rent and utilities excluded from field office rate. These costs will be directly reimbursed on contracts that require the consultant to provide field office.







Per Title 23, U.S. Code 112, there are restrictions on sharing indirect cost rates. Refer to Code for additional information.

Should you have any questions, please feel free to contact me by email at carlyann.kell@dot.state.fl.us or by phone at 850-414-4597.

Sincerely,
Carlyann Kell
Carlyann Kell
Professional Services
Qualification Administrator

2

2.3 Corporate Registrations

 <div> <div>DIVISION of</div> <div>CORPORATIONS</div> <div>an official State of Florida website</div> </div>		 <div> <div>DIVISION of</div> <div>CORPORATIONS</div> <div>an official State of Florida website</div> </div>		 <div> <div>DIVISION of</div> <div>CORPORATIONS</div> <div>an official State of Florida website</div> </div>	
Department of State / Division of Corporations / Search Records / Search by Entity Name /		Department of State / Division of Corporations / Search Records / Search by Entity Name /		Department of State / Division of Corporations / Search Records / Search by Entity Name /	
<div> Previous On List Next On List Return to List </div> <div> <div>HDR Engineering</div> <div>Search</div> </div>		<div> Previous On List Next On List Return to List </div> <div> <div>Adams Traffic</div> <div>Search</div> </div>		<div> Previous On List Next On List Return to List </div> <div> <div>Areha</div> <div>Search</div> </div>	
<div> Events Name History </div>		<div> Events Name History </div>		<div> Events Name History </div>	
Detail by Entity Name Florida Profit Corporation HDR ENGINEERING, INC.		Detail by Entity Name Florida Profit Corporation ADAMS TRAFFIC, INC.		Detail by Entity Name Florida Profit Corporation AREHA ENGINEERING INC.	
Filing Information Document Number P06487 FEI/EIN Number 47-0680568 Date Filed 06/20/1985 State NE Status ACTIVE Last Event AMENDMENT Event Date Filed 06/03/2022 Event Effective Date NONE Principal Address 1917 S 67th Street Omaha, NE 68106 Changed: 05/28/2020 Mailing Address 1917 S 67th Street Omaha, NE 68106		Filing Information Document Number P04000077500 FEI/EIN Number 34-1993664 Date Filed 05/12/2004 State FL Status ACTIVE Principal Address 2404 Airport Road Suite #2 PLANT CITY, FL 33563 Changed: 02/01/2015 Mailing Address P.O. BOX 997 PLANT CITY, FL 33564 Changed: 02/13/2005		Filing Information Document Number P08000110763 FEI/EIN Number 26-3947444 Date Filed 12/24/2008 Effective Date 01/01/2009 State FL Status ACTIVE Principal Address 5012 W. LEMON STREET TAMPA, FL 33609 Changed: 06/25/2018 Mailing Address 5012 W. LEMON STREET TAMPA, FL 33609 Changed: 06/25/2018	
 <div> <div>DIVISION of</div> <div>CORPORATIONS</div> <div>an official State of Florida website</div> </div>		 <div> <div>DIVISION of</div> <div>CORPORATIONS</div> <div>an official State of Florida website</div> </div>		 <div> <div>DIVISION of</div> <div>CORPORATIONS</div> <div>an official State of Florida website</div> </div>	
Department of State / Division of Corporations / Search Records / Search by Entity Name /		Department of State / Division of Corporations / Search Records / Search by Entity Name /		Department of State / Division of Corporations / Search Records / Search by Entity Name /	
<div> Previous On List Next On List Return to List </div> <div> <div>Harbor Coordination</div> <div>Search</div> </div>		<div> Previous On List Next On List Return to List </div> <div> <div>Southeastern Archaeological</div> <div>Search</div> </div>		<div> Previous On List Next On List Return to List </div> <div> <div>Valerin</div> <div>Search</div> </div>	
<div> No Events No Name History </div>		<div> No Events No Name History </div>		<div> No Events No Name History </div>	
Detail by Entity Name Florida Profit Corporation HARBOR COORDINATION SOLUTIONS, INC.		Detail by Entity Name Florida Profit Corporation SOUTHEASTERN ARCHAEOLOGICAL RESEARCH, INC.		Detail by Entity Name Florida Profit Corporation THE VALERIN GROUP, INC.	
Filing Information Document Number P16000002147 FEI/EIN Number 81-1068855 Date Filed 01/06/2016 State FL Status ACTIVE Principal Address 132 10th Avenue N SUITE 102B SAFETY HARBOR, FL 34695 Changed: 06/15/2021 Mailing Address 2519 N McMullen Booth Rd Suite 510, #124 Clearwater, FL 34695 Changed: 04/01/2018		Filing Information Document Number P93000072718 FEI/EIN Number 59-3215370 Date Filed 10/11/1993 Effective Date 10/04/1993 State FL Status ACTIVE Last Event NAME CHANGE AMENDMENT Event Date Filed 11/01/2017 Event Effective Date NONE Principal Address 3117 Edgewater Drive Orlando, FL 32804 Changed: 08/28/2015 Mailing Address 3117 Edgewater Drive Orlando, FL 32804		Filing Information Document Number P06000101486 FEI/EIN Number 33-1142500 Date Filed 08/02/2006 Effective Date 08/01/2006 State FL Status ACTIVE Principal Address 3903 Northdale Blvd. 100E TAMPA, FL 33624 Changed: 01/12/2018 Mailing Address 13014 N DALE MAURY HWY #620 TAMPA, FL 33618 Changed: 07/09/2012	

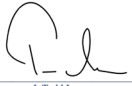
2.4 Florida Small & Minority Business Firms

State of Florida

Woman Business Certification

AREHNA Engineering, Inc.

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
07/10/2023 to 07/10/2025


J. Todd Inman
Florida Department of Management Services

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

FLORIDA DEPARTMENT OF MANAGEMENT SERVICES
• • • SUPPLIER DIVERSITY

State of Florida

Woman Business Certification

Harbor Coordination Solutions, Inc.

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
November 21, 2022 to November 21, 2024


J. Todd Inman
Florida Department of Management Services

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


FLORIDA DEPARTMENT OF MANAGEMENT SERVICES
• • • SUPPLIER DIVERSITY

State of Florida

Woman Business Certification

The Valerin Group, Inc.

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:
09/28/2023 to 09/28/2025


J. Todd Inman
Florida Department of Management Services

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

FLORIDA DEPARTMENT OF MANAGEMENT SERVICES
• • • SUPPLIER DIVERSITY

FDOT **BROWARD COUNTY FLORIDA** **LEE COUNTY PORT AUTHORITY** **GREATER ORLANDO AVIATION AUTHORITY** **JACKSONVILLE TRANSPORTATION AUTHORITY**

Florida Unified Certification Program

Disadvantaged Business Enterprise (DBE) Certificate of Eligibility

ADAMS TRAFFIC INC

MEETS THE REQUIREMENTS OF 49 CFR, PART 26
APPROVED NAICS CODES:
541330, 541690


Samuel Febres
DBE & Small Business Development Manager
Florida Department of Transportation

MIAMI DADE COUNTY **Tampa International Airport** **JALAHASSEE** **Votran**

FDOT **MIAMI DADE COUNTY** **Tampa International Airport** **GREATER ORLANDO AVIATION AUTHORITY**

Florida Unified Certification Program

Disadvantaged Business Enterprise (DBE) Certificate of Eligibility

HARBOR COORDINATION SOLUTIONS INC

MEETS THE REQUIREMENTS OF 49 CFR, PART 26

APPROVED NAICS CODES:
541618

DATE: 4/27/16 
VICTORIA V. SMITH, DBE Certification Manager - Florida Department of Transportation

JACKSONVILLE TRANSPORTATION AUTHORITY **BROWARD COUNTY FLORIDA** **JALAHASSEE** **LEE COUNTY PORT AUTHORITY** **Votran**

FDOT **MIAMI DADE COUNTY** **Tampa International Airport** **GREATER ORLANDO AVIATION AUTHORITY**

Florida Unified Certification Program

Disadvantaged Business Enterprise (DBE) Certificate of Eligibility

THE VALERIN GROUP INC

MEETS THE REQUIREMENTS OF 49 CFR, PART 26

APPROVED NAICS CODES:
541618, 541820

DATE: 4/4/2017 
VICTORIA V. SMITH, Equal Opportunity Office Manager - Florida Department of Transportation

JACKSONVILLE TRANSPORTATION AUTHORITY **BROWARD COUNTY FLORIDA** **JALAHASSEE** **LEE COUNTY PORT AUTHORITY** **Votran**

2.5 SBE Status Form

RFP # 24-0175-RFP-CCNA

RFP Title: East Lake Road from Curlew Road to North Trinity Boulevard PD&E Study - Professional Engineering Consulting Services

Page 57 of 57

ATTACHMENT A: SMALL BUSINESS ENTERPRISE (SBE) STATUS FORM

ATTACHMENT A: SMALL BUSINESS ENTERPRISE (SBE) STATUS FORM

IMPORTANT:

- There is a maximum of 100 points available under this section, which will be awarded as follows:
 - If the prime firm is certified as a Pinellas County SBE, 100 points will be awarded.
 - If the prime firm utilizes 1 certified Pinellas County SBE as sub-consultant, 50 points will be awarded.
 - If the prime firm utilizes more than 1 certified Pinellas County SBE, as sub-consultant, 75 points will be awarded.
 - 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.
- Proof of certification for each firm claiming Pinellas County SBE status should be included in the submittal.

PRIME FIRM	PINELLAS COUNTY CERTIFIED SBE	
	Yes	No
1. HDR Engineering, Inc.		X

SUB-CONSULTANT(S):	PINELLAS COUNTY CERTIFIED SBE	
	Yes	No
1. Adams Traffic, Inc.		X
2. Arehna Engineering Inc.	X	
3. Harbor Coordination Solutions, Inc.	X	
4. SEARCH, Inc.		X
5. The Valerin Group, Inc.	X	

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: Katie E. Duty, Vice President

Signature: Katie E Duty

FOR PINELLAS COUNTY USE ONLY				
MAXIMUM AVAILABLE POINTS	AWARDED POINTS			
100	<input type="checkbox"/> 100 Points (Prime Firm is Pinellas County SBE)	<input type="checkbox"/> 75 Points (More than 1 sub consultant is Pinellas County SBE)	<input type="checkbox"/> 50 Points (Only 1 sub consultant is Pinellas County SBE)	<input type="checkbox"/> 0 Does not meet criteria requirements

2.6 SBE Certificates

PINELLAS COUNTY SMALL BUSINESS ENTERPRISE PROGRAM

THIS CERTIFICATE IS AWARDED TO

AREHNA Engineering, Inc.

HAS SUCCESSFULLY COMPLETED THE
SBE Certification Requirements for:
Construction
Professional, Scientific, and Technical Services
Certification Expires:
5/1/2025

Approved:
5/2/2022



SIGNED, Corey McCusker



PINELLAS COUNTY SMALL BUSINESS ENTERPRISE PROGRAM

THIS CERTIFICATE IS AWARDED TO

Harbor Coordination Solutions, Inc.

HAS SUCCESSFULLY COMPLETED THE
SBE Certification Requirements for:
Utility Coordination Management Service - Project Management
Certification Expires:
11/20/2025

Approved:
11/21/2022



SIGNED, Corey McCusker



PINELLAS COUNTY SMALL BUSINESS ENTERPRISE PROGRAM

THIS CERTIFICATE IS AWARDED TO

The Valerin Group, Inc.

HAS SUCCESSFULLY COMPLETED THE
SBE Certification Requirements for:
Communications and Media Related Services
Certification Expires:
7/12/2025

Approved:
7/13/2022



SIGNED, Corey McCusker








2.7. Firm Location

Work on this contract will be managed and primarily produced from HDR's Tampa office, located in the Westshore Business District in Tampa. Our office provides immediate response to the County offices or the project site. Additional expertise will be provided from HDR offices in Sarasota, Fort Lauderdale, Doral, Jacksonville and Orlando. The majority of our subconsultants are local, as shown in the table below.

HDR has additional full-service regional offices located throughout the US where we will engage technical experts, as needed, on this project.



Pictured above: HDR's Tampa, FL Office

Firm	Florida County	Local Office Address
	Hillsborough	HDR Engineering, Inc. , 4830 W. Kennedy Blvd, Suite 400, Tampa, FL 33609
<i>Adams Traffic, Inc.</i> Traffic Data Collection Services	Hillsborough	Adams Traffic, Inc. , 2404 Airport Road, Suite 2, Plant City, FL 33563
 AREHNA Engineering, Inc.	Hillsborough	Arehna Engineering, Inc. , 5012 W Lemon Street, Tampa, FL 33609
 Harbor Coordination Solutions Inc.	Pinellas	Harbor Coordination Solutions, Inc. , 2519 North McMullen Booth Road, Suite 510, Clearwater, FL 33761
	Orange	SEARCH, Inc. , 3117 Edgewater Drive, Orlando, FL 32804
 valerini Create • Communicate • Connect	Hillsborough	The Valerin Group, Inc. , 3903 Northdale Blvd, Suite 100E, Tampa, FL 33624

LAKE
TARPON

LANSBROOK PKWY

LAKE
TARPON

TAB 3

Certificates of Insurance

RIDGEMOOR BLVD

3. Certificate of Insurance



CERTIFICATE OF LIABILITY INSURANCE

Page 1 of 1

DATE (MM/DD/YYYY)
05/09/2023

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

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

PRODUCER Willis Towers Watson Midwest, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA	CONTACT NAME: Willis Towers Watson Certificate Center PHONE (A/C, No, Ext): 1-877-945-7378 FAX (A/C, No): 1-888-467-2378 E-MAIL ADDRESS: certificates@willis.com														
INSURED HDR Engineering, Inc. 1917 South 67th Street Omaha, NE 68106	<table border="1"> <thead> <tr> <th>INSURER(S) AFFORDING COVERAGE</th> <th>NAIC #</th> </tr> </thead> <tbody> <tr> <td>INSURER A: Liberty Mutual Fire Insurance Company</td> <td>23035</td> </tr> <tr> <td>INSURER B: Ohio Casualty Insurance Company</td> <td>24074</td> </tr> <tr> <td>INSURER C: Liberty Insurance Corporation</td> <td>42404</td> </tr> <tr> <td>INSURER D:</td> <td></td> </tr> <tr> <td>INSURER E:</td> <td></td> </tr> <tr> <td>INSURER F:</td> <td></td> </tr> </tbody> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A: Liberty Mutual Fire Insurance Company	23035	INSURER B: Ohio Casualty Insurance Company	24074	INSURER C: Liberty Insurance Corporation	42404	INSURER D:		INSURER E:		INSURER F:	
INSURER(S) AFFORDING COVERAGE	NAIC #														
INSURER A: Liberty Mutual Fire Insurance Company	23035														
INSURER B: Ohio Casualty Insurance Company	24074														
INSURER C: Liberty Insurance Corporation	42404														
INSURER D:															
INSURER E:															
INSURER F:															

COVERAGES **CERTIFICATE NUMBER:** W28942063 **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	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liability GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC OTHER:			TB2-641-444950-033	06/01/2023	06/01/2024	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTS - COM/OP AGG \$ 4,000,000 \$
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			AS2-641-444950-043	06/01/2023	06/01/2024	COMBINED SINGLE LIMIT (Ea accident) \$ 2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$ 0			ECO (24) 57919363	06/01/2023	06/01/2024	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N No	N/A	WA7-64D-444950-013	06/01/2023	06/01/2024	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000

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

CERTIFICATE HOLDER

Sample

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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ACORD 25 (2016/03)

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SR ID: 24107690

BATCH: 2967386



CERTIFICATE OF LIABILITY INSURANCE

6/1/2024

DATE (MM/DD/YYYY)

5/15/2023

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

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

PRODUCER Lockton Companies 444 W. 47th Street, Suite 900 Kansas City MO 64112-1906 (816) 960-9000 kcasu@lockton.com	CONTACT NAME:	
	PHONE (A/C, No, Ext):	FAX (A/C, No):
	E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A : Lloyd's of London	
INSURED 1429583 HDR ENGINEERING, INC. 1917 SOUTH 67TH STREET OMAHA NE 68106	INSURER B :	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES * CERTIFICATE NUMBER: 17628089 REVISION NUMBER: XXXXXXXX

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
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			NOT APPLICABLE			EACH OCCURRENCE \$ XXXXXXXX DAMAGE TO RENTED PREMISES (Ea occurrence) \$ XXXXXXXX MED EXP (Any one person) \$ XXXXXXXX PERSONAL & ADV INJURY \$ XXXXXXXX GENERAL AGGREGATE \$ XXXXXXXX PRODUCTS - COM/OP AGG \$ XXXXXXXX \$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident) \$ XXXXXXXX BODILY INJURY (Per person) \$ XXXXXXXX BODILY INJURY (Per accident) \$ XXXXXXXX PROPERTY DAMAGE (Per accident) \$ XXXXXXXX \$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input type="checkbox"/> RETENTION \$			NOT APPLICABLE			EACH OCCURRENCE \$ XXXXXXXX AGGREGATE \$ XXXXXXXX \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	NOT APPLICABLE			PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ XXXXXXXX E.L. DISEASE - EA EMPLOYEE \$ XXXXXXXX E.L. DISEASE - POLICY LIMIT \$ XXXXXXXX
A	ARCH & ENG PROFESSIONAL LIABILITY	N	N	P001412300	6/1/2023	6/1/2024	PER CLAIM: \$1,000,000 AGGREGATE: \$1,000,000

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

CERTIFICATE HOLDER

17628089
SAMPLE

CANCELLATION See Attachment

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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ACORD 25 (2016/03)

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LAKE
TARPON

LANSBROOK PKWY

LAKE
TARPON

TAB 4

Key Personnel
Statement

RIDGEMOOR BLVD

4. Key Personnel

HDR understands that our most critical asset is our people. Our employee-owners take pride in providing our valued clients with the right technical experts to deliver the right solutions to transportation challenges.

Depth of Resources

HDR's Organizational Chart identifies our core team for this contract. These local professionals and specialists, including our subconsultant partners, will be devoted to Pinellas County throughout the entirety of the project. The County has immediate access to more than 170 total HDR staff based in our local Tampa office and more than 450 employee-owners throughout Florida.

Our team has proven performance in providing quality and efficient services to Pinellas County in the past, and we have demonstrated in our proposal the level of staffing, service, relevant experience and abilities we will bring to the County. Our deep pool of available, experienced resources provides the County with a comfort level that we will be able to meet the peak staffing demands and provide back-up resources in the event of an emergency, critical or unforeseen situations, as needed.

HDR's multi-disciplined team (see our Organizational Chart) of competent, experienced professionals and specialists will provide the required expertise for this contract. We formulated our team based on previous Pinellas County project experience, individual expertise, capabilities, and availability.

Proposed Staff Availability

HDR uses Business Intelligence software to monitor current project commitments and to project future staff workloads. Based on availability as of 1/25/24, the key staff proposed in the accompanying SF 330 has not only the technical and management skills, but also the appropriate **availability to serve Pinellas County Public Works Department** for the duration of the East Lake Road PD&E Study.

Key Personnel	Project Role	Avail %
Marlin Register, PE	Project Manager	65%
Lilliam Escalera	Deputy Project Manager	55%
Melanie Fowler, PE	Quality Assurance (QA) Manager	35%
Tom Quinn, PE	Quality Control (QC) Manager	35%
Victor Muchuruza, PhD, PE, PTOE	Environmental QC	35%
Beth Frady	Public Involvement QC	35%
Smith Siromaskul, PE	Roadway/Alternatives QC	40%
Heather Hubbard, PE	Traffic Analysis QC	60%
Jim Johnston, PE	Drainage QC	60%
Bryan Sturm, PE	Structures QC	50%
Stefanie McQueen, AICP	Public Involvement Task Lead	70%
Bryan St. George, PE	Engineering Analysis & Consideration Task Lead	60%
Noemi Castillo, PE	Environmental Analysis & Reports Task Lead	70%
Nancy Adams, PE (Adams Traffic)	Traffic Counts	40%
Jeanna Dean (Harbor Coordination)	Utility Coordination	40%

Marlin will be supported by an experienced team with the technical expertise and availability to deliver the East Lake Road PD&E Study



LAKE
TARPON

LANSBROOK PKWY

LAKE
TARPON

TAB 5
Required Forms

RIDGEMOOR BLVD

5. Required Forms

RFP # 24-0175-RFP-CCNA

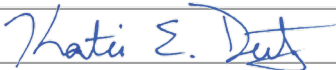
RFP Title: East Lake Road from Curlew Road to North Trinity Boulevard PD&E Study - Professional Engineering Consulting Services

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SECTION G - ADDENDUM

SECTION G - ADDENDUM

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

ADDENDA NO.	SIGNATURE/PRINTED NAME	DATE RECEIVED
1		December 8th, 2023

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

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

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

Request for Taxpayer Identification Number and Certification

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

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

Print or type.
See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank. HDR ENGINEERING, INC.	
2 Business name/disregarded entity name, if different from above	
3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes. <input type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> C Corporation <input checked="" type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ► _____ Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner. <input type="checkbox"/> Other (see instructions) ► _____	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ (Applies to accounts maintained outside the U.S.)
5 Address (number, street, and apt. or suite no.) See instructions. 1917 S 67th ST	Requester's name and address (optional)
6 City, state, and ZIP code OMAHA NE 68106-2973	
7 List account number(s) here (optional)	

Part I Taxpayer Identification Number (TIN)

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

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

Social security number
or
Employer identification number
47-0680568

Part II Certification

Under penalties of perjury, I certify that:

- 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
- 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
- I am a U.S. citizen or other U.S. person (defined below); and
- 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 ►	Date ► January 1, 2023
-----------	----------------------------	-------------------------------

General Instructions

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

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

Purpose of Form

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

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)
Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

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

Form **W-9** (Rev. 10-2018)

RFP # 24-0175-RFP-CCNA

RFP Title: East Lake Road from Curlew Road to North Trinity Boulevard PD&E Study - Professional Engineering Consulting Services

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SECTION D – VENDOR REFERENCES**SECTION D – CONTRACTOR REFERENCES**

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

COMPANY NAME: HDR Engineering, Inc.LENGTH OF TIME COMPANY HAS BEEN IN BUSINESS: 107 yearsBUSINESS ADDRESS: 4830 W Kennedy Blvd, Suite 400, Tampa, FL 33609HOW LONG IN PRESENT LOCATION: Current Office: 5 years; Tampa Bay Area: 48 yearsTELEPHONE NUMBER: 813.282.2300FAX NUMBER: 813.282.2430TOTAL NUMBER OF CURRENT EMPLOYEES: *162 FULL TIME *14 PART TIME *Tampa/Sarasota OfficesNUMBER OF EMPLOYEES YOU PLAN TO USE TO SERVICE THIS CONTRACT: Approx. 65

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

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

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

1.	2.
COMPANY: Tampa Hillsborough Expressway Authority	COMPANY: Pasco County
ADDRESS: 1104 E Twiggs St, Suite 300, Tampa, FL 33602	ADDRESS: 5418 Sunset Rd, New Port Richey, FL 34652
TELEPHONE/FAX: 813.272.6740	TELEPHONE/FAX: 727.834.3604
CONTACT: Anna Quiñones	CONTACT: Panos Kontses, PE
CONTACT EMAIL: anna.quinones@tampa-xway.com	CONTACT EMAIL: pkontses@pascocountyfl.net
COMPANY EMAIL ADDRESS:	COMPANY EMAIL ADDRESS:
3.	4.
COMPANY: FL Department of Transportation, District 7	COMPANY: FL Department of Transportation, District 7
ADDRESS: 11201 McKinley Dr, Tampa, FL 33612	ADDRESS: 11201 McKinley Dr, Tampa, FL 33612
TELEPHONE/FAX: 813.975.6082	TELEPHONE/FAX: 813.975.6241
CONTACT: Craig Fox	CONTACT: Jill Wehle
CONTACT EMAIL: craig.fox@dot.state.fl.us	CONTACT EMAIL: jill.wehle@dot.state.fl.us
COMPANY EMAIL ADDRESS:	COMPANY EMAIL ADDRESS:

RFP # 24-0175-RFP-CCNA

RFP Title: East Lake Road from Curlew Road to North Trinity Boulevard PD&E Study - Professional Engineering Consulting Services

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VENDORS MUST COMPLETE THE FOLLOWING

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

VENDOR NAME: HDR Engineering, Inc. (As shown on W-9)
DBA: _____ (If applicable)
MAILING ADDRESS: 1917 S 67th ST (As shown on W-9)
CITY / STATE / ZIP: OMAHA NE 63106-2973 (As shown on W-9)
VENDOR EMAIL: marlin.register@hdrinc.com (Primary Company Email Address)
REMIT TO NAME: HDR Engineering, Inc. (As Shown on Vendor Invoice)
FEIN#: 47-0680568 (As shown on W-9)

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

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

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

VENDOR CONTACT INFORMATION

CONTACT NAME: Marlin Register, PE (FL)
PHONE NUMBER: 813.282.2372
FAX NUMBER: 813.282.2340
EMAIL ADDRESS: marlin.register@hdrinc.com

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

AUTHORIZED SIGNATURE: PRINT NAME: Katie E. DutyTITLE: Vice President

SEE SECTION F FOR PRICING SUMMARY

THIS FORM MUST BE RETURNED WITH YOUR RESPONSE

We pride ourselves on our continuous efforts and desires to completely understand our clients needs and preferences and to provide them with professional services which not only meet, but hopefully exceed their expectations. One of the key initial steps in developing this level of understanding is the negotiation and development of a mutually acceptable agreement which properly reflects both parties obligations and expectations. We have carefully reviewed all of the documents and information you provided as a part of your Request for Proposal (RFP). One of the documents you provided was a draft format for the form of agreement that we would be entering into with you should we be successful in our pursuit of your project. Although we have identified several items which we need to obtain more information from you on, we believe that there will be no insurmountable problems in reaching a final agreement. We are basing this assumption on the reasonable expectation that the path of our negotiations will be guided by the basic premises necessary for any professional design firm to maintain the full applicability of its professional liability insurance coverage and to develop any required schedules or pricing. Those guidelines are; no guarantees or warranties (either expressed or implied); the standard of care will not be elevated beyond a normal, reasonable, negligence standard; any indemnifications will be based upon a negligence standard; any fees, pricing or scheduling requirements will be based upon quantifiable requirements. We sincerely look forward to the opportunity to further refine our understanding of your needs and desires and the ultimate development of a complete and accurate agreement with you and respectfully request that you allow us the opportunity to provide professional design services for your project.

RFP # 24-0175-RFP-CCNA

RFP Title: East Lake Road from Curlew Road to North Trinity Boulevard PD&E Study - Professional Engineering Consulting Services

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SECTION F - ELECTRONIC PAYMENT (EPAYABLES)**ELECTRONIC PAYMENT (EPAYABLES)**

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

Would your company accept to participate in the ePayables credit card program?

Yes _____ No X

For more information about ePayables credit card program please visit Purchasing Department website www.pinellascounty.org/purchase/

Company Name

HDR Engineering, Inc.

Signature

Katie E. Duty

Printed Signature

Katie E. Duty, Vice President

Phone Number

813.282.2300

Email

katie.duty@hdrinc.com

RFP # 24-0175-RFP-CCNA

RFP Title: East Lake Road from Curlew Road to North Trinity Boulevard PD&E Study - Professional Engineering Consulting Services

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ATTACHMENT A: SMALL BUSINESS ENTERPRISE (SBE) STATUS FORM**ATTACHMENT A: SMALL BUSINESS ENTERPRISE (SBE) STATUS FORM****IMPORTANT:**

- There is a maximum of 100 points available under this section, which will be awarded as follows:
 - If the prime firm is certified as a Pinellas County SBE, 100 points will be awarded.
 - If the prime firm utilizes 1 certified Pinellas County SBE as sub-consultant, 50 points will be awarded.
 - If the prime firm utilizes more than 1 certified Pinellas County SBE, as sub-consultant, 75 points will be awarded.
 - 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.
- Proof of certification for each firm claiming Pinellas County SBE status should be included in the submittal.

PRIME FIRM	PINELLAS COUNTY CERTIFIED SBE	
	Yes	No
1. HDR Engineering, Inc.		X

SUB-CONSULTANT(S):	PINELLAS COUNTY CERTIFIED SBE	
	Yes	No
1. Adams Traffic, Inc.		X
2. Arehna Engineering Inc.	X	
3. Harbor Coordination Solutions, Inc.	X	
4. SEARCH, Inc.		X
5. The Valerin Group, Inc.	X	

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: Katie E. Duty, Vice President

Signature: Katie E Duty

FOR PINELLAS COUNTY USE ONLY				
MAXIMUM AVAILABLE POINTS	AWARDED POINTS			
100	<input type="checkbox"/> 100 Points (Prime Firm is Pinellas County SBE)	<input type="checkbox"/> 75 Points (More than 1 sub consultant is Pinellas County SBE)	<input type="checkbox"/> 50 Points (Only 1 sub consultant is Pinellas County SBE)	<input type="checkbox"/> 0 Does not meet criteria requirements

PINELLAS COUNTY SMALL BUSINESS ENTERPRISE PROGRAM

THIS CERTIFICATE IS AWARDED TO

AREHNA Engineering, Inc.

HAS SUCCESSFULLY COMPLETED THE
SBE Certification Requirements for:
Construction
Professional, Scientific, and Technical Services
Certification Expires:
5/1/2025

Approved:
5/2/2022



SIGNED, Corey McCaster



PINELLAS COUNTY SMALL BUSINESS ENTERPRISE PROGRAM

THIS CERTIFICATE IS AWARDED TO

**Harbor Coordination Solutions,
Inc.**

HAS SUCCESSFULLY COMPLETED THE
SBE Certification Requirements for:
Utility Coordination Management Service - Project Management
Certification Expires:
11/20/2025

Approved:
11/21/2022



SIGNED, Corey McCaster



PINELLAS COUNTY SMALL BUSINESS ENTERPRISE PROGRAM

THIS CERTIFICATE IS AWARDED TO

The Valerin Group, Inc.

HAS SUCCESSFULLY COMPLETED THE
SBE Certification Requirements for:
Communications and Media Related Services
Certification Expires:
7/12/2025

Approved:
7/13/2022



SIGNED, Corey McCaster



RFP # 24-0175-RFP-CCNA

RFP Title: East Lake Road from Curlew Road to North Trinity Boulevard PD&E Study - Professional Engineering Consulting Services
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APPENDIX 1 – E-VERIFY AFFIDAVIT

APPENDIX 1 – E-VERIFY AFFIDAVIT

I hereby certify that HDR Engineering, Inc. [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 HDR Engineering, Inc. [insert contractor company name] proof of registration in the E-Verify system is attached to this Affidavit.

Signature: Katie E. DutyPrint Name: Katie E. Duty, Vice President

Date: _____

Federal Work Authorization User Identification No.: 19959Name of Pinellas County Contract and Contract No.: East Lake Rd PD&E Study
24-0175-RFP-CCNASTATE OF FLORIDA COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me by means of 1) physical presence X or 2) online notarization, this 4TH OF JANUARY (date) by Katie E. Duty, Vice President (name of officer or agent, title of officer or agent) of HDR Engineering, Inc. (name of contractor company acknowledging), a Nebraska (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]



MICHELLE J. PARDO
Commission # HH 045144
Expires September 22, 2024
Bonded Thru Budget Notary Services

Notary Public: Michelle PardoName typed, printed, or stamped: MICHELLE J. PARDOMy Commission Expires: 09/22/2024

LAKE
TARPON

LANSBROOK PKWY

LAKE
TARPON

TAB 6

**Additional Information:
Technical Approach**

RIDGEMOOR BLVD

6. Project Approach

Project Understanding & History

Our team has a thorough understanding of the County's needs for the East Lake Road PD&E Study from Curlew Road to North of Trinity Blvd. (PD&E Study). Our understanding is based on our review of the Preliminary Corridor Analysis and Alternative Development Study Report (referred to in our proposal as the previous Corridor Analysis Report) and previously prepared supporting documents; the Efficient Transportation Decision Making (ETDM) project screening results; our in-depth field reviews; interviews with Pinellas County staff and other project stakeholders; and in-depth research of available project related information. **Our approach is to utilize and build upon the results of the previous Corridor Analysis Report to perform a National Environmental Policy Act (NEPA) compliant PD&E Study that will support attaining potential future funding opportunities and implementing a cost-feasible plan Pinellas County can execute to successfully design and construct the project improvements.**

The overall purpose and need for this project as stated in the ETDM Programming Screen Summary Report is to address future roadway capacity issues and improve both traffic operations and safety conditions on East Lake Road from Curlew Road to Trinity Blvd. The existing capacity of East Lake Road is inadequate to meet current and future traffic volumes resulting in congestion, reduced mobility and a failing level of service (LOS) along portions of the roadway and most of the intersections within the project corridor during one or both of the morning and evening peak traffic periods. With a high number of crashes resulting in fatalities and injuries on the corridor, improving safety is also a top priority for the project. The focus of the PD&E Study is to develop feasible alternatives to address the needs of the project, while soliciting input from the public and stakeholders to reach a consensus for the selection of a preferred alternative that can be implemented to make phased improvements along the corridor.

The Study limits extend from Curlew Road to north of Trinity Blvd., a distance of 9.3 miles. The north-south project includes 12 signalized intersections, Curlew Road, Tampa Road (2), Boot Ranch Blvd., Sandy Point Road, Ridgemoor Blvd., Lansbrook Parkway, Ridgeline Blvd., Forelock Road, Keystone Road, Crescent Oaks Blvd., and Trinity Blvd. County Road (CR) 611 is known locally as McMullen Booth Road south of East Lake Business Road and as East Lake Road to the north up to the Pasco County Line.



Based on our research, review of input received from the public during the May 2022 and June 2022 public information meetings and discussions with Pinellas County staff, we understand that beyond the identified project needs the following key issues should be considered during the study:

Addressing corridor-wide traffic capacity issues.

This is the primary purpose for the project. Addressing capacity issues will be the focus in the development of the alternatives, while considering the unique characteristics of the project including:

- Heavy commuter traffic volumes due to increased development within the Study area, along Keystone Road and from Pasco County developments along Trinity Blvd. and Seven Springs Road.
- Several large subdivisions accessing East Lake Road that currently experience excessive wait times during peak traffic times.
- School drop-off queuing at Cypress Woods Elementary that backs up traffic and affects the capacity along East Lake Road.

- Coordination with other projects the County has planned within the corridor including Keystone Road emergency access improvements (PID#005208A), East Lake Road over Brooker Creek bridge widenings, and East Lake Road at Tampa Road bridge widenings and intersection improvements.
- Density of development and heavy commuter volumes during peak hours. It will be imperative that the corridor be evaluated holistically and the application of innovative intersection treatments be coordinated as part of a Transportation System Management Operations (TSMO) evaluation to maximize the entire corridor's functional efficiency.

Developing alternatives that are sensitive to community concerns.

The East Lake Road corridor passes through a series of segmented subdivisions, forming a unique community with many common values. The corridor has a distinct flavor and was identified in the past as a special community district in the County's Comprehensive Plan. Though that distinction has been removed, there is still a community preference for maintaining the rustic and environmentally-friendly character of the corridor. Alternatives developed for the Study need to encourage non-vehicle use along the corridor by minimizing impacts to the Pinellas Trail located on the west side of East Lake Road and other recreational sites including John Chestnut Park.

Effective communication with stakeholders. Building upon the results of the previous corridor study, we anticipate that the alternatives for the project will utilize innovative intersection concepts with traffic patterns that drivers are not accustomed to using. Consequently, effectively conveying the concepts using innovative outreach techniques such as 3D drive throughs, physical interactive exhibits and other means will be important to give users a solid understanding of how the intersections would operate. Another issue to be addressed is the residents' concerns with the effects of regional traffic from Pasco County. This issue can be evaluated by conducting an origin-destination study as part of the PD&E Study. The HDR team will also propose outreach strategies that target participation by underrepresented groups and multi-modal users while confirming all materials developed meet ADA requirements so that users with special needs can participate effectively in the Study process.

Minimizing environmental impacts due to the environmentally sensitive nature of the corridor.

Many of the surrounding undeveloped areas that remain along the corridor are environmentally sensitive wetlands, Lake Tarpon, and floodplains. During the construction of the East Lake Road widening improvements in the early 1990's, much of the right-of-way (R/W) area outside the

travel lanes (roadside ditches and swales) were permitted as stormwater treatment facilities. Our alternatives will aim to minimize the impacts to these facilities as much as possible while evaluating potential best management practices (BMPs) to help enhance the environmental features in the project limits. Our team has a long history developing projects with these types of constraints both in PD&E studies and design/permitting activities. In addition, HDR will seek to optimize water quality and attenuation in the existing stormwater management facilities for use of the proposed project improvements.

Effective coordination with agencies. This PD&E Study will be developed in coordination with several outside agencies with interest in or jurisdiction over project elements. Agencies' interests must be addressed with the project alternatives. The Study will be developed in coordination with the Florida Department of Transportation (FDOT). HDR's team recently completed the San Martin Blvd. Bridge Replacement over Riviera Bay PD&E Study (PID001036A), so we have recent experience with FDOT coordination requirements and with permitting agencies (FDEP, USACE, SWFWMD, USCG, USFWS, FWC) that will review the Natural Resource Evaluation (NRE) during the study and provide their concurrence with the findings. Special coordination with other Pinellas County agencies including Emergency Medical Services, Sheriff's Office, School Board, Pinellas Suncoast Transit Authority (PSTA) and Special Districts will be needed to meet the project's objectives. Early on, HDR's Public Involvement Plan and Communication Plan will provide details on when coordination will begin with each agency and these coordination elements will be part of the project schedule.

Developing a cost-effective funding and implementation plan.

Since needed improvements along the 9.3-mile corridor are expected to require significant funding for completion, it is imperative to develop a project segmentation plan that addresses the associated funding needs to allow the County to implement these improvements over time in a sequence that provides the best benefit to roadway users. As part of the alternative's evaluation, HDR will analyze potential build scenarios to determine where the County can realize congestion relief within CIP funding constraints. **Our team includes planning, design, construction and R/W appraisal staff that are experienced in the local Tampa Bay Area marketplace to review the alternatives and assist the County with development of the implementation plan.**

HDR's technical approach for this PD&E Study will leverage our expertise to address these key areas of concern so that Pinellas County can have a solid plan to move the corridor improvements forward in a way that addresses stakeholder's concerns in an openly disclosed environment.

Technical Approach

PUBLIC INVOLVEMENT

Outreach and public involvement are at the heart of all PD&E studies, and the East Lake PD&E Study is no exception. HDR's strategic communication experts can help achieve the County's communication and engagement objectives with strategies employed through a variety of appropriate channels. Our goal is to connect with your stakeholders, constituents, and communities to help them understand the challenges and lifestyle benefits of improvements to the East Lake Road corridor.

HDR knows that it is important to remain flexible and adaptable in approaching engagement efforts. Through our team's knowledge of the corridor and our understanding of the balance required to address adjacent residents' need for connectivity, quality of life, and safer roadways; with regional drivers' need to easily access destinations across the county, we have developed proven methods to build a targeted public outreach program. This program will proactively manage project communications and provide effective community engagement and project support for all stakeholders throughout the entire PD&E process. HDR's strategic communications and public involvement team will work with Pinellas County to lay a solid foundation for the planning phase through informed stakeholder research, project identity, messaging, and targeted communication strategies.

The benefit of having our strategic communications team embedded within our engineering team is that we have no learning curve when it comes to industry challenges. We live and breathe transportation, and we work with infrastructure communications every day. HDR's approach to public involvement for the Study has several components to build upon our extensive knowledge of the corridor, community concerns, and existing conditions and issues. We will prepare a robust and comprehensive Public Involvement Plan that outlines the following key outreach components:

- Build upon input received during the previous East Lake Road Corridor Study by **establishing key messaging** to communicate feasible alternatives, encourage public acceptance and demonstrate awareness of key issues like traffic congestion, access and pedestrian safety.
- **Engaging elected leaders and key staff** at Pinellas County, FDOT, Pasco County, and City of Oldsmar at key milestones to keep them informed of the project and make decisions. Hold in-person stakeholder and community outreach meetings with residents and business owners in the East Lake neighborhoods and work with other agencies and groups including the

Council of North County Neighborhoods and the Forward Pinellas MPO Board and standing committees (BPAC, TCC, and CAC), as appropriate.

- **Updating the website at the project onset and throughout the Study** at key milestones to help distribute information and updates over the course of the entire PD&E process. The website will be ADA compliant and include easy to understand corridor-specific graphics, images, renderings, and other visuals to allow the community to better understand the proposed concepts and innovative intersection options.
- **Conducting large-scale public meetings** to first present the alternatives under consideration and again when a preferred alternative has been identified. Using highly visual and interactive presentation materials and graphics, our team will use a variety of graphic displays, interactive stations, or 3D renderings to show recommendations from both the drivers and pedestrians/bicycles perspectives, to better explain to stakeholders how the proposed intersection concepts will work and get meaningful feedback on potential access management, environmental, noise, and other concerns. The first public meeting will be in-person and the public hearing will be conducted both in-person and online to inform as many people as possible and gather as much input for the team to use to refine the alternatives. Postcard notifications will be sent to a larger area given the importance of East Lake Road due to limited access points and alternative roadways for the East Lake community. USPS information can be used to supplement the property appraiser data typically used that is often not inclusive of all area residents including residential and commercial tenants. We also recommend using variable messaging boards placed along the roadway and other forms of existing channels to help notify drivers and residents on the corridor about the study, upcoming meetings and ways to get involved.
- **Coordinating with teams from other projects** including the Keystone Road emergency access improvements, Ridgemoor Blvd. over Brooker Creek Bridge, and Tampa Road intersection design projects as preliminary concepts are developed to share additional details on environmental, noise, lighting and construction impacts and mitigation efforts, maintenance of traffic plans, and construction phase details. The Study team suggests coordinating meetings to allow community members to understand how the various projects will interact with each other.

We know through our work with other Pinellas County communities that before we engage the broader public, we must identify the key project influencers in the area, including leaders from Deerpath, Quail Forest, Turtle Creek, Lake Tarpon Villages, Ridgemoor, Ellinwood at Lansbrook, Cypress Lakes, Oak Hills Acres, and Woodfield subdivisions to understand their specific issues and concerns. Following this “no surprises” rule helps to determine where to direct project resources and shape messages for target audiences. We used this approach recently to develop targeted messaging to key stakeholders, which allowed us to not only complete the South Selmon PD&E Study on-time and under budget, but also pro-actively advance public opinion toward project support and acceptance. In the end, the project benefited from decisions that reflected the sound technical requirements of the job and an informed partnership with the community.

Once we identify a project audience and develop our key messages, the next step is to determine the tools and techniques to inform and involve East Lake corridor stakeholders through a customized plan. We never use a “cookie-cutter” approach; HDR works collaboratively with our clients to plan and implement targeted activities that educate, inform, and proactively engage people through every phase of a project. Our portfolio of outreach tools that we’ve used to increase public understanding and support is diverse, ranging from: tabletop exercises with toy cars to demonstrate how a new roundabout would work in Tierra Verde, to virtual reality goggles to let residents walk or drive through a newly designed Brooks Bridge in Santa Rosa County, and a cone of vision exercise to show how speed impacts driver awareness in Seminole County.

For this Study, we propose using a variety of these high- and low-tech options and strategies, that could include advisory boards, interactive project websites, customized social media content, online surveys, in-person focus groups, stakeholder interviews, or multi-day workshops or charrettes. Blending the traditional approaches such as open houses and newsletters with newer techniques such as online engagement, social media, and a range of interactive tools will provide a way all audiences to learn about the East Lake Road PD&E Study and get involved in a way that best suits them. Like the Brooks Bridge PD&E Study and the South Selmon PD&E Study, we will need to use a variety of custom and tailored methods to reach diverse audiences and help convey the complex intersection design and inform a large number of stakeholders.

Meeting the residents where they are and working with the County as a united team are critical to making this a successful study. Our team will carefully consider the selection of venues for public activities, choosing a location that is accessible, practical, and convenient for residents. Additionally, the meeting facilities will be inspected for suitability and compliance with ADA requirements. We will design our online outreach to be as robust as the in-person events. **Our strategic communications and public involvement team will work as an extension of the County’s Communications Department, to develop public-facing materials according to Pinellas County brand standards and facilitate communications efforts that are consistent with and enhance previous public outreach.**



PI-1: Tabletop toy car exercise for Pinellas Bayway in Tierra Verde



PI-2: US 19 Corridor Redevelopment Plan Rendering in Clearwater



PI-3: Reality goggles exercise for Brooks Bridge



PI-4: Reality goggles exercise for Brooks Bridge - interactive view of virtual simulation in Ft. Walton Beach

ENGINEERING ANALYSIS & CONSIDERATIONS

HDR's technical approach to the engineering analysis for the East Lake Road PD&E Study will build upon the work from the previous Corridor Analysis Report and supporting documents. Based on the results from that analysis, East Lake Road was recommended for both mainline roadway widening and implementation of new intersection treatments at the signalized intersections. We will work within this framework to develop alternatives that adequately address the project's purpose and need for capacity improvements while improving the corridor's safety characteristics.

Alternatives Analysis

From 1990 to 1999, East Lake Road was widened from an undivided two-lane roadway to its current configuration of a four-lane divided roadway. The existing typical section from the four-lane widening is shown in Figure TS-1. The existing roadway consists of four 12' travel lanes, a 49' depressed grassed median, 5' paved outside shoulders with sidewalks on the east side of East Lake Road, and a shared use path for the Oldsmar/Pinellas Trail on the west side up to Keystone Road. Sidewalks are provided on the west side from Keystone Road to Trinity Blvd. The existing typical section was configured to accommodate future widening to the inside of East Lake Road, and the outside lane in each direction was constructed with a 0.03 cross slope to meet required cross slope criteria for the ultimate six-lane facility. The original design speed of the roadway was 55 mph.

Reviewing the adjacent land use characteristics of the project corridor, East Lake Road is recommended for evaluation as a C3 Suburban context classification. Based on the suburban nature of the corridor throughout the

project limits, and given the need to widen East Lake Road to meet future capacity improvements, HDR recommends consideration of two proposed typical sections for the corridor shown in Figures TS-2 and TS-3.

Proposed Typical Sections

The first typical section, shown in Figure TS-2 is a high-speed suburban typical section with a proposed design speed of 50 mph. Based on FDM 210.5.1, Type E median curbs offset 6.5' from the inside travel lanes will be required. The median width will be 25' with 12' wide raised median islands separating opposing travel lanes. This configuration would require a design variation for the median width as it does not meet the minimum median width of 40' as required in Table 3-23 of the Florida Greenbook; however, it does meet the required clear zone width of 24' for 50 mph. Furthermore, the 25' median width is greater than the 22' minimum width required for protection of vehicles crossing through lanes at the full median openings per FDM Table 2.9.1. In order to meet the 40' median width requirement, outside widening of the mainline roadway would be required or a median barrier would need to be constructed throughout the project length.

The second typical section recommended for evaluation is a low-speed suburban typical (maximum design speed of 45 mph) as shown in Figure TS-3. For this typical section Type E median curbs would be constructed adjacent to the inside travel lanes resulting in 25' wide raised medians along the project. These raised grass medians will help increase safety for motorists and pedestrians by controlling access and providing refuge areas for pedestrians at crossing locations. A design variation will not be required for this typical section. Both typical sections will fully utilize the existing lanes, shoulders, ditches, sidewalks and shared-use path to the outside.

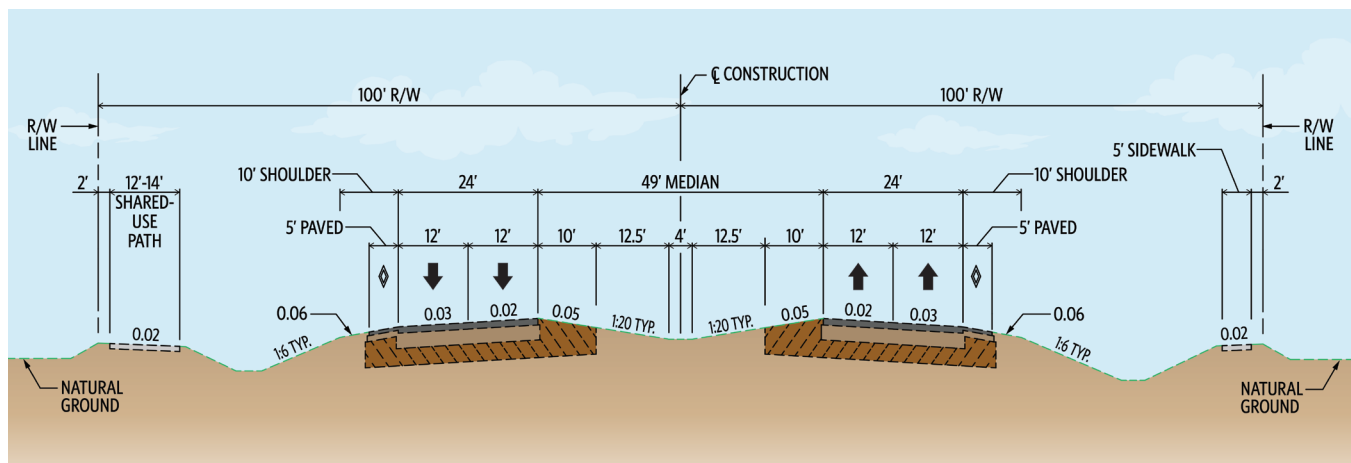


Figure TS-1: Existing Typical Section

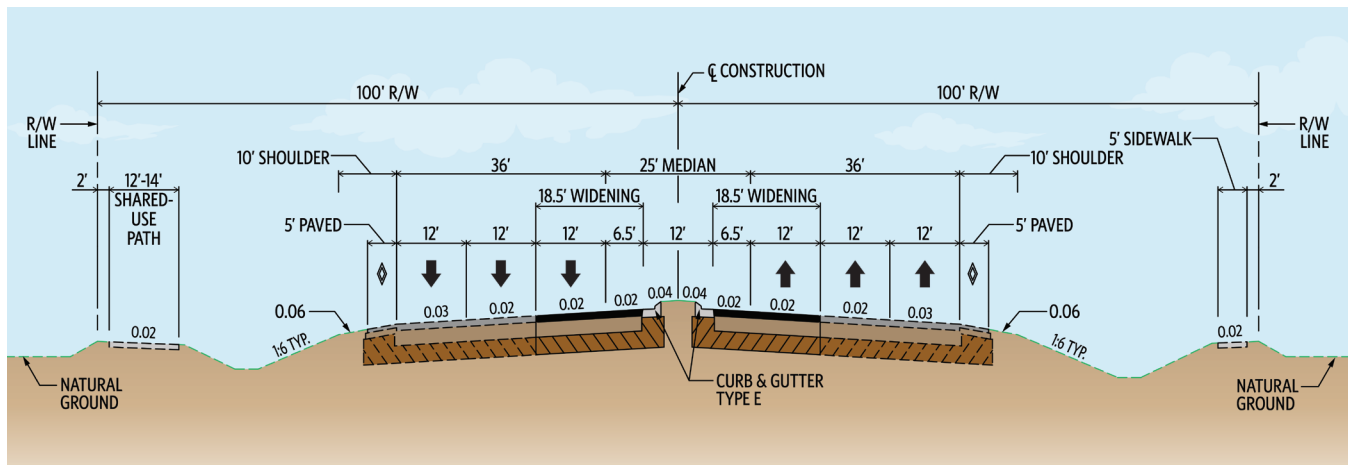


Figure TS-2: Proposed High-speed Suburban Typical Section

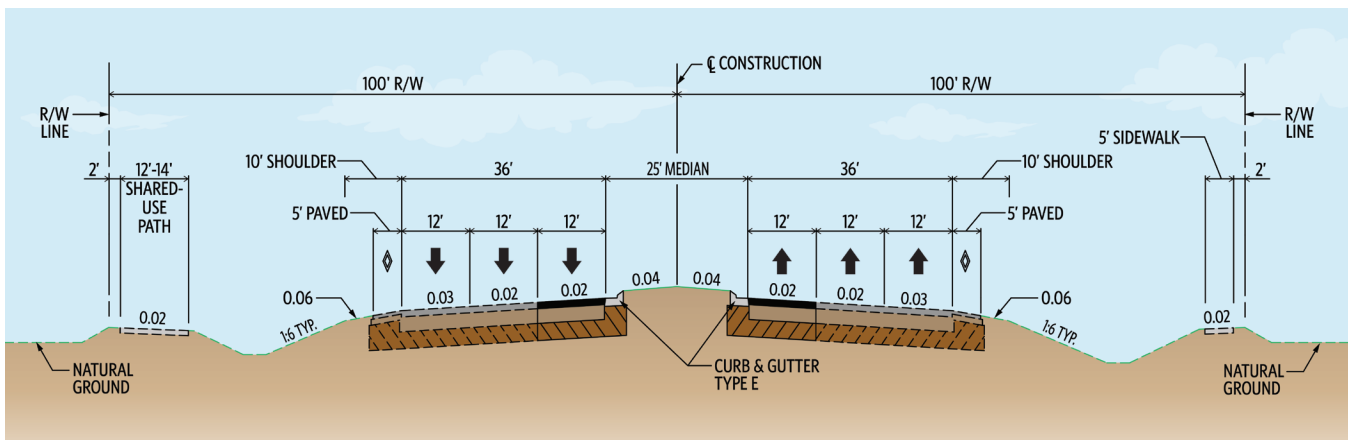


Figure TS-3: Proposed Low-speed Suburban Typical Section

Traffic Analysis/Operational Analysis of Alternatives

Within the project limits there are 12 signalized intersections, 18 full median openings, and two directional median openings. Twelve (12) of these access points are for communities, schools, churches, or businesses that only have access via East Lake Road. Addressing access for these facilities will be key to meeting the capacity needs of the project and gaining public support for the Study alternatives.

Signalized and unsignalized intersections will be evaluated to identify appropriate intersection control and turn lane geometric conditions. The previous Corridor Analysis Report utilized FDOT's Intersection Control Evaluation (ICE) methodology to determine the recommended intersection alternative. While the ICE process is useful as a screening tool, it is limited in what it can analyze. For instance, only standard innovative intersections and interchanges can be analyzed within ICE; there is no room for variability

or deviation from control types such as standard median U-turn (MUT) or restricted crossing U-turn (RCUT) intersections or diverging diamond interchanges (DDI). When determining the preferred alternative for congested roadways or intersections with unbalanced turning volumes, a non-standard innovative control type may be necessary. Microsimulation is the best way to test these non-standard intersections. Intersection traffic operational analysis will be conducted using Vissim software.

Innovative Intersection Concept Review

The previous Corridor Analysis Report recommendations included the widening of the East Lake Road corridor along with various innovative intersections at signalized intersections. In our review we found potential opportunities that would yield additional improvements to performance. These potential alternatives consider active transportation accommodations and ease of navigation. At a regional level, we understand that East Lake Road serves as a release

valve for parallel routes along US 19 and Alt US 19. There are no viable routes to East Lake Road that currently exist, and there are no practical alternatives under construction in the near term. As such, the recommendations along East Lake Road should not be designed to the threshold of performance in the design year. Preferred alternatives should allow for residual capacity and provide acceptable LOS for years beyond the established design year. HDR will build upon the previous Corridor Analysis Report by evaluating each of the intersections to determine which concepts could be enhanced to realize greater benefits that were not captured with methodologies previously used in the screening. Example of enhancements we see at three key intersections along the corridor are as follows:

East Lake Business Road/Tampa Road. The previous Corridor Analysis Report proposed an RCUT at this location. This concept works operationally but requires an excessive amount of R/W and requires changes to the Tampa Road bridge over Lake Tarpon Canal. This alternative also forces a large amount of traffic north along East Lake Business Road in order to access northbound (NB) McMullen Booth Road, potentially creating a problem along East Lake Business Road and at the East Lake Business Road/Woodlands Pkwy intersection. In addition, southbound (SB) left vehicles must travel 2,000' west, past the SB McMullen Booth Road ramp terminal to perform their U-turn maneuver. This can lead to excessive travel times for these drivers and require them to travel through five signalized intersections. This level of diversion is likely to lead to significant public opposition.

An alternative improvement shown in Figure IC-1 is to keep the idea of an RCUT intersection in place by redirecting all NB approach movements to the right and perform a U-turn movement as the previous concept shows. The eastbound (EB) left will also be redirected to use this U-turn intersection. Under this concept all movements on the SB approach are allowed, so the left-turning volume isn't adversely redirected. Additionally, a new loop ramp would be constructed on the southern leg, allowing EB right, SB through, and westbound (WB) left movements to access NB McMullen Booth Road via Tampa Road rather than utilize East Lake Business Road. The intersection can continue to operate as a three-phase signal with minimal changes to the existing Tampa Road bridge. This option reduces the strain put on East Lake Business Road, without limiting access to the plaza and neighborhoods along it.

East Lake Road/Keystone Road. The previous Corridor Analysis Report proposed a full displaced left-turn (DLT) intersection at this location. A DLT may work operationally, but the solution is not tailored to the area needs. The volumes are asymmetrical, meaning some corresponding left turn movements will not be as efficiently used as



Figure IC-1: East Lake Bus. Rd./Tampa Rd. Intersection Concept Example

others. For example, in the evening peak, the EB left turning volumes are significantly higher than the WB left turning volumes; the WB left does not take full advantage of the function of a DLT due to this volume imbalance. However, the WB right volume is similar to the EB left, and both movements must compete for green time against the heavy NB through. With heavy volumes from the east, west, and south all destined for NB East Lake Road, the DLT loses the benefit of a two-phase signal, as it now must divide the green between conflicting movements. From a design standpoint, the crossover intersections do not provide enough curvature to prevent wrong-way driving and head-on collisions; additional R/W will be needed to provide sufficient space to bring these intersections up to appropriate standards. The Pinellas Trail on the west side of East Lake Road turns at this location and heads east along the south side of Keystone Road. Under the full DLT, pedestrians and bicyclists will have to cross two free-flow right turn lanes, and eight signal-controlled lanes with little pedestrian refuge area. DLTs are difficult for active

transportation users to navigate, requiring substantial crossing distances or multi-stage, counterintuitive crossings to create the separation needed for the left turn movements.

HDR developed a potential alternative shown in Figure IC-2 that demonstrates our approach to concept development. This new alternative includes eliminating all left turn movements from the intersection and providing signalized U-turn intersections to the south, north, and east of the main intersection. Additionally, the EB through and left movements would be elevated over East Lake Road (i.e. bridge structure) before coming down to allow the EB left an opportunity for an at-grade U-turn movement. Removing the left turn movements from the intersection allows for safer operations at an intersection that experienced nearly 300 crashes between 2016 and 2020. This design also reduces the number of lanes pedestrians and bicyclists will need to cross at one time and provide them with more refuge opportunities.

East Lake Road/Trinity Blvd. The previous Corridor Analysis Report proposed an additional westbound left and NB right lane to facilitate the anticipated heavy volumes traveling along Trinity Blvd. However, this will still function as a three-phase signal and border on failing by the design year (2045). A potential alternative for consideration shown in Figure IC-3 would be to grade separate the NB East Lake Road through movement and divert the SB left to a signalized U-turn intersection south of the Trinity Blvd. intersection. This reduces the signal to a two-phase operation and removes two conflicting movements from an intersection that experienced over 200 crashes between 2016 and 2020.

These intersection enhancements are examples of potential solutions HDR could develop as part of the PD&E Study. Site-specific innovative solutions will be proposed at each of the 12 signalized intersections.



Figure IC-2: East Lake Rd./Keystone Rd. Intersection Concept Example



Figure IC-3: East Lake Rd./Trinity Blvd. Intersection Concept Example

The entire length of East Lake Road within the study limits will be modeled using Vissim software. A benefit of Vissim software is understanding how drivers navigate between adjacent intersections, especially those that are closely spaced and require lane changes due to innovative intersection rerouting. Deterministic software such as Synchro and HCS paint a picture of operations at an intersection in isolation, but do not capture interactions within weaving segments or how queue spillback at one intersection affects another intersection upstream. Vissim also captures travel time results, which is an important metric in generating public approval for an innovative intersection. **Vissim provides a visual component that can be easily presented at public events or with stakeholders. This allows information to be compared and discussed in a more digestible way, especially when comparing multiple alternatives.** HDR will work with Pinellas County to prepare a Traffic Analysis Methodology Statement outlining how volume development and analysis will be performed. The agreed upon methodology, projections, and analysis will be summarized in the Project Traffic Analysis Report.

The previous Corridor Analysis Report concluded that by the design year (2045), several intersections and roadway segments along East Lake Road would not provide an acceptable LOS. HDR will utilize the previous Corridor Analysis Report as a starting point for developing a final set of intersection recommendations. It is recommended that additional counts be collected at various unsignalized intersections along the East Lake Road corridor and its intersecting side streets. Having these traffic counts helps to determine if medians can be closed or modified under various innovative intersection types, as well as analyze how rerouted vehicles will affect operations at these unsignalized intersections. These new counts will also be used with the latest version of the Tampa Bay Regional Planning Model (TBRPM) to develop future year traffic projections and compared to previous study traffic projections. Subarea traffic analysis zones (TAZ) socio-economic (ZDATA) data will be reviewed, and the subarea model network will be revised, as necessary.

Safety

The previous Corridor Analysis Report determined that there were 1,727 crashes between 2016 and 2020 on this 9.3-mile corridor. Of these crashes, rear end (1,141 crashes), left turn (186 crashes), and sideswipes (134 crashes) were the most prevalent. Ten (10) fatal crashes and 556 injury crashes occurred over this five-year period, while 18 bicycle and three pedestrian related crashes occurred over the same period. This is a high number of crashes to occur where extensive infrastructure is in place to protect active transportation users. We must consider all users when developing alternatives along the study corridor.

Our project approach is to supplement the crash data with more recent data and perform a thorough crash analysis to determine any hot spots or crash trends. Understanding the types of crashes occurring at intersections will inform our team on the most appropriate control strategy to reduce the likelihood of severe injury crashes from occurring. Predictive crash analysis using Crash Modification Factors (CMFs) supplemented with Surrogate Safety Assessment Model (SSAM) software will also be used to determine the effectiveness of individual control strategies at Study intersections. HDR has nationally recognized safety experts that not only know how to apply SSAM properly but helped write the book on how to do so. This predictive analysis will be used in determining final recommendations through expected overall crash reduction and a safety benefit-to-cost analysis.

Signalization Analysis and Transportation Systems Management & Operations (TSMO)

With the implementation of innovative intersections at the 12 signalized intersections along the corridor, each project alternative is expected to impact the County's Advance Traffic Management System (ATMS). As part of the PD&E Study, we will develop a Preliminary Systems Engineering Management Plan (PSEMP) and Concept of Operations (ConOps) that evaluate improvements, preservation, or modifications to the existing system in relation to each alternative being considered. TSMO application alone is not expected to address the purpose and needs of the project. Continuing Pinellas County's ATMS approach with each alternative is expected to enhance the corridor operations overall. Based on HDR's experience in working with the Pinellas County ATMS, we expect that modifications to the existing system will include upgrading a myriad of critical required subsystems within the project limits and providing for continuity of operations by extending the optical fiber communication cables beyond the project limits to tie to the existing Fiber Optic Network (FON). Drawing upon our experience building and upgrading ITS/TSMO infrastructure, we will utilize elements that have a proven track record for construction, operation and maintenance by Pinellas County Public Works Transportation Division.

Preparation of the Preliminary Systems Engineering Management Plan (PSEMP). The PSEMP documents how systems engineering will be used for ITS project management. Consequently, this document addresses the systems engineering management plan (SEMP) associated with the deployment of ITS work along this project corridor. Florida's Statewide Systems Engineering Management Plan (SEMP) will be used as a reference guide in the creation of PSEMP for this project.

When this project is funded and advanced to design and construction stages, we will discuss the following range of subsystems as they relate to Pinellas County ATMS infrastructure to be programmed for upgrading and implementation:

- Advance transportation controllers (ATC) and cabinets for all signalized intersections
- IP addressable closed-circuit TV cameras: all signalized intersections and full viewing of corridor
- Arterial dynamic message signs
- Vehicular detection technology: all signalized intersections
- Communication topology
- Ethernet-based automatic vehicle identification (Blue TOAD) devices

It's important to incorporate the above subsystems in this PD&E Study since the ATMS technologies and strategies, which were previously deployed by the County, have delivered significant benefits to the traveling public and the economic welfare of the County. **The investments in equipping this corridor with ATMS upgrades and Smart Corridor functions will result in improvement in transportation safety and mobility and enhancement through the integration of advanced communications technologies into transportation infrastructure and vehicles.** During the Study, we will proceed with a holistic PSEMP, and systems engineering process and develop the corridor master plan on roll plots to depict all necessary work to an engineering scale. The corridor master plan depicting all work with accurate information and cost estimates will be generated with a much higher degree of accuracy.

Multimodal Considerations

HDR is aware of two PSTA bus routes (62 and 812) that have a stop in The Shoppes of Boot Ranch shopping plaza. While these bus routes traverse only a small portion of the total Study area, any improvements made along their routes must allow for easy navigation by a bus and do not impede on established headways.

North of the East Lake Business Road intersection there is a continuous sidewalk on the east side of East Lake Road and the Pinellas Trail on the west side. The Pinellas Trail turns east at the East Lake Road/Keystone Road intersection. All trail crossings are marked with high visibility crosswalks while most sidewalk crossings are marked with standard crosswalks. There are several schools throughout the study area with direct access to/from East Lake Road which may see pedestrian and bicyclist activity. Pedestrian and bike counts will be taken at strategic locations, and intersection improvements involving school entrances and exits will accommodate all users. HDR will also coordinate with school administrators to understand the number of children that do not travel to school by car and to gain anecdotal evidence of their experience around school start and dismissal.

Structures

There are eight existing bridges within the project limits. See Table 1 for details of these eight bridges.

Table 1: East Lake Road Corridor Existing Bridge Details

Bridge No.	Bridge Name	Year Built	Location	Sufficiency Rating	Health Index	NBI Rating
150220	Curlew Road (SR 586) over Lake Tarpon Canal	2000	Side street	89.7	88.53	
154151	McMullen Booth Road NB off ramp over Lake Tarpon Canal	1967	Ramp	64.3	73.84	FO
154154	Tampa Road over Lake Tarpon Canal	1991	Side street	98.4	91.07	
154155	McMullen Booth Road SB over Tampa Road/Lake Tarpon Canal	1991	Mainline	93.8	81.72	FO
154156	McMullen Booth Road NB over Tampa Road/Lake Tarpon Canal	1991	Mainline	93.9	81.66	FO
154157	McMullen Booth Road SB off ramp over Lake Tarpon Canal	1991	Ramp	99	93.75	
154158	East Lake Road NB over Brooker Creek	1991	Mainline	80.8	93.59	
154159	East Lake Road SB over Brooker Creek	1991	Mainline	98	93.17	

Source: FDOT Bridge Information, 2024 1st Quarter

Sufficiency Rating: helps determine whether a bridge that is structurally deficient or functionally obsolete should be repaired or just replaced.

Health Index: measures the overall condition of a bridge. A lower health index means that more work is required to improve the bridge to an ideal condition.

FO = Functionally Obsolete: bridge does not meet current road design standards

All but the two mainline bridges over Tampa Road/Lake Tarpon Canal are multi-span prestressed concrete beam bridges with prestressed concrete pile bents. The two bridges over Tampa Road/Lake Tarpon Canal are twin (parallel) 10-span pile supported structures. The superstructure consists of prestressed concrete beams, and they are supported on single column hammerhead piers. The prestressed concrete beams of the span across Tampa Road and the two adjoining spans have dapped beam ends and are supported by piers with long pier tables on both sides of the Tampa Road bridge.

The Curlew Road and Tampa Road bridges carry traffic in both directions separated by a raised median, and they have sidewalks on both sides which are separated from the vehicular traffic with a traffic railing. The two ramp bridges carry NB and SB traffic off McMullen Booth Road to signalized intersections with Tampa Road. The two mainline bridges over Tampa Road/Lake Tarpon Canal each have two lanes with 6' and 10' wide inside/outside shoulders. The SB Brooker Creek bridge has the same configuration plus an 8' wide sidewalk behind a traffic railing. The NB Brooker Creek bridge has the same overall width and sidewalk as the adjoining SB bridge, but it carries three lanes.

Our bridge team will perform a bridge analysis to determine the general attributes for any recommended modifications to the existing bridges and for any recommended new bridges. This bridge analysis provides conceptual guidance for the bridge design team to develop specific attributes of the bridge (such as bridge design and structure type).

We collect data of the existing bridges, develop bridge typical sections for existing bridges to be widened and/or modified, and for any new bridges. We evaluate vertical and horizontal geometry and clearance requirements for these bridges and any associated retaining walls. The bridge typical sections will be coordinated with the County and FDOT District 7 Structures Design Engineer.

We understand that the County is preparing requests for proposals for the design to widen the four mainline bridges (over Tampa Road/Lake Tarpon Canal and over Brooker Creek) and the McMullen Booth Road NB off ramp over Lake Tarpon Canal. The design of these improvements will be done concurrently with this PD&E Study. This concurrent PD&E/design approach under separate contracts will require coordination between the PD&E team and the design team to so that the bridge typical sections harmonize with the roadway typical sections developed during the PD&E.

Potential alternatives for improvements to intersections include modifications to existing bridges and new bridges. The modifications to existing bridges could range from changes to the typical section to in-kind bridge widening.

All existing bridges except for the NB ramp bridge over Lake Tarpon Canal have F-shape traffic railings (constructed using superseded FDOT Structures Standard Drawings) which do not require a design variation for vehicular impact loads when left in place. The NB off ramp bridge over Lake Tarpon Canal has continuous post and beam traffic railings with wide curbs. FDOT Structures Design Guidelines Table

6.7.4-1 specifies the required minimum treatment of these railings, and these requirements must be adhered to by the design team.

Geotechnical

For the bridge crossing at Brooker Creek, based on data from data.jacksonville.com/bridge/Florida/Pinellas/, the southbound bridge (154159) is listed in good condition and the NB bridge (154158) is listed in fair condition from the July 2022 inspection. Both bridges were reported to be constructed with precast concrete driven piles. Based on our experience with projects in this area, the limestone depth is approximately 60' to 65'. For the bridge crossing over Tarpon Canal and Tampa Road, the NB bridge (154156) and SB bridge (154155) are both listed in good condition from the July 2022 inspection. There is also a separate bridge for the SB off ramp. The bridge was constructed with precast concrete driven piles. There are nine interior piers per bridge (three in the canal NB and four SB) for 11 piers per bridge including end bents. The bridges were constructed in 1991. Based on our experience with projects in this area, the limestone depth is about 50' to 60'. Inside widening will require additional bridge piles for each bridge. Drilled shafts or micropiles may be considered if reduction in vibration is needed (compared to driven piles). There is a series of multiple existing 76" x 48" culverts north of Keystone Road. Inside widening will avoid extending these 36 culverts.

The NRCS's online Web Soil Survey indicates that approximately 60% of the alignment is within the mapped soil unit #17 (Myakka soils and Urban land). According to the Soil Survey, this map unit is sand (A-3) to a depth of at least 80" and the depth to the seasonal high-water table is approximately 6" to 18" below the natural ground surface. The next most prevalent soil (about 11% of the alignment) is mapped soil unit #3 (Anclote fine sand, depressional). This map unit is also sand (A-3) but the seasonal high-water table is at the natural ground surface. Along the roadway, the depth to the water table will depend on the thickness of embankment fill. If the seasonal high-water table is within 3' of the bottom of the base material, the FDOT Flexible Pavement Design Manual recommends a reduction in the design resilient modulus when calculating the required Structural Number.

One soil map unit #27 (Samsula muck, frequently ponded, 0 to 1% slopes) reported to contain muck soils, is present along the alignment. This map unit is located between about 600' and 1,400' north of the Charter Club Drive intersection and is mostly present beneath the eastern half of the R/W and extending east of the alignment, but it does slightly cross over into the SB lanes. The muck soils reportedly are present from the natural ground surface to a depth of about 32". Muck soils (A-8), if present, are

not suitable for construction and should be removed in accordance with FDOT Standard Plans Indices. A review of historical aerial photographs of the site (1926 and 1943) reveals several potential historic sinkholes within the project limits which will be fully explored during the PD&E Study.

Drainage

The drainage analysis will include developing a strategy and recommendations for stormwater management and evaluating floodplain encroachments with appropriate measures to minimize or mitigate floodplain impacts. The analysis will be based upon meeting the criteria outlined in the latest version of the Pinellas County Stormwater Manual, Southwest Florida Water Management District (SWFWMD) ERP Applicant Handbooks, and FDOT Design Manuals. By evaluating the previous project corridor studies, the areas existing Environmental Resources Permits (ERP), the encompassing watershed studies, and design efforts previously performed within the corridor, the team will develop innovative, cost-effective, and time saving measures built upon the previous work and R/W already acquired by the County. Our approach will be to thoroughly document the suitability of previously identified and/or acquired pond sites (location, size, design) given the current seasonal high water (SHW) conditions, updated floodplain mapping, and agency requirements to avoid new property acquisition. We will seek to optimize and maximize the use of existing stormwater management facilities by converting wet ponds to the conservation pool design, to provide a larger permanent pool, additional water quality for the project and lower the pond design stage. In addition, increased peak flow attenuation is achieved with the conservation pool design as treatment is provided below the control elevation, allowing the weir to be set at a lower elevation. For basins without pond sites and for those with sites that are insufficient in size, alternate pond sites will be explored. We will include assessing the feasibility of pond alternatives in undeveloped upland areas with planned development for joint-use. The available information regarding adjacent development permits, rezoning of existing properties, and well-protection zones will be evaluated prior to selecting preferred pond sites. Special consideration will be given to basins that discharge directly to verified Impaired Waterbodies (IWB), Outstanding Florida Waters (OFW), and Aquatic Preserves that require an additional 50% treatment volume. As part of the pond siting evaluation, the team will prepare a detailed floodplain impact assessment.

Stormwater Management. Our approach is a full evaluation of stormwater management facility (SMF) alternatives for all drainage basins within the project limits with verification of previously designed and/or constructed SMF's to satisfy the water attenuation and water quality requirement for



Figure D-1: Existing Stormwater Management Exhibit

the proposed improvements. As shown in Figure D-1, the project corridor is located within the Anclote River, Brooker Creek, Lake Tarpon, and South Creek Basins. The East Lake Road project limit has existing stormwater management including 15 traditional ponds, five joint-use ponds, along with existing roadside ditches and linear treatment swales that provide water quality. Prior studies, roadway design and construction projects have established the following criteria to meet water quality and quantity permitting requirements based upon prior County standards and the SWFWMD governing criteria.

- **Stormwater Quality.** A wet detention treatment system shall treat a volume of one inch of runoff from the Directly Connected Impervious Area (DCIA). Discharges directly to OFWs require an additional 50% treatment volume.
- **Stormwater Quantity.** Since this project is located within an open drainage basin, the allowable post-development discharge rate must be less than or equal to the pre-development discharge rate. The rate is calculated using the SWFWMD 25-year, 24-hour design rainfall depth and the Soil Conservation Service Type II Florida Modified 24-hour rainfall distribution.

The design for the previous widening of East Lake Road utilized a cost savings approach by adhering to the Presumptive Water Quality Treatment referred to in the SWFWMD Applicant's Handbook Volume II, Section 4.5 for Alterations to Existing Public Roadway Projects and Sections 4.8, 4.8.1 and 4.8.2 for Compensating Stormwater Treatment, Overtreatment, and Offsite Compensation. A preliminary look at the existing Environmental Resource Permit (ERP) No. 2198.002 indicates a portion of East Lake Road, north of the Lake Tarpon Canal, utilize the existing Boot Ranch ponds that provide treatment volume for the future six-lane widening of East Lake Road. Similarly, ERP 2198.005 designed and permitted an ultimate six-lane (117' impervious width) typical section. However, stormwater management systems south of Boot Ranch only accommodate the existing four-lane roadway typical. Numerous stormwater ponds within the project limits were designed and constructed to co-mingle offsite runoff with East Lake Road runoff and treated the DCIA for the 'total impervious area'. **We will investigate minimizing costly R/W acquisition through separating offsite area from co-mingling with the East Lake Road project basin and verifying existing treatment volumes satisfy the projects the stormwater management requirement. It is possible to strategically design the stormwater conveyance to bypass offsite runoff that would allow maximum use of the available existing treatment volume within the current stormwater ponds.** In addition, the wetland impacts and mitigation were permitted with the

previous East Lake Road widening projects. As such, seven existing stormwater ponds provide water quality and wetland mitigation within the pond littoral shelves, and five wetland mitigation areas were created. Wetland mitigation credit for littoral shelf plantings would be allowed only for ponds where the treatment volume fluctuates up to 8". Therefore, modifications to the existing ponds for the proposed stormwater management approach would minimize impacts to these existing littoral shelves. We will investigate available wetland mitigation credits previously permitted, such as the 3.38 acres of Herbaceous Wetland and 0.88 acres of Upland Forested mitigation credits provided in the existing ERP 2198.005.

The project lies within the Waterbody IDs (WBID) shown in Table 2. At this time, only the most southern end of the project limits discharges to a verified nutrient impaired waterbody that requires a net pollutant loading improvement analysis.

Table 2: Waterbody IDs for Study Corridor

WBID	Name	Impairment
1541A	Lake Tarpon Canal (below structure S-551)	Nutrients
1541B	Lake Tarpon Canal (above structure S-551)	N/A
1474	Brooker Creek	E coli
1486	Lake Tarpon Outlet	N/A
1475	Hollin Creek	E coli
1440	Anclote River Tidal	N/A

Our team is aware that the County has adopted a performance-based standard for water quality based upon nitrogen and phosphorus in stormwater discharges as discussed in Chapter 3 of the County Stormwater Manual. Additionally, the Florida Department of Environmental Protection (FDEP) is proposing revisions to Chapter 62-330, F.A.C. The proposed rule revisions include amendments to update design requirements and minimum stormwater treatment performance standards that increase the removal of nutrients from stormwater discharges, and additional revisions to strengthen stormwater operation, maintenance, inspection, and reporting regulations in accordance with section 373.4131, F.S. **We will meet, early in the Study, with the County and the Southwest Florida Water Management District (SWFWMD) regulatory agency for clear understanding on how the upcoming rule changes may affect the stormwater management requirements for the project and to develop a strategy and approach for the project.** The performance-based regulations involve long-term annual loading reductions for Total Nitrogen (TN) and Total Phosphorus (TP) as outlined in Table 3.

Table 3: Water Quality Performance Standards

Sites not Impaired	OFWs	Impaired Waters
Post ≤ Pre, and TP: 80% and TN: 55%	Post ≤ Pre, and TP: 95% and TN: 80%	Post ≤ Pre, TP: 80% and TN: 55%; and Post < Pre (Impaired Parameter)

Traditional wet detention stormwater ponds will not alone meet the required stormwater performance standards. We will evaluate opportunities for off-site attenuation and treatment within regional stormwater facilities along with BMPs, such as dry detention and retention, up-flow filters and other filtration systems as outlined in Part B of the County Stormwater Manual for pre-treatment of runoff prior to discharge to wet detention ponds to meet the higher performance standards. Viable BMPs and pond littoral shelves may offset the potential functional loss of existing ditches and swales that result in additional water quality treatment for the project. If the project site conditions and hydraulic constraints render meeting the performance standards not technically feasible, we will discuss with the County meeting a minimum acceptable level of treatment that will reduce the post-development annual average stormwater total nitrogen and phosphorus loads to a level less than the loads currently discharged from the site.

Bridge Hydraulics and Cross Drains. Of the eight bridges located within the project limits, six bridges cross the Lake Tarpon Canal and two bridges cross Brooker Creek. The RFP calls for a bridge hydraulic evaluation for the East Lake Road Bridge over Brooker Creek. The evaluation will consider the existing roadway and proposed widening in relation to providing the required 2' vertical clearance above the 50-year design storm and adequate horizontal clearance. The analysis will establish the required bridge opening to convey the Brooker Creek design flow so as not to result in any adverse impacts to off-site property. The previous Corridor Analysis Report evaluated widening to the inside, which eliminates the potential lowering of the bridge low member and minimizes impacts to the 100-year floodplain and floodway. The inside widening significantly minimizes the impacts to the bridge hydraulics and associated analysis compared with widening to the outside or a wider bridge replacement. Therefore, a full bridge hydraulic analysis and scour evaluation may be more appropriate with the bridge design. However, as Brooker Creek has a FEMA designated floodway at the bridge location, any proposed outside widening would require a FEMA No-Rise Certification to document a 0.00' increase in the FEMA 100-year floodplain and floodway elevation for the project. The data collection would include requesting the FEMA Effective Model with hydrologic and hydraulic backup data to be obtained and utilized as a basis of the bridge hydraulic analysis and FEMA No-Rise Certification.

The recommended bridge length and hydraulic opening will need to meet the 0.00' increase in 100-year water surface elevation. **Since the County plans to have the bridge designs, under separate contract, performed concurrently with the PD&E, the hydraulic analysis will be coordinated with the bridge design efforts.** The cross drain and drainage high water analysis will primarily focus on those locations impacted by the proposed widening. The existing and proposed headwater elevations will be evaluated to verify there is sufficient hydraulic capacity to convey the design frequency flow. A recommendation for lengthening, replacing, or additional pipe segments will be provided based upon the hydraulic analysis, age, and condition of the cross drain structure. In addition to Brooker Creek, there are two other FEMA floodways along East Lake Road within the project limits: 1) at the 24 parallel 76" by 48" RCP cross drain located north of Keystone Road and 2) the 12 parallel 76" by 48" RCP cross drain located south of Trinity Blvd. Any outside widening proposed at those locations will be evaluated closely to avoid impacts to the FEMA floodway.

Floodplains. Based upon the FEMA effective flood insurance rate maps (FIRM) 12103C panels 0037H, 0039H, 0077G, 0079H, and 0087H, along with available watershed studies and models, we will investigate viable floodplain compensation opportunities. As shown in Figure D-2, the 100-year and 500-year floodplains encroach the roadway at multiple locations along the project corridor. The roadway widening for the project is primarily to the inside while outside widening occurs for the intersection improvements. For those areas of widening, the total potential floodplain impacts will be conservatively estimated in a Geospatial Information Systems (GIS) software by calculating the volume between the larger of the Seasonal High Groundwater Table (SHGWT) elevations or the latest available LiDAR existing ground data, and the 100-year base flood elevation (BFE). This approach assumes that all existing floodplain volume within the proposed widening is impacted and compensated for on a cup-for-cub basis. If the existing ground is already above the floodplain elevation, no impacts will occur within this area due to proposed widening. Additionally, any impacts that are calculated to be less than 0.1 acre-ft. will be assumed to be compensated for within the existing roadway. **The FEMA FIRM's, updated after the widening of East Lake Road performed in the early 1990's, indicate that there are approximately 50 acres of 100-year floodplain (Zone A and AE) encroachment into the existing East Lake Road R/W throughout the project limits.** The identification and risk assessment of the projects corresponding floodplain impacts will be documented in the Location Hydraulics Report as required by 23 CFR Part 650A.



Figure D-2: FEMA Floodplain Exhibit

Sea Level Rise (SLR). Based upon available data and previous work performed with the Pinellas County Sea Level Rise and Storm Surge Vulnerability Assessment, our team will support the County's initiatives of understanding the increasing risks from rising sea levels and storm surge by preparing a SLR analysis for the project. We will work with the County to develop and complete an appropriate level analysis for East Lake Road that looks at critical infrastructure along the corridor. A preliminary look at the online Pinellas County and National Oceanic and Atmospheric Administration (NOAA) online SLR Viewers, it can be seen that project areas in the vicinity of Brooker Creek and the Lake Tarpon Canal begin to see flooding threats and vulnerabilities by the year 2100.

Utilities

Being a heavily developed corridor, East Lake Road has significant utilities along the corridor, and there are 16 Utility Agency/Owners (UAOs) within the project limits. As part of our technical approach upon development of our feasible alternatives, our team will identify potential utility conflicts, and R/W concerns. We are aware of the County's utility coordination process and understand that all utilities will play a key role in the success of the Study and subsequent design phases. We will send out submittals and host workshops with the UAOs to discuss all alternatives with them and what impacts the proposed improvements will have on them.

Some items we intend to discuss with the UAOs along with the regular process:

1. Evaluation of potential easement and R/W needs with the build alternatives that may be needed to accommodate impacted utilities. Our goal is a smart corridor. With this knowledge enough R/W can be identified to verify the R/W acquired for the project is enough to allow all infrastructure to be in the R/W including utilities
2. Identification of compensability claims – We will work with UAOs to obtain the requests for compensation from the UAOs with a ballpark estimate so the County can review and make an informed decisions as part of the alternative's evaluation process.
3. Screening for old outdated systems existing within the corridor. There may be opportunities for UAOs to make upgrades to their systems, such as old copper systems with a fiber system to free up much needed R/W.
4. Special consideration of impacts to Florida Gas Transmission (FGT). We have spoken with FGT and know they have facilities located along Curlew Road,

so any improvements that encroach into their R/W will need to be assessed and reviewed by FGT to obtain the required easements to make the improvements.

We will document all our coordination, cost estimates, right-of-way reviews, compensability assessments, utility special conditions and FGT R/W needs as part of the Utility Assessment Package prepared for the Study. It is imperative to work closely with the UAOs for a clear and concise Utility Assessment Package, verifying the work can be completed in the proposed R/W giving Pinellas County the information necessary for budget, schedule and utility concerns so that utility considerations can be fully addressed in the project implementation plan.

Evaluation of Alternatives

The viable alternatives considered will undergo a thorough comparative analysis of socio-economic, engineering, and environmental factors. Key factors are R/W costs, construction costs, relocations, business damages, wetlands, floodplains, contamination, cultural/historical, stormwater runoff and utility impacts. A detailed evaluation matrix will be prepared as part of the decision-making process. The "draft" Preliminary Engineering Report (PER) and accompanying engineering and environmental documents will be prepared to summarize impacts and conclusions.

Comparative Analysis and Evaluation Matrix. To help assess the impacts of each alternative, an evaluation matrix will be developed to compare the cost and impacts of each alternative. The matrix will document a qualitative and quantitative analysis of the alternatives based on some of the following factors: consistency with long-range planning, safety, environmental impacts, construction costs, and R/W costs. The matrix will assist County staff in the selection of a preferred alternative.

Cost Estimating. Given the large financial costs anticipated with the improvements along East Lake Road, development of accurate cost estimates will be a key element for evaluation of the alternatives and the development of a segmentation and implementation plan for the projects. Developing estimates in accordance with Federal requirements will assist the County in acquiring potential funding that may be available in the future. HDR has been developing Federal compliant cost estimates under the District 7 General Engineering Consulting (GEC) contract for over 25 years. We will leverage our experience to deploy the Long-Range Estimate (LRE) system in line with the reviewing agencies' expectations. Key strategies that we will employ in the development of the estimates include: checking the systems generated pay items against current bid tab information obtained from the County and FDOT; segmentation of the project within the alternative estimates

to facilitate the evaluation of various build scenarios; cross checking estimated quantities against the concept drawings to confirm an accurate capture of costs for each alternative beyond mere templating; and using HDR in-house R/W staff that perform certified R/W estimates for FDOT projects to develop accurate R/W cost estimates for each alternative. Estimates for each alternative will be presented using segmented data for each that will allow phased implementation of the alternatives to be evaluated.

Utilizing HDR's approach gives Pinellas County leadership flexibility to evaluate the future project implementation from a program management perspective to ease their decision-making process.

Concept Plans. Design features including roadway/bridge typical sections and plan view elements (centerline, median, edges of pavement, sidewalks, multi-use paths, intersections, turn lanes, proposed R/W) will be depicted on the 1" = 100' scale aerial base maps. The base maps will show existing topography, R/W, parcels, street and property names, major utilities, drainage, floodplain and wetland boundaries, and potential contaminated sites. In addition, preliminary profiles and critical cross sections will be developed for each alternative using survey information provided by the County. We will prepare concept plans for each Build Alternative and for the Preferred Alternative.

ENVIRONMENTAL ANALYSIS & REPORTS

The environmental evaluation for the PD&E Study will include the analysis of the social, cultural, natural and physical resources within the project area for the viable Build Alternatives and the No-Build Alternative, in accordance with the PD&E Manual. FDOT's ETDM Programming Screen Report, published on November 21, 2023, will be used to inform the PD&E Study team, identifying sensitive resources and other fatal flaws that should be avoided.

Sociocultural

A Sociocultural Effects (SCE) Evaluation will be performed during the PD&E Study. The purpose of a SCE is to identify and address any potential effects the East Lake Road improvements may have on the community and their resources. There are more than 40 communities within the Study area. Our team will evaluate any impacts on social, economic, mobility, aesthetic, relocation and land use changes from the proposed improvements. Impacts will also be measured using data from different sources including the Census, County Comprehensive Plan, Long Range Transportation Plans and community based studies then documented in the environmental report. Noise impacts and their effects on local residences, schools, and communities will be evaluated and summarized in a Noise Study Report (NSR). The project will be designed to avoid/minimize potential relocation impacts and the potential

limitation of ease of local businesses access to residents to the greatest extent practicable. As previously discussed, a proactive public involvement program will be implemented to inform that all residents and businesses along the proposed corridor are informed regarding the PD&E Study and can provide input to the project.

Aesthetics

East Lake Road is part of the East Lake Tarpon Community Overlay within the Pinellas County Comprehensive Plan, adopted in 2012. The plan identifies 24 acres of open space and environmental lands within the corridor. The plan identifies preservation areas and recreational spaces in the area. The plan's goal is to preserve the natural areas and floodways in the East Lake Road project area. As part of the PD&E Study, our team will develop alternatives that will minimize impacts to the aesthetics. Our alternatives will align with the community vision of preserving the natural areas. During the PD&E Study we will identify landscape opportunities that will harmonize with the natural areas of the community to be implemented in future phases of the project.

Cultural Resources

Review of the Florida Master Site File (FMSF) identified five previously recorded cultural resources within 100-meters of the project corridor. These include three archaeological sites (8PI00046, 8PI00063, and 8PI00247), and two linear resources (Tampa and Gulf Coast Railroad [8PI11909] and Keystone Road [8PI11599]). The three archaeological sites have not been evaluated for National Register of Historic Places (NRHP) eligibility by the State Historic Preservation Officer (SHPO). The SHPO has not evaluated the Tampa and Gulf Coast Railroad for NRHP eligibility. The SHPO has evaluated Keystone Road as ineligible for NRHP listing. Additionally, 24 parcels within 100-meters of the project corridor and five adjacent to the project corridor contain unrecorded historic-aged resources (i.e., buildings constructed prior to 1978), and one unrecorded linear resource (Lake Tarpon Outfall Canal, ca. 1967) is within 100-meters of the project corridor. The ETDM Programming Screen Report also identified a historic standing structure, The Boot at Boot Ranch (PI12083), and an additional archaeological site (PI09646). However, we anticipate that these will fall outside of the Area of Potential Effect (APE) for the project.

SEARCH will conduct a CRAS of the APE. Archaeological survey will be limited to pedestrian walkover. No subsurface testing is possible due to hardscape, development, and buried utilities. Architectural history survey will include fieldwork, preparation of a Historic Resources Table, and development of National Register of Historic Places (NRHP) significance evaluations (survey will include 5

parcels and three linear resources within the APE. CRAS scope includes background research, preparation of report text, field and report graphics, report formatting and production, clerical support, project administration (progress reports, team teleconference), and agency consultation on eligible resources (e.g., meetings with Florida Department of Transportation [FDOT] staff to discuss approach and process).

Section 4(f)

As defined in the U.S. Department of Transportation (U.S. DOT) Act of 1966, the purpose of Section 4(f) is to preserve the natural beauty of certain public lands including publicly owned parks and recreation protected resources lands, wildlife and waterfowl refuges, and publicly or privately owned historic sites in the development of transportation projects. The procedure includes documenting the process to avoid and/or minimize the harm of these protected resources.

The ETDM for East Lake Road (published in November 2023) identified several potential Section 4(f) protected resources within the study area that are either existing or planned facilities as follow:

- Oldsmar and Pinellas Trails (existing trails)
- Wentworth Public Golf Course
- Canal Park
- Forest Run Park
- John Chestnut Senior Park and Boat Ramp
- Oldsmar Trailhead
- Shared-Use Nonmotorized (SUN) Trail Network
- Duke Energy Trails (existing and one programmed/ funded)
- Pinellas Trail (Tri-County Trail) (existing)
- Starkey to Pinellas County Trail (existing)
- Brooker Creek Preserve
- Fish and Wildlife Research Institute (FWRI) Great Florida Birding Trail Site (John Chestnut Senior Park)

Although some of the listed resources share the same property, they all serve as individual resources with their own recreational and/or historical characteristics. **Our team has extensive experience with the Section 4(f) process and will help the County identify and document the most appropriate procedure—avoidance of the impact or impact minimization.** Initially, our team will develop maps using the Environmental Screening Tool (EST) to identify any existing and planned facilities and compare against the concept plans, including any feasible intersection configuration, stormwater management facilities (SMF) and floodplain compensation sites (FPC) and coordinate with the Official with Jurisdiction (OWJ) on any future and current plans.

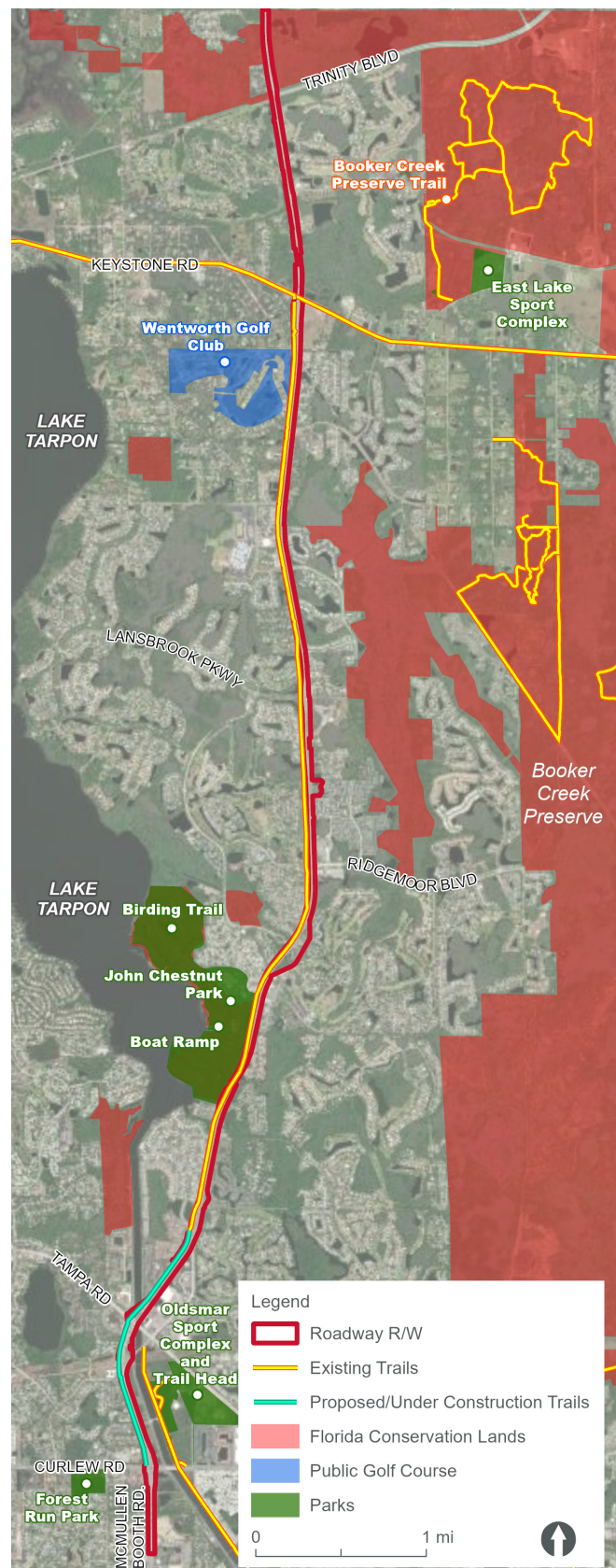


Figure E-1: Recreational Facilities

As previously mentioned, cultural resources listed on the National Register of Historic Places (NRHP) can also be considered potential Section 4(f) resources. The project will be designed to avoid/minimize impacts to the Section 4(f) resources. Coordination with the Official with Jurisdiction for each resource will be required to determine if a Section 4(f) de minimis determination can be made to show that the project would not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). The Section 4(f) evaluation would consider any R/W and temporary use, or construction impacts to the resource resulting from the proposed project.

Natural Resources

Per the EST GIS analysis, there are approximately 146 acres of mapped National Wetlands Inventory (NWI) wetlands and other surface waters, including ponds, Lake Tarpon Canal, and Brooker Creek within the 500' project buffer area. Lake Tarpon is situated to the west of East Lake Road and is an Outstanding Florida Water (OFW) and an Aquatic Preserve. Lake Tarpon, Lake Tarpon Canal and Brooker Creek are USACE-retained waters. See Figure E-2.

We reviewed the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) Essential Fish Habitat (EFH) Mapper and Southeast Inland Mapper, and potential species for which there is EFH in the project area include pink shrimp, white shrimp, red drum, goliath grouper, gray snapper, and cubera snapper. As per the ETDM Programming Screen Report, NMFS commented that the marshes that may be impacted by the project are found along the shorelines of the Lake Tarpon Canal; it does not appear that habitats in Brooker Creek are EFH; and the portion of the creek that is crossed by East Lake Road does not seem to be tidally influenced. See Figure E-3.

The USFWS Information for Planning and Consultation (IPaC) resource list was generated for the proposed project and listed the following federally listed species: West Indian manatee, Eastern black rail, red knot, whooping crane, wood stork, Eastern indigo snake, several sea turtles, monarch butterfly and the Florida golden aster. In addition, the project area contains USFWS Consultation Areas for the West Indian manatee, scrub jay and piping plover. The project is also within wood stork core foraging areas. For state-listed species, a Florida Natural Areas Inventory (FNAI) Standard Data Report will be generated for the project area. As per the Audubon EagleWatch Program, there are two eagle nests near East Lake Road, including PI003 near the northern end of the project corridor and PI004 near Brooker Creek. However, East Lake Road does not fall within the 330' or 660' radius of either nest. The project corridor also falls within the Black Bear range and

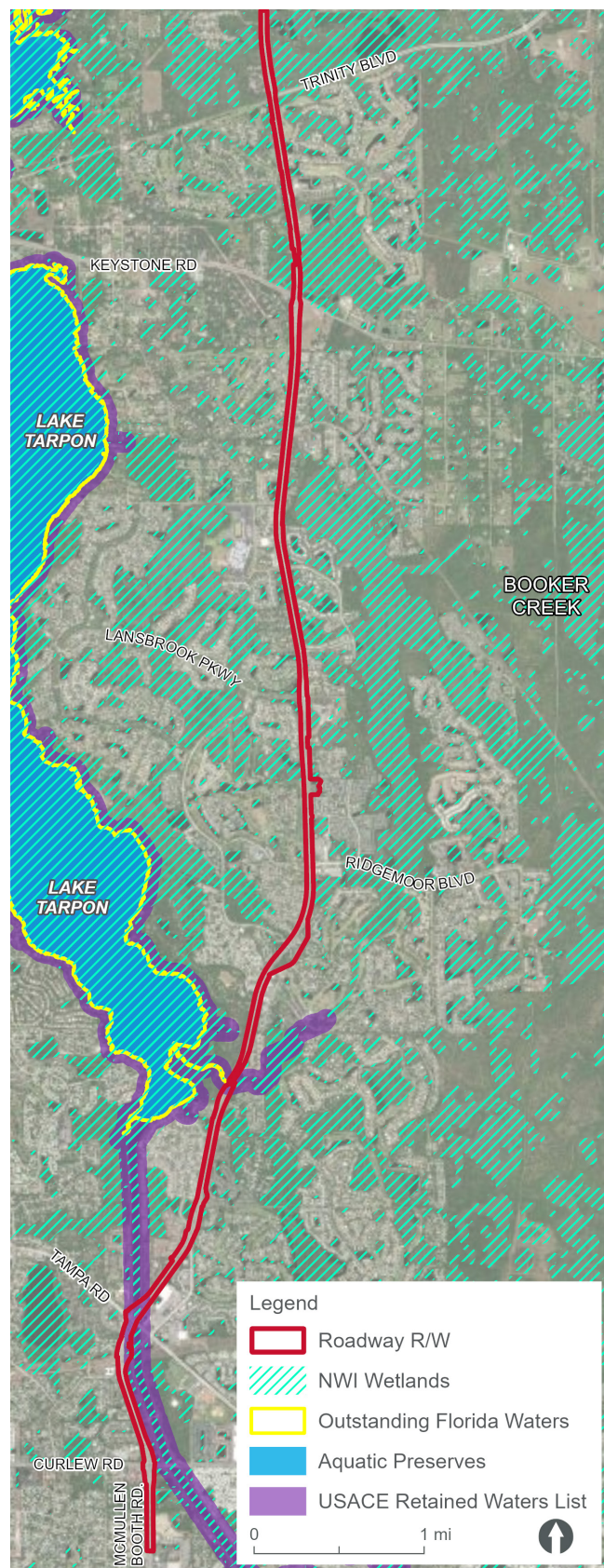


Figure E-2: Wetland and Surface Water

is classified as occasional use. There was one dead bear found near Cypress Run Golf Club, adjacent to East Lake Road, in 2022. We will perform presence and absence wildlife surveys, and Federal and state listed species will be evaluated.

The project will include appropriate stormwater management facilities to avoid or minimize impacts to Priority 1 aquifer recharge area and Lake Tarpon, as an OFW and Aquatic Preserve. BMPs will be included to prevent degradation of wetland and other aquatic resources from erosion, siltation, and nutrient discharges associated with the proposed project. The project will be designed to avoid or minimize to the maximum extent practicable placement of fill into jurisdictional waters of the U.S. and avoid or minimize impacts to wetlands and other surface waters, EFH and protected species. In addition, an NRE report documenting potential impacts to wetland and surface waters, protected species and habitats and EFH as a result of the project improvements, will be prepared in accordance with Part 2, Chapters 9 (Wetlands and Other Surface Waters), 16 (Protected Species and Habitat), and 17 (Essential Fish Habitat) of the PD&E Manual.

Physical Resources

The project area consists of several potential contamination sites, including but not limited to, five Hazardous Waste Facilities and 13 Petroleum Contamination Monitoring Sites. We will prepare a Contamination Screening Evaluation Report (CSER) to document sites within or near the project site with potential contamination.

Noise sensitive land uses within the project limits mainly consists of local residences, recreational resources, and community facilities, including Curlew Creek Elementary School and private schools. We will perform a traffic noise analysis and will include the identification of noise-sensitive receptors that may be impacted by traffic noise associated with the project. We will prepare a Noise Study Report (NSR) to document the noise analysis.

Environmental Document

We anticipate that the Class of Action (COA) for this project will be a Type 2 Categorical Exclusion and that a Type 2 Categorical Exclusion form will be the environmental document needed to document the impacts of the proposed improvement and received Location and Design Concept Acceptance (LDCA). **Our team has extensive experience documenting, reviewing, and completing Type 2 Categorical Exclusion forms using the most current guidelines including the most recent Type 2 CE QC checklist and SWEPT forms.** We also understand the level of agency coordination needed to receive approval and meet our schedule.

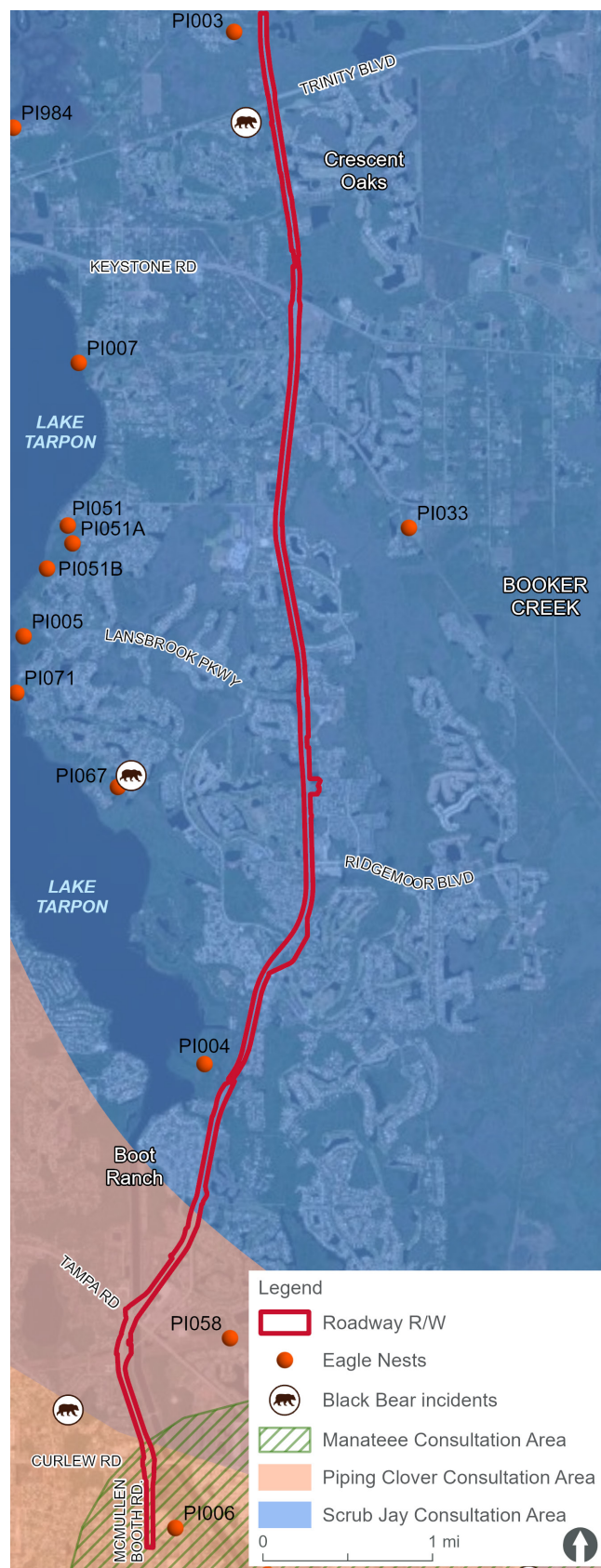


Figure E-3: Potential Species

Project Commitment Record

As a result of the coordination and consultation with agencies, including Pinellas County, the local communities and other stakeholders, several commitments or obligations might be made during the Study phase and to be implemented in the future. Our team will initially document any comments received from the agencies during the ETDM screening and will coordinate with the County on any commitment made during the study phase including commitments created as part of the public engagement activities.

Planning Consistency

The East Lake Road improvement project is currently included in the 2045 Advantage Pinellas LRTP Cost Feasible Plan as a six-lane widening project and in the Forward Pinellas Transportation Improvement Program (TIP) from Tampa Rd (CR 752) to Trinity Blvd. (CR 966) as roadway improvements. The project is currently not included in the State Transportation Improvement Program (STIP).

Based on the 2045 LRTP, East Lake Road is policy constrained to preserve the character of the communities and environment given the significant amount of wetlands along the corridor. In the LRTP it is noted that East Lake Road is constrained to a four-lane roadway; however, this issue will be coordinated with the County and Forward Pinellas during development of the PD&E Study to verify the preferred alternative and LRTP are consistent.

PROJECT MANAGEMENT APPROACH

Given the importance of this Study to the Pinellas County leadership, **HDR understands that effective execution of the East Lake Road PD&E Study will require a strong dedication to the project, availability of staff with the right expertise to meet the project objectives, a commitment to quality for all project deliverables, and an effective communication strategy starting with the County Project Manager and continuing through all**

agencies and stakeholders in the corridor. With HDR's proven project management approach, we will meet these objectives. HDR's approach to the management of the East Lake Road PD&E Study will begin prior to the start of the project with the development of project planning documents then continue through the project execution phase with monitoring, QC activities and project reviews as outlined in Figure PM-1.

HDR's **Project Manager, Marlin Register, PE**, will be responsible for the development and execution of the project specific Project Management Plan (PMP). HDR's project management procedures require PMPs on all projects including studies. The purpose of the PMP is to provide guidelines for the project team, including subconsultants, for successful project execution. A well-defined project plan improves control so that multiple project objectives and the efforts of a diverse group over an extended period can meet expectations of Pinellas County. Elements of HDR's PMP will include the following:

Project Team. Specific project team members assigned to the study are identified, their roles are defined, and contact information is provided. This information will include the County's key contacts including the Project Manager, Pinellas County's Project Production Team (PPT) members and other relevant County staff so that a comprehensive project team is compiled for the team's use.

Scope & Contract. Including scope and contract requirements in the PMP provides a clearly defined reference for the project team to the project's specific requirements. Inclusion of these elements makes team members aware of contractual terms while executing the specific work elements detailed in the scope.

Budget. For each element of work developed in the scope budgets are included in the PMP for the team's reference. Negotiated staff hour forms are included with the budgets so the team is aware of the specifics discussed during the negotiations with the County.

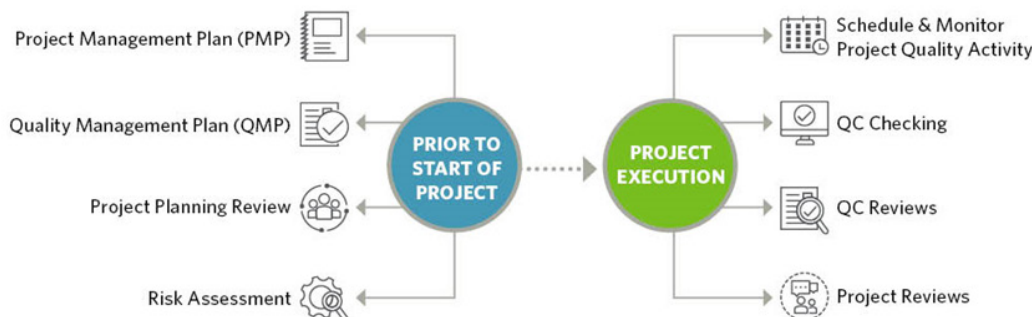


Figure PM-1: HDR's project management process

Quality Management Plan. The Quality Management Plan (QMP) outlines specific internal processes and procedures to be followed in managing the systems used to confirm the Study meets quality standards. The project specific Project Quality Control Plan (PQCP) is an element of the Quality Management Plan. Details regarding our PQCP are included below in the Quality Assurance (QA) section.

Schedule / Key Milestones. Development and adherence to a realistic project schedule is the foundation to a successful study. For the East Lake Road PD&E Study, this will be especially true due to the ongoing coordination with stakeholders including the Board of County Commissioners, Forward Pinellas, FDOT, permitting agencies and utility owners. Details about key elements addressed with our project schedule are in our Project Schedule Management section.

Change Management Plan. For major projects that will span years in the Study phase, changes are to be expected. The Change Management Plan (CMP) outlines the steps to address potential changes. Coupled with a risk assessment, the CMP focuses on what actions will be taken to mitigate the consequences of a risk that become a driver for a project. The CMP also outlines a contingency plan for staffing changes that allow Pinellas County to have confidence that there are clear lines of succession for key project staff.

Risk Management Plan. The goals of the risk management plan are to identify potential project risks, quantify the probability of the risk occurring and developing a risk response strategy. The assessment focuses on elements that will affect the Study's execution and delivery. An example would be a change necessitated by a stakeholder from an element included in the study alternatives.

Communication Plan. Protocols for communications related to the study are detailed within the Communication Plan. Essential elements of the plan include who is authorized to make contacts with stakeholders for the study, who is to be copied on study communications, what format should be used for study correspondence and how communications are to be stored.

Project Administration. This section of the PMP documents how elements of administering the project will be handled. Pinellas County invoicing preferences are documented, along with the County Project Manager's progress reporting standards and any other contract specific requirements such as change order notification requirements.

As part of the planning phase, Marlin will develop a project specific work plan that includes the project objective, schedule, budget and clearly defined manageable tasks required to complete the work. The work plan will manifest

in a Work Breakdown Structure (WBS) that allows Marlin to quantitatively monitor project progress against schedule and budget metrics. Included within the planning process is the determination of staff with the appropriate level of experience and expertise. This is crucial to constructing a team that is suited for the work while maintaining fiscal control. The staff selected to perform the work will be educated through the PMP on the project needs, scope, and intricacies so they have a firm understanding of how their responsibilities will contribute to the overall project objectives.

Once the study execution begins, progress is monitored using HDR's computerized management control and tracking system, E-Business Suite. This information will be used to direct and optimize the use of resources to complete the project on schedule and within budget. This data will be used to communicate study status updates and financial health to the County Project Managers (PMs). It also allows Marlin to allocate additional resources to the study if the project is facing unforeseen challenges or if the schedule becomes accelerated.

QUALITY ASSURANCE/QUALITY CONTROL PLAN

At HDR, we believe successful project management is achieved through a thorough Quality Program that includes project leadership and the team. HDR's Project Manager, Marlin Register, will be responsible for directing the project team and making decisions during the project duration. This will involve all aspects of project management, including QC. Through our experience on similar PD&E studies, HDR has recognized the need for successfully implemented QA/QC procedures that address both service delivery and study deliverables.

Service Delivery QC involves routine monitoring of the management processes that are being used and verification that the end results of our services are satisfactory to the County. The goal is to confirm that we are responsive, efficient, and effective in supporting the County in carrying out its mission and that the level of service we provide exceeds expectations and continually improves. For this Study, this means our management team, including our **Project Principal-in-Charge Steve Schukraft AICP, QA Officer and Tampa Office Principal Melanie Fowler, PE** and **QC Manager Tom Quinn, PE**, perform routine monitoring throughout the Study's life cycle. This is accomplished through routine project reviews held bi-monthly to verify the project is progressing in accordance with the project planning documents. The management team will provide a high-level review of the project to confirm that Marlin is meeting certify commitments to Pinellas County. Results of these reviews are documented in HDR's electronic management system for compliance audits by HDR's corporate QC Office.

Project Deliverable QC involves checking study deliverables to verify that they are free of errors and omissions while complying with contract requirements. A two-tiered approach of process control quality and product QC is critical because how a service is provided can be of equal importance to the product delivered. It also provides Pinellas County with high quality service across the board.

The cornerstone of our QA/QC approach is our detailed project specific Project Quality Control Plan (PQCP). Our PQCP, which will be provided to the County upon execution of the contract, provides details on the processes and documentation that will be produced under this contract as part of our QC. This plan will also provide detailed information on each of our subconsultants' processes they will utilize. HDR will monitor each subconsultant's compliance with their plans to confirm their deliverables meet the County's requirements. At each major milestone submittal, our project team will perform the following procedures prior to submission of the project deliverables:

Production Check Reviews will be performed by the Engineer of Records (EORs) prior to formal QC review. The reviews verify the deliverables format meets requirements, all appropriate calculations have been performed and documented, and all required scope elements have been included in the deliverable. HDR internal, FDOT PD&E Study and Pinellas County submittal checklists will be used for compliance documentation as part of the Production Check Review. Production Check Reviews will be performed by the responsible EORs for each study deliverable prior to formal QC reviews at each deliverable submittal.

QC Reviews will be performed by independent discipline-specific senior-level professionals. These designated project-specific QC staff will not be involved in the development and production of the deliverables they review. The review will follow a formalized procedure described in the PQCP and will be scheduled to provide sufficient time to incorporate any appropriate revisions prior to formal submittal to the County. Formal QC reviews will be performed prior to all deliverable submittals to the County. QC documentation files will be delivered to the County with each submittal so that County staff may independently verify our team's adherence to our PQCP.

Our lead QC reviewers in each discipline include:

Victor Muchuruza, PhD, PE, PTOE, *Environmental QC*. Victor has progressive knowledge and 21 years of experience in planning and environmental impact analysis. His expertise is in the project development process, policies, guidelines, and regulations related to transportation planning; environmental review process,

roadway design; safety analysis; and traffic operations. Throughout his career, Victor has produced and reviewed various documents that are prepared to support planning, PD&E studies, design, construction contract plans, and specifications for various federal, state and local agencies.

Smith Siromaskul, PE, *Roadway/Alternatives QC*. Smith serves as a national resource within HDR for innovative intersection and interchange design and is a nationally recognized expert on the evaluation and design of innovative interchanges and intersections. Smith has 24 years of experience in traffic engineering and highway planning and design. His project experience includes traffic microsimulation, geometric design, traffic/accident analysis, intersection design studies, the development of traffic signal plans, site development and preparation of construction contract documents. He has also participated in several value engineering studies as the roadway design or traffic engineer on the project team.

Heather Hubbard, PE, *Traffic Analysis QC*. Heather has over 13 years of experience providing traffic engineering, multi-modal transportation planning, and PD&E services throughout Florida. Her main areas of focus include innovative interchange and intersection concept development through microsimulation and macroscopic operational analysis, travel demand modeling, freeway and managed lanes analysis, corridor studies, and PD&E studies. She has served as a technical leader on HDR's Districtwide Innovative Interchange and Intersection contract with FDOT District 7. She is intimately familiar with District 7 design expectations for the evaluation of these elements for project implementation.

Jim Johnston, PE, *Drainage QC*. Jim has over 34 years of experience in water resource engineering where his focus has been developing stormwater designs, stormwater management facility siting evaluations, bridge hydraulics and permitting for transportation infrastructure projects in Tampa Bay and surrounding areas of Florida.

Bryan Sturm, PE, *Structures QC*. Bryan has 24 years of experience in project management, design, detailing, construction, and inspection on various bridge and transportation projects. His significant bridge design experience includes complex, major, minor, and miscellaneous concrete, steel, and timber structures; including finite element modeling. He serves as lead structures reviewer for FDOT District 2 GEC.

Beth Frady, *Public Involvement QC*. Beth brings over 16 years of experience, 10 of which have been serving the state of Florida in various executive leadership positions. Most recently, Beth was the Communications Director at FDOT and the Florida Department of Highway Safety.

In addition to the QC Reviews, HDR's **QA Manager, Melanie Fowler, PE**, and **QC Manager, Tom Quinn, PE**, will conduct QA audits for major deliverable submittals, as well as general audits of randomly selected deliverables, to verify compliance with our formal corporate QC program. Melanie will verify and certify that all deliverables including subconsultant work products have been prepared in compliance with the PQCP prior to each formal submittal with proper documentation provided to the County. Verification that subconsultants have followed their own QC plan or HDR's QC plan (in lieu of their QC plan) will be included in the audit. QA certification letters from Melanie or another designated officer of the company will accompany each deliverable submittal confirming our adherence to our PQCP. See Figure QC-1.

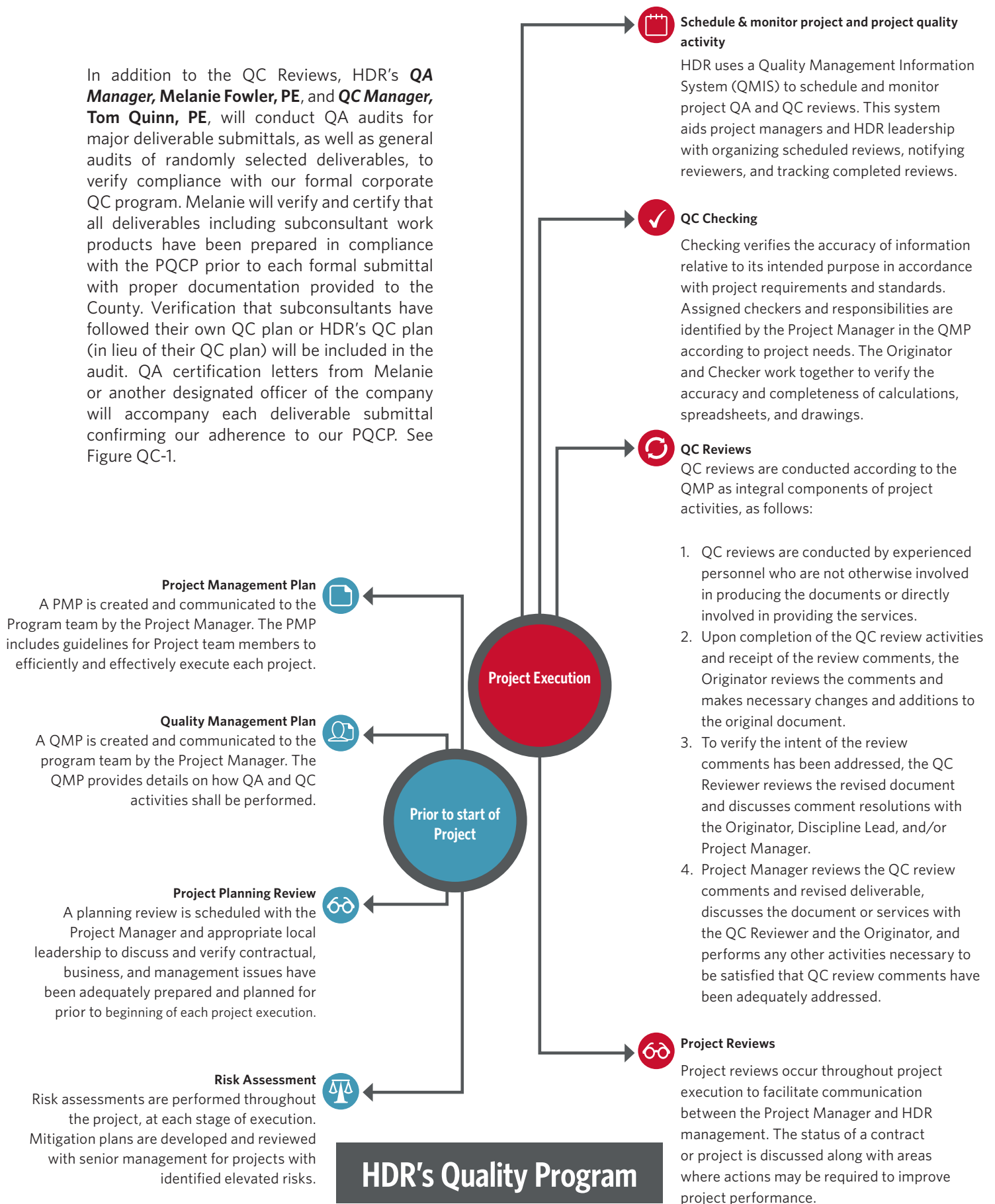


Figure QC-1. HDR's Quality Control Plan



APPROACH TO BUDGET AND SCHEDULE CONTROL

HDR will meet schedule and budget requirements through a proven approach to project execution and well-established methods for resource planning, resource scheduling, critical path method (CPM) scheduling, and HDR's sophisticated web-based project management tools. HDR's approach to successfully controlling budgets and schedules begins with upfront planning by HDR's Project Manager and Principal and County Project Manager to develop a scope of work and schedule that meets the County's requirements and expectations. A detailed work breakdown structure and labor projection is prepared that reflects the breakdown of major project components and identifies the resources assigned to each discipline.

Controls to Meet Capital Improvement Program Budgets

Reviewing the latest FY24-29 Capital Improvement Plan, the PD&E Study currently has a funding amount of \$1.5M programmed over several fiscal years (FY24-26). **HDR understands the financial impact this project places on the citizens of Pinellas County through the Capital Improvement Plan (CIP) budgets, and we will work with the County to verify that we stay within your budget for the project.**

Project Schedule Management

As part of the project planning process, Marlin will develop a comprehensive schedule for the Study within Microsoft Project using the County's scheduling template preferences. The schedule will detail each major submittal, while showing the interdependencies of each technical discipline so that accurate progress estimates can be

provided to the County's Project Manager as the project progresses. **Successive review periods for the County and FDOT reviews (including Office of Environmental Management coordination time) will be included for each project submittal. Details will also be included to show the County requirements for pre-meeting preparations for all public meetings including the public hearing.** Extra schedule items will be included for the FDOT review of materials before the public meetings. Routine schedule updates will be provided with each monthly progress report. Additional bi-weekly e-mail progress updates will be provided to the County's Project Manager so that the design progress can be monitored between submittals. We have developed a preliminary schedule for the project as shown below in Figure S-1. Based on the elements included in the project, we estimate a 24-month schedule duration for the PD&E Study.

To meet the Study schedule, there are elements influencing the critical path for the project that Marlin will routinely monitor. Given his experience managing complex design projects requiring coordination with multiple agencies and stakeholders, Marlin knows that proactive communication that includes clearly defining schedule expectations with the all-project parties is imperative to maintaining the schedule.

If the project schedule should need to undergo a meaningful change our team will coordinate with the County to identify potential schedule mitigation measures that can be undertaken to help expedite the project. HDR's approach is to partner with Pinellas County on this project so that we can work together to make it a success for the community.

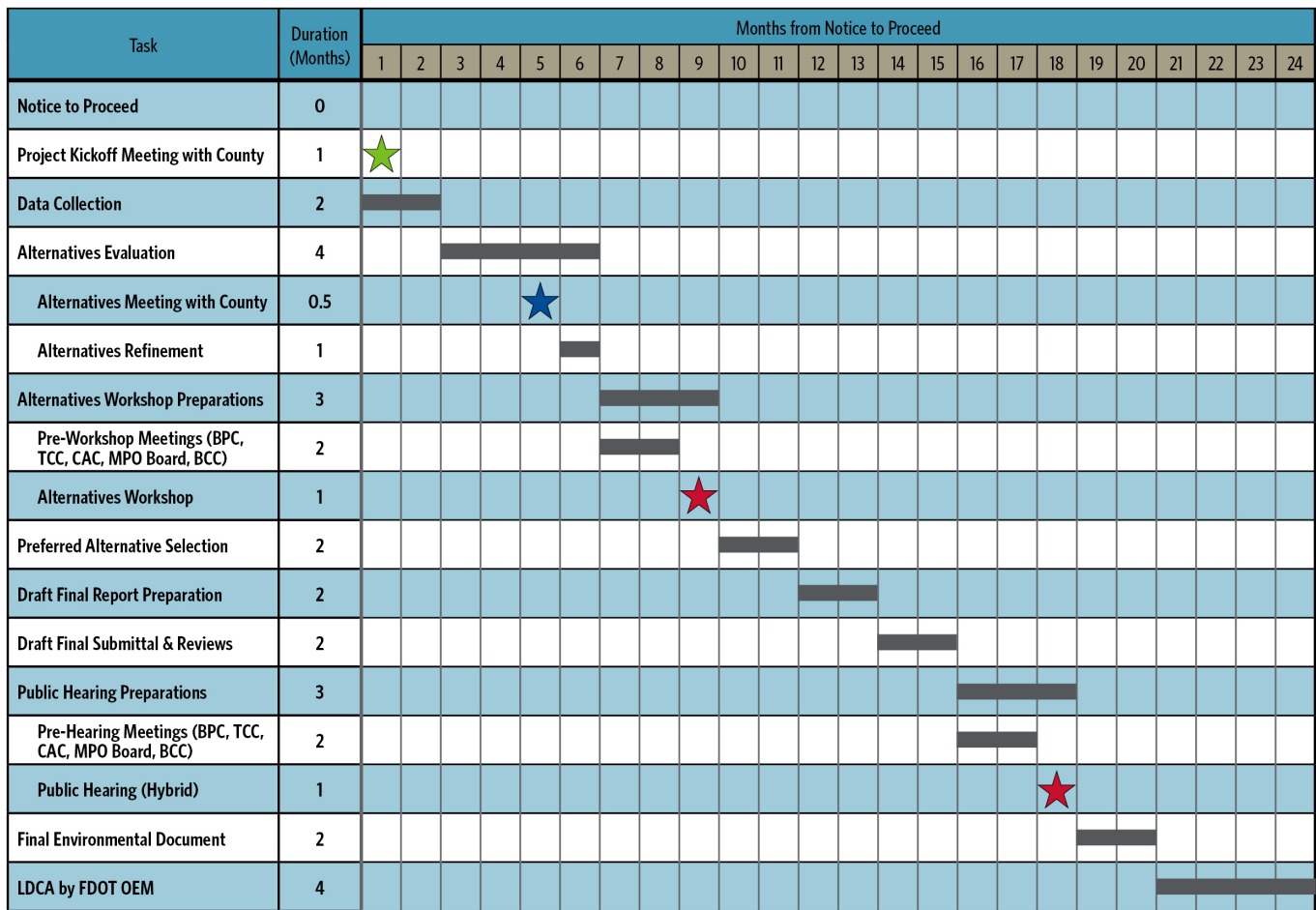


Figure S-1: Proposed Schedule for East Lake Road PD&E Study



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We practice increased use of sustainable
materials and reduction of material use.

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