

Contract No.: CM<sup>3357</sup>

CS-22-182

**CONTRACT FOR DESIGN AND ENGINEERING SERVICES FOR CR 121 FOR  
RECONSTRUCTION AND RESURFACING FROM DUVAL COUNTY TO CR 119**

THIS CONTRACT entered into on March 27, 2023, by and between the **BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA, a political subdivision of the State of Florida**, hereinafter referred to as the "County", and **KIMLEY-HORN AND ASSOCIATES, INC.**, located at 12740 Gran Bay Parkway West, Suite 2350, Jacksonville, Florida 32258, hereinafter referred to as the "Vendor".

**WHEREAS**, the County desires to obtain engineering design services for the CR121 Resurfacing and Reconstruction project; and

**WHEREAS**, the County, through a competitive selection process conducted in accordance with the requirements of law and County policy, has selected Vendor pursuant to Vendor's Proposal in response to the RFQ for Engineering Services, Bid No.: NC22-019, a copy of which is attached hereto as Exhibit "A"; and

**WHEREAS**, the Vendor desires to render certain professional engineering services as described in the Scope of Services, Exhibit "B", attached hereto and made a part hereof, and has the qualifications, experience, staff and resources to perform those services; and


**WHEREAS**, based upon the Vendor's assurance that it has the qualifications, experience, staff and resources, has determined that it would be in the best interest of the County to award a contract to the Consultant for the rendering of those services described in the Scope of Services.

**NOW, THEREFORE**, in consideration of the terms and conditions herein set forth, the County and the Vendor agree as follows:


**ARTICLE 1 – RECITALS**

1.1 The above recitals are true and correct and are incorporated herein, in their entirety, by this reference.

**ARTICLE 2 - SCOPE OF SERVICES**

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2.1 Vendor shall provide professional engineering services in accordance with the Scope of Services set forth in Exhibit "B", attached hereto and incorporated by reference, and any additional services as may be specifically designated and additionally authorized by the parties in writing.

### **ARTICLE 3 - THE COUNTY'S RESPONSIBILITY**

3.1 Except as provided in the Scope of Services, the County's responsibilities are to furnish required information, services, render approvals and decisions as necessary for the orderly progress of the Vendor's services. The County hereby designates the County Engineer, or designee, to act on the County's behalf with respect to the Scope of Services. The County Engineer, or designee, under the supervision of the County Manager shall have complete authority to transmit instructions, receive information, interpret, and define County's policies and decisions with respect to materials, elements, and systems pertinent to the Vendor's services.

### **ARTICLE 4 - TERM OF CONTRACT**

4.1 The term of this Contract shall be for a one (1) year period beginning on the date of its complete execution. The performance period of this Contract may be extended upon mutual written agreement between both parties, with no changes in terms or conditions unless specifically addressed herein. Any extension of the performance period under this provision shall be in the County's best interest and sole discretion. Any amendment to the Contract shall be subject to fund availability as set forth in Article 34 hereinbelow.

### **ARTICLE 5 - COMPENSATION**

5.1 The Vendor shall be compensated in accordance with the provisions contained in the "Specific Rates of Compensation", which is attached hereto as Exhibit "C", and incorporated herein.

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5.2 The Vendor shall prepare and submit to the County Engineer, or designee, for approval, a monthly invoice for the services rendered under this Contract, with a copy provided to [invoices@nassaucountyfl.com](mailto:invoices@nassaucountyfl.com). Invoices for services shall be paid in accordance with the Florida Prompt Payment Act. All invoices shall be accompanied by a report identifying the nature and progress of the work performed. The statement shall show a summary of fees with an accrual of the total fees billed and credits for portions paid previously. The County reserves the right to withhold payment to the Vendor for failure to perform the work in accordance with the provisions of this Contract, and the County shall promptly notify the Vendor if any invoice or report is found to be unacceptable and will specify the reasons therefor.

5.3 All representation, indemnifications, warranties and guaranties made in, required by or given in accordance with this Contract, as well as all continuing obligations indicated in this Contract, will survive final payment and termination or completion of this Contract.

5.4 Final Invoice: In order for both parties herein to close their books and records, the Vendor will clearly state "Final Invoice" on the Vendor's final/last billing to the County. This indicates that all services have been performed and all charges and costs have been invoiced to the County and that there is no further work to be performed on the specific project.

5.5 Each project shall have its own specific value on a "stand alone" basis.


5.6 Allowable Costs: Determination of allowable costs in accordance with the Federal Cost Principles, will be performed for services.

5.7 Labor unit rates shall be established at the beginning of this Contract and may be adjusted annually upon written agreement of the parties beginning with the next assigned project issued after the anniversary date of the Contract. The labor unit rates are set forth in Exhibit "C".

#### **ARTICLE 6 - STANDARD OF CARE**

6.1 The Vendor shall exercise the same degree of care, skill, and diligence in the performance of the services as is ordinarily provided by a professional under similar circumstances and the Vendor shall, at no additional cost to the County, re- perform services which fail to satisfy the foregoing standard of care.

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## **ARTICLE 7 - DOCUMENTS**

7.1 The documents which comprise this Contract between the County and the Vendor are attached hereto and made a part hereof and consist of the following:

- a. This Contract;
- b. Proposal submitted by the Vendor in response to the Request for Qualifications for Engineering Services, Bid No. NC22-019 attached hereto as Exhibit "A";
- c. The Scope of Services attached hereto Exhibit "B";
- d. Specific Rates of Compensation attached hereto as Exhibit "C";
- e. Certificate of Insurance attached hereto as Exhibit "D";
- f. Any work authorizations, written amendments, modifications or addenda to this Contract.

## **ARTICLE 8 - EQUAL OPPORTUNITY EMPLOYMENT**

8.1 In connection with the work to be performed under this Contract, the Vendor agrees to comply with the applicable provisions of State and Federal Equal Employment Opportunity statutes and regulations.

## **ARTICLE 9 - EXPENSES**

9.1 The Vendor shall be responsible for all expenses incurred while performing the services under this Contract including, but not limited to, license fees, memberships and dues; automobile and other travel expenses; meals and entertainment; insurance premiums; and all salary, expenses and other compensation paid to the Vendor's agents, if any, hired by the Vendor to complete the work under this Contract.

## **ARTICLE 10 - TAXES, LIENS, LICENSES AND PERMITS**

10.1 The Vendor recognizes that the County, by virtue of its sovereignty, is not required to pay any taxes on the services or goods purchased under the terms of this Contract. As such, the

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Vendor shall refrain from including taxes in any billing. The Vendor is placed on notice that this exemption generally does not apply to nongovernmental entities, contractors, or subcontractors. Any questions regarding this tax exemption shall be addressed to the County Manager.

10.2 The Vendor shall secure and maintain all licenses and permits required to perform the services under this Contract and to pay any and all applicable sales or use tax, or any other tax or assessment which shall be imposed or assessed by any and all governmental authorities, required under this Contract, and to meet all federal, state, county and municipal laws, ordinances, policies and rules.

10.3 The Vendor acknowledges that property being improved that is titled to the County, shall not be subject to a lien of any kind for any reason. The Vendor shall include notice of such exemptions in any subcontracts and purchase orders issued under this Contract.

#### **ARTICLE 11 – MODIFICATIONS**

11.1 This Contract may be modified only upon the written and mutual consent of both parties, and approval by appropriate legal authority in the County.

#### **ARTICLE 12 – ASSIGNMENT AND SUBCONTRACTING**

12.1 The Vendor shall not assign, sublet, convey or transfer its interest in this Contract without the prior written consent of the County.

12.2 In order to assign this Contract, or to subcontract any of the work requirements to be performed, the Vendor shall ensure and provide assurances to the County, that any subcontractor selected for work under this Contract has the necessary qualifications and abilities to perform in accordance with the terms and conditions of this Contract. The Vendor shall provide the County with the names of any subcontractor considered for work under this Contract; the County reserves the right to reject any subcontractor whose qualifications or performance, in the County's sole discretion, are insufficient. The Vendor shall be responsible for all work performed and all expenses incurred with the project. Any subcontract arrangements shall be evidenced by a written document available to the County upon request. The Vendor further agrees that the County

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shall not be liable to any subcontractor for any expenses or liabilities incurred under the subcontract. The Vendor, at its expense, shall defend the County against such claims.

12.3 The Vendor shall make payments to any of its subcontractors within seven (7) working days after receipt of full or partial payments from the County in accordance with Section 287.0585, Florida Statutes, unless otherwise stated in the contracts between the Vendor and subcontractors. The Vendor's failure to pay its subcontractor(s) within seven (7) working days shall result in a penalty charged against the Vendor and paid to the subcontractor(s) in the amount of one-half of one percent (0.50%) of the amount due per day from the expiration of the period allowed herein for payment. Such penalty shall be in addition to the actual payments owed and shall not exceed fifteen percent (15%) of the outstanding balance due.

#### **ARTICLE 13 – FORCE MAJEURE**

13.1 Neither party of this Contract shall be liable to the other for any cost or damages if the failure to perform the Contract arises out of causes beyond the control and without the fault or negligence of the parties. Such causes may include, but are not restricted to, acts of nature, fires, quarantine restrictions, strikes and freight embargoes. In all cases, the failure to perform shall be totally beyond the control and without any fault or negligence of the party.

13.2 In the event of delay from the foregoing causes, the party shall take all reasonable measures to mitigate any and all resulting delay or disruption in the party's performance obligation under this Contract. If the delay is excusable under this section, the delay shall not result in any additional charge or cost under the Contract to either party. In the case of any delay that the Vendor believes is excusable under this section, the Vendor shall notify the County in writing of the delay or potential delay and describe the cause of the delay either: (1) within ten (10) calendar days after the cause that created or will create the delay first arose, if the Vendor could reasonably foresee that a delay could occur as a result; or (2) within five (5) calendar days after the date the Vendor first had reason to believe that a delay could result, if the delay is not reasonably foreseeable. THE FOREGOING SHALL CONSTITUTE THE VENDOR'S SOLE REMEDY OR EXCUSE WITH RESPECT TO DELAY. Providing notice in strict accordance with this section is a condition precedent to such remedy. The County, in its sole discretion, shall determine if the delay is

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excusable under this section and shall notify the Vendor of its decision in writing. No claim for damages, other than for an extension of time, shall be asserted against the County. The Vendor shall not be entitled to an increase in the Contract price or payment of any kind from the County for direct, indirect, consequential, impact, or other costs, expenses or damages, including but not limited to costs of acceleration or inefficiency arising because of delay, disruption, interference, or hindrance from any cause whatsoever.

13.3 If performance is suspended or delayed, in whole or in part, due to any of the causes described in this section, after the causes have ceased to exist, the Vendor shall perform at no increased cost, unless the County determines, in its sole discretion, that the delay will significantly impair the value of the Contract to the County, in which case, the County may do any or all of the following: (1) accept allocated performance or deliveries from the Vendor, provided that the Vendor grants preferential treatment to the County with respect to products or services subjected to allocation; (2) purchase from other sources (without recourse to and by the Vendor for the related costs and expenses) to replace all or part of the products or services that are the subject of the delay, which purchases may be deducted from the Contract quantity; or (3) terminate the Contract in whole or in part.

#### **ARTICLE 14 – ACCESS AND AUDITS OF RECORDS**

14.1 The Vendor shall maintain adequate records to justify all charges, expenses, and costs incurred in providing the services and materials for at least three (3) years after completion of work contemplated under this Contract. The County and the County Clerk of Court shall have access to such books, records, and documents as required in this section for the purpose of inspection or audit during normal business hours upon five (5) days' written notice to the Vendor.

#### **ARTICLE 15 – INDEPENDENT VENDOR STATUS**

15.1 The Vendor shall perform the services under this Contract as an independent contractor and nothing contained herein shall be construed to be inconsistent with this relationship

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or status. Nothing in this Contract shall be interpreted or construed to constitute the Vendor or any of its agents or employees to be an agent, employee or representative of the County.

15.2 The Vendor and the County agree that during the term of this Contract: (1) the Consultant has the right to perform services for others; (2) the Vendor has the right to perform the services required by this Contract; and (3) the Vendor has the right to hire assistants as subcontractors, or to use employees to provide the services required by this Contract.

#### **ARTICLE 16 - TRUTH-IN-NEGOTIATION/PUBLIC ENTITY CRIMES AFFIDAVIT**

16.1 The Vendor hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement are accurate, complete, and current at the time of contracting. The Vendor further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Department determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within one (1) year following the end of the Contract. The Vendor represents that it has furnished a Public Entity Crimes Affidavit pursuant to Section 287.133, Florida Statutes.

#### **ARTICLE 17 - ANTI-DISCRIMINATION**

17.1 The Vendor agrees that it will not discriminate in employment, employee development, or employee advancement because of religious or political opinions or affiliations, race, color, national origin, sex, age, physical handicap, or other factors, except where such factor is a bonified occupational qualification or is required by State and/or Federal Law.

#### **ARTICLE 18 - ADVERTISING**

18.1 The Vendor shall not publicly disseminate any information concerning this Contract without prior written approval from the County, including but not limited to, mentioning the Contract in a press release or other promotional material, identifying the County as a reference,

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or otherwise linking the Vendor's name and either description of this Contract or the name of the County in any material published, either in print or electronically, to any entity that is not a party to this Contract, except potential or actual authorized distributors, dealers, resellers, or service representative.

#### **ARTICLE 19- CONFLICT OF INTEREST**

19.1 The Vendor covenants that it presently has no conflict of interest and shall not acquire any interest, direct or indirect, which shall conflict in any manner or degree with the performance of services required to be performed under this Contract. The Vendor further covenants that, in the performance of this Contract, no person having any such interest shall be employed.

#### **ARTICLE 20 – DISCLOSURE OF LOBBYING ACTIVITIES ON FEDERAL-AID CONTRACTS**

20.1 The Vendor certifies, that to the best of his or her knowledge and belief:

- a. No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- b. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing, or attempting to influence, an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract,

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grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities", in accordance with its instructions. (Standard Form-LLL can be obtained from the Florida Department of Transportation's Professional Services Administrator or Procurement Office.)

- c. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
- d. The prospective participant also agrees by submitting his or her proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

## ARTICLE 21 – INDEMNIFICATION

21.1 The Vendor shall indemnify and hold harmless the County and its agents and employees from all claims, liabilities, damages, losses, expenses and costs, including attorney's fees, <sup>reasonable</sup> arising out of or associated with or caused by the negligence, recklessness, or intentionally wrongful conduct of the Vendor or any persons employed or utilized by the Vendor, in the performance of this Contract. ~~The Vendor shall, at its own expense, defend any and all such actions, suits, or proceedings which may be brought against the County in connection with the Vendor's performance under this Contract.~~

*to the extent caused by*  
*4/5/2023*

## ARTICLE 22 – EXTENT OF CONTRACT

22.1 This Contract represents the entire and integrated agreement between the County and the Vendor and supersedes all prior negotiations, representations, or agreement, either written or oral.

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22.2 This Contract may only be amended, supplemented, modified, changed or canceled by a duly executed written instrument.

#### **ARTICLE 23 – GOVERNING LAW, VENUE AND COMPLIANCE WITH LAWS**

23.1 This Contract shall be deemed to have been executed and entered into within the State of Florida and any dispute arising hereunder, shall be governed, interpreted and construed according to the laws of the State of Florida, the Ordinances of Nassau County, and any applicable federal statutes, rules and regulations. Any and all litigation arising under this Contract shall be brought in Nassau County, Florida, and any trial shall be non-jury. Any mediation, pursuant to litigation, shall occur in Nassau County, Florida.


23.2 The Vendor shall comply with applicable regulatory requirements including federal, state, and local laws, rules, regulations, codes, orders, criteria and standards.

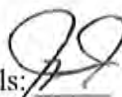
#### **ARTICLE 24 – INSURANCE**

24.1 The Vendor shall provide and maintain at all times during the term of this Contract, without cost or expense to the County, such commercial (occurrence form) or comprehensive general liability, workers compensation, professional liability, and other insurance policies as detailed in Exhibit "D". The policy limits required are to be considered minimum amounts.

24.2 The Vendor shall provide to the County a Certificate of Insurance for all policies of insurance and renewals thereof in a form acceptable to the County. Said certificates shall provide that the Nassau County Board of County Commissioners is an additional insured, and that the County shall be notified in writing of any reduction, cancellation or substantial change of policy or policies at least thirty (30) days prior to the effective date of said action with the exception of ten (10) days for non-payment. All insurance policies shall be issued by responsible companies who are acceptable to the County and licensed and authorized under the laws of the State of Florida.

#### **ARTICLE 25 – ACCESS TO PREMISES**

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25.1 The County shall be responsible for providing access to all project sites, and for providing project-specific information.

#### **ARTICLE 26 - TERMINATION OF CONTRACT**

26.1 Termination for Convenience: This Contract may be terminated by the County for convenience, upon thirty (30) days of written notice to the Vendor. In such event, the Vendor shall be paid its compensation for services performed prior to the termination date.

26.2 Default by Vendor: In addition to all other remedies available to the County, the County may terminate this Contract for cause should the Vendor neglect, fail to perform, or observe any of the terms, provisions, conditions, or requirements herein contained. Prior to termination the County shall provide written notice of the specific conditions warranting default, and the County shall allow thirty (30) days for the Vendor to cure.


#### **ARTICLE 27 - NONDISCLOSURE OF PROPRIETARY INFORMATION**

27.1 The Vendor shall consider all information provided by the County and all reports, studies, calculations, and other documentation resulting from the Vendor's performance of the services to be proprietary unless such information is available from public sources. The Vendor shall not publish or disclose proprietary information for any purpose other than the performance of the services without the prior written authorization of the County or in response to legal process.

#### **ARTICLE 28 - GOVERNING LAW AND VENUE**

28.1 This Contract shall be governed by the laws of the State of Florida. Any and all legal action necessary to enforce the Contract will be held in Nassau County, Florida.

#### **ARTICLE 29 – MISCELLANEOUS**

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29.1 Non-waiver: A waiver by either the County or the Vendor of any breach of this Contract shall not be binding upon the waiving party unless such waiver is in writing. In the event of a written waiver, such a waiver shall not affect the waiving party's rights with respect to any other or further breach. The making or acceptance of a payment by either party with knowledge of the existence of a default or breach shall not operate or be construed to operate as a waiver of any subsequent default or breach.


29.2 Severability: Any provision in this Contract that is prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction, be ineffective to the extent of such prohibition or unenforceability without invalidating the remaining provisions hereof or affecting the validity or enforceability of such provisions in any other jurisdiction. The non-enforcement of any provision by either party shall not constitute a waiver of that provision nor shall it affect the enforceability of that provision or of the remainder of this Contract.

29.3 The provisions of this section shall not prevent the entire Contract from being void should a provision, which is of the essence of the Contract, be determined to be void.

#### **ARTICLE 30 - PUBLIC RECORDS**

30.1 The County is a public agency subject to Chapter 119, Florida Statutes. **IF THE VENDOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE VENDOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (904) 530-6090, [RECORDS@NASSAUCOUNTYFL.COM](mailto:RECORDS@NASSAUCOUNTYFL.COM), 96135 NASSAU PLACE, YULEE, FLORIDA 32097.** Under this Agreement, to the extent that the Vendor is providing services to the County, and pursuant to section 119.0701, Florida Statutes, the Vendor shall:

- a. Keep and maintain public records required by the public agency to perform the service.
- b. Upon request from the public agency's custodian of public records, provide the public agency with a copy of the requested records or allow the records to be

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inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.

- c. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Contract term and following completion of the Contract if the Vendor does not transfer the records to the public agency.
- d. Upon completion of the Contract, transfer, at no cost, to the public agency all public records in possession of the Vendor or keep and maintain public records required by the public agency to perform the service. If the Vendor transfers all public records to the public agency upon completion of the Contract, the Vendor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Vendor keeps and maintains public records upon completion of the Contract, the Vendor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the public agency, upon request from the public agency's custodian of public records, in a format that is compatible with the information technology systems of the public agency.

30.2 A request to inspect or copy public records relating to the County's contract for materials shall be made directly to the County. If the County does not possess the requested records, the County shall immediately notify the Vendor of the request, and the Vendor shall provide the records to the public agency or allow the records to be inspected or copied within a reasonable time.

30.3 If the Vendor does not comply with the County's request for records, the County shall enforce the Contract provisions in accordance with the Contract.

30.4 If the Vendor fails to provide the public records to the County within a reasonable time, the Vendor may be subject to penalties under Section 119.10, Florida Statutes.

30.5 If a civil action is filed against the Vendor to compel production of public records relating to the Contract, the Court shall assess and award against the Vendor the reasonable costs of enforcement, including reasonable attorney fees if:

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- a. The Court determines that the Vendor unlawfully refused to comply with the public records request within a reasonable time; and
- b. At least eight (8) business days before filing the action, the plaintiff provided written notice of the public records request, including a statement that the Vendor has not complied with the request, to the County and to the Vendor.

30.6 A notice complies with Article 35 herein, if it is sent to the County's custodian of public records and to the Vendor at the Vendor's address listed on its Contract with the County or to the Vendor's registered agent. Such notices shall be sent pursuant to Article 35 herein.

30.7 If the Vendor complies with a public records request within eight (8) business days after the notice is sent, the Vendor is not liable for the reasonable costs of enforcement.

#### **ARTICLE 31 - SUCCESSORS AND ASSIGNS**

31.1 The County and the Vendor each binds itself and its director, officers, partners, successors, executors, administrators, assigns and legal representatives to the other party to this Contract and to the partners, successors, executors, administrators, assigns, and legal representatives.

#### **ARTICLE 32 - CONTINGENT FEES**

32.1 The Vendor warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the Vendor to solicit or secure this Contract and that it has not paid or agreed to pay any person, company, corporation, individual or firm, other than a bona fide employee working solely for the Vendor, any fee, commission, percentage, gift or any other consideration contingent upon or resulting from the award or making of this Contract.

#### **ARTICLE 33 - OWNERSHIP OF DOCUMENTS**

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33.1 The Vendor shall be required to work in harmony with other vendors relative to providing information requested in a timely manner and in the specified form. Any and all documents, records, disks, original drawings, or other information shall become the property of the County upon completion for its use and distribution as may be deemed appropriate by the County.

#### **ARTICLE 34 – FUNDING**

34.1 The County's performance and obligation under this Contract is contingent upon an annual appropriation by the Board of County Commissioners for subsequent fiscal years and is subject to termination based on lack of funding.


#### **ARTICLE 35 – NOTICE**

35.1 Whenever either party desires or is required under this Contract to give notice to any other party, it must be given by written notice either delivered in person, sent by U.S. Certified Mail, U.S. Express Mail, air or ground courier services, or by messenger service, as follows:

#### **COUNTY:**

Nassau County Capital Improvement Management Department  
96135 Nassau Place  
Yulee, Florida 32097  
904-530-6010  
rcompanion@nassaucountyfl.com

With a copy to the County Attorney at:  
96135 Nassau Place, Suite 6  
Yulee, Florida 32097  
904-530-6100  
contracts@nassaucountyfl.com

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**VENDOR:**

35.2 Notices shall be effective when received at the address specified above. Changes in the respective addresses to which such notice may be directed may be made from time to time by any party by written notice to the other party. Email and facsimile are acceptable notice effective when received, however, notices received (i.e.; printed) after 5:00p.m. or on weekends or holidays, will be deemed received on the next business day. The original of the notice must additionally be mailed as required herein.

35.3 Nothing contained in this Article shall be construed to restrict the transmission of routine communications between representatives of Vendor and County.


**ARTICLE 36 - DISPUTE RESOLUTION**

36.1 In the event of a dispute regarding the interpretation of the terms of this Contract, the County, in its sole discretion, may elect to use the dispute resolution process as set forth in this section.

36.2 In the event the County elects to use the dispute resolution process under this section, the County shall send a written communication to the Vendor pursuant to Article 35 herein. The written notification shall set forth the County's interpretation of the terms of this Contract.

36.3 The County shall then set a date and time for the parties to meet with the County Manager or designee. This meeting shall be set no more than twenty (20) days from the date that the written communication was sent to the Vendor. The Vendor may submit a written response to the County's written communication no less than five (5) days prior to the meeting with the County Manager or designee.

36.4 If not satisfactory resolution as to the interpretation of the Contract terms reached at the meeting with the County Manager or designee, then the parties may elect to submit the dispute to mediation in accordance with mediation rules as established by the Florida Supreme Court. Mediators shall be chosen by the County and the cost of mediation shall be borne by the

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Vendor. The Vendor shall not stop work during the pendency of the dispute resolution or mediation process as set forth in this section.

**ARTICLE 37 – DISCLOSURE OF LITIGATION, INVESTIGATIONS, ARBITRATION OR ADMINISTRATIVE DECISIONS**

37.1 During the term of this Contract, or any extension thereto, the Vendor shall have the continued duty to disclose to the County Attorney, in writing, upon occurrence, all civil or criminal litigation, arbitration, mediation, or administrative proceeding involving the Vendor. If the existence of the proceeding causes the County concerns that the Vendor's ability or willingness to perform this Contract is jeopardized, the Vendor may be required to provide the County with reasonable written assurance to demonstrate the Vendor can perform the terms and conditions of the Contract.

**ARTICLE 38 – E-VERIFY**

38.1 The Vendor shall comply with Section 448.095, Florida Statutes, and use the United States Department of Homeland Security's E-Verify system ("E-Verify") to verify the employment eligibility of all persons hired by the Vendor during the term of this Contract to work in Florida. Additionally, if the Vendor uses subcontractors to perform any portion of the work (under this Contract), the Vendor shall include a requirement in the subcontractor's contract that the subcontractor use E-Verify to verify the employment eligibility of all persons hired by subcontractor to perform any such portion of the work. Answers to questions regarding E-Verify as well as instructions on enrollment may be found at the E-Verify website: [www.uscis.gov/e-verify](http://www.uscis.gov/e-verify).

38.2 The Vendor shall maintain records of its participation and compliance with the provisions of the E-Verify program, including participation by its subcontractors as provided above, and to make such records available to the County or other authorized entity consistent with the terms of the Vendor's enrollment in the program. This includes maintaining a copy of proof of the Vendor's and subcontractors' enrollment in the E-Verify program. If the Vendor enters into a

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contract with a subcontractor, the subcontractor shall provide the Vendor with an affidavit stating that the subcontractor does not employ, contract with, or subcontract with an unauthorized alien. The Vendor shall maintain a copy of such affidavit for the duration of the Contract.

38.3 Compliance with the terms of the E-Verify program provision is made an express condition of this Contract and the County may treat a failure to comply as a material breach of the Contract. If the County terminates the Contract pursuant to Section 448.095(2)(c), Florida Statutes, the Vendor may not be awarded a public contract for at least one (1) year after the date on which the contract was terminated and the Vendor is liable for any additional costs incurred by the County as a result of the termination of this Contract.

#### **ARTICLE 39 – AUTHORITY TO BIND**

39.1 The Vendor represents and warrants that the Vendor's undersigned representative if executing this Contract on behalf of a partnership, corporation or agency has the authority to bind the Company to the terms of this Contract.

#### **ARTICLE 40 – ATTORNEY'S FEES**

40.1 Notwithstanding the provisions of Article 30 herein, in the event of any legal action to enforce the terms of this Contract each party shall bear its own attorney's fees and costs.

#### **ARTICLE 41 – CONFLICTING TERMS, REPRESENTATIONS AND NO WAIVER OF COVENANTS OR CONDITIONS**

41.1 In the event of any conflict between the terms of this Contract and the terms of any exhibits, the terms of this Contract shall prevail.

41.2 All representations, indemnifications, warranties and guaranties made by the Vendor in this Contract, as well as all continuing obligations indicated in this Contract, shall survive final payment and termination or completion of this Contract.

Initials: Initials: 

41.3 The failure of either party to insist on strict performance of any covenant or condition herein, or to exercise any option herein contained, shall not be construed as a waiver of such covenant, condition, or option in any other instance.

41.4 The Vendor warrants that any goods provided by the Vendor under this Contract shall be merchantable. All goods provided shall be of good quality within the description given by the County, shall be fit for their ordinary purpose, shall be adequately contained and packaged with the description given by the County, shall conform to the agreed upon specifications, and shall conform to the affirmations of fact made by the Vendor or on the container or label.

#### **ARTICLE 42 – CONSTRUCTION OF CONTRACT**

42.1 The parties hereby acknowledge that they have fully reviewed this Contract and any exhibits and have had the opportunity to consult with legal counsel of their choice, and that this Contract shall not be construed against any party as if they were the drafter of this Contract.

#### **ARTICLE 43 – HEADINGS**


43.1 The article headings and captions of this Contract are for convenience and reference of the parties and in no way define, limit or describe the scope or intent of this Contract or any part thereof.

#### **ARTICLE 44 – ENTIRE AGREEMENT AND EXECUTION**

44.1 This Contract, together with any exhibits, constitutes the entire Contract between the County and the Vendor and supersedes all prior written or oral understandings.

44.2 This Contract may be executed in any number of counterparts; each executed counterpart hereof shall be deemed an original; and all such counterparts, when taken together, shall be deemed to constitute one and the same instrument.

#### **ARTICLE 45 – CHANGE OF LAWS**

Initials: 

Initials: 



Contract No.: CM<sup>3357</sup>

45.1 If there is a change in any state or federal law, regulation or rule or interpretation thereof, which affects this Contract or the activities of either party under this Contract, and either party reasonably believes in good faith that the change will have a substantial adverse effect on that party's rights or obligations under this Contract, then that party may, upon written notice, require the other party to enter into good faith negotiations to renegotiate the terms of this Contract. If the parties are unable to reach an agreement concerning the modifications of this Contract within fifteen (15) days after the date of the notice seeking renegotiation, then either party may terminate this Contract by written notice to the other party. In such event, Vendor shall be paid its compensation for services performed prior to the termination date.

IN WITNESS WHEREOF, the parties have executed this Contract which shall be deemed an original on this day and year first above written.

**BOARD OF COUNTY COMMISSIONERS  
NASSAU COUNTY, FLORIDA**



By: KLYNT A. FARMER

Its: CHAIR


Date: March 27, 2023

Attest as to authenticity of the  
Chair's signature:

  
JOHN A. CRAWFORD

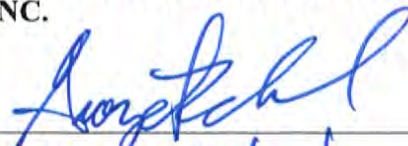
Its: Ex-Officio Clerk

Approved as to form and legality by the  
Nassau County Attorney

  
DENISE C. MAYInitials: Initials: 


Contract No.: CM 3357


**KIMLEY-HORN AND ASSOCIATES,  
INC.**

  
By: George Roland

Its: ASSISTANT SECRETARY

Date: 4/5/2023

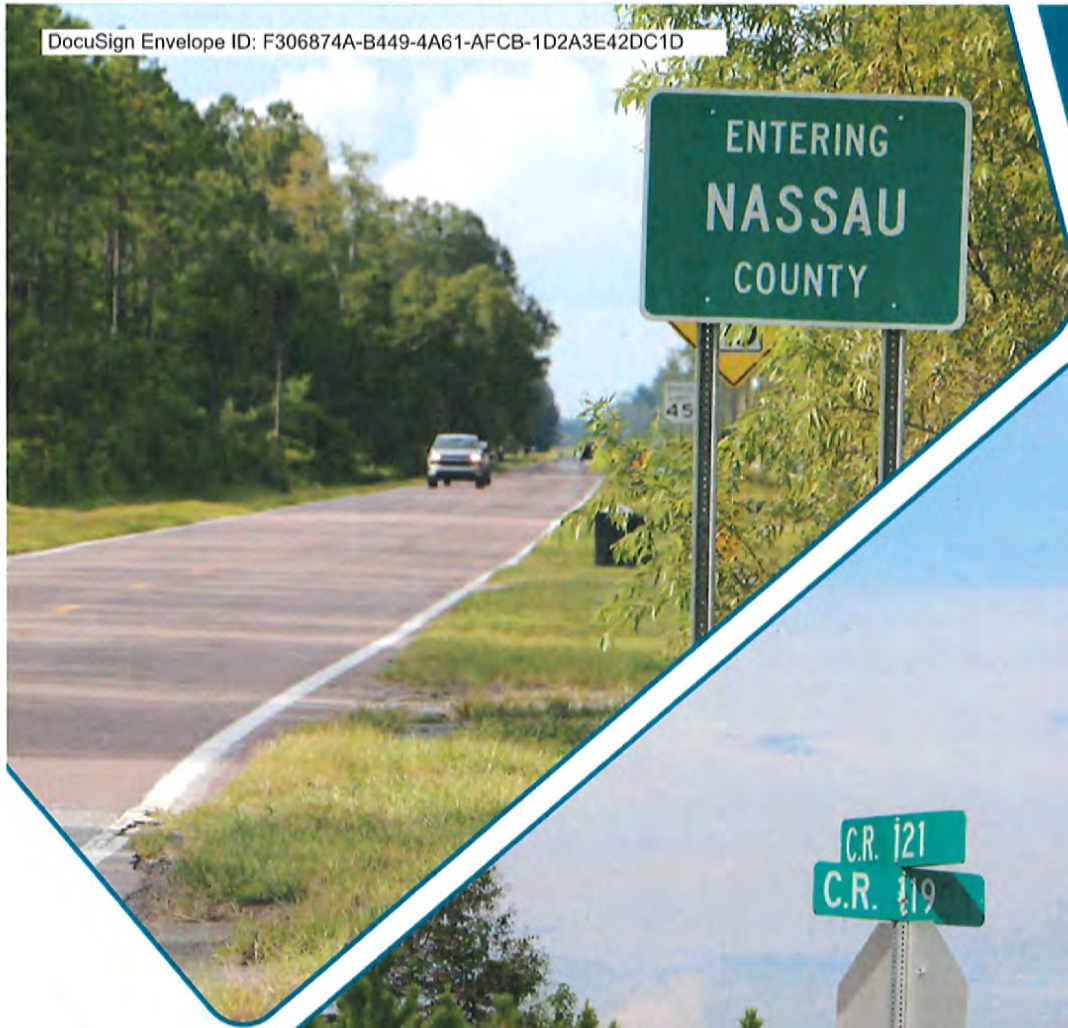
Initials: 

Initials: 



## **EXHIBIT "A"**

**Proposal submitted by the Vendor in response to  
the Request for Qualifications for Engineering  
Services, Bid No. NC22-019**



RFQ No. NC22-019

# NASSAU COUNTY

County Road 121 Design Services

Duval County Line to CR 119

PREPARED BY

**Kimley»Horn**  
Expect More. Experience Better.





## COVER LETTER

KIMLEY-HORN

12740 Gran Bay Parkway West,  
Suite 2350, Jacksonville, FL 32258

**Kimley»Horn**

Earl Wills, P.E.

Project Manager

Phone: 904.828.3942

Fax: 561.863.8175

earl.wills@kimley-horn.com

Re: RFQ No. NC22-019 County Road 121 Design Services

Dear Selection Committee Members and Board of County Commissioners,

**Kimley-Horn** understands Nassau County's desires to retain a local, reliable, and highly qualified partner to provide engineering services for the resurfacing of County Road 121 from Duval County line to CR-119. We have the depth of personnel, professional expertise, local knowledge, and commitment to your goals to be that consultant. We are confident we can serve Nassau County as a trusted partner who delivers on our commitment for this project.

**Our core project approach will be to focus on the development of a cost-efficient design for the resurfacing/reconstruction of the existing two-lane roadway pavement between the Duval County line and CR 119. Our team will also evaluate the hydraulic performance of existing cross drains and identify any needed improvements for the County's consideration. Our team will conduct a safety study to evaluate existing conditions against current "FDOT Greenbook" criteria. Those features associated with an existing crash record will be recommended for improvement. The goal of this project is to rehabilitate the existing pavement within the existing \$9 million funding grant the County received from the State. We seek to maximize the use of this funding during the design development process. If the project budget will support additional improvements our team will prioritize and include those improvements in our construction documents with the approval of Nassau County.**

**Kimley-Horn has all the resources of a large company but operates with the soul of a small firm.** All the work proposed under this CR 121 project will be produced out of our **Jacksonville, FL** office which includes a local staff of over 70 people.

**We are a highly qualified full-service firm.** Roadway planning and design is one of the mainstays of Kimley-Horn's professional practice, and have provided these services for urban, rural, primary, secondary, and interstate roadways for clients ranging from municipalities to state departments of transportation. Kimley-Horn engineers have been responsible for the design of thousands of miles of roadway across the country, much of it here in Florida. They are well equipped to address all related aspects of roadway design projects, such as intersection geometrics, utility relocations, traffic control, signalization, structural/bridge design, regulatory and permitting issues, paving, drainage, and other features. Kimley-Horn knows providing design services to their clients goes beyond providing plans, specifications, and estimates-it includes an appreciation for how the project fits within the functionality of the roadway network. This understanding allows Kimley-Horn to provide Nassau County with practical cost effective design solutions.

**We are experienced in serving local governments like Nassau County.** Kimley-Horn works with local governments across Florida as one of our primary areas of practice. We understand that our local government clients need excellent product deliverables and services from engineering consultants. From our office in Jacksonville, less than an hour from your staff, Kimley-Horn will be immediately responsive and provide you with the same excellent client service and quality of deliverables our municipal clients in north Florida have come to expect from us.



**We understand the needs of the County.** Kimley-Horn understands the County's need for an engineering consultant who can oversee every aspect of a design project from conception through construction. Kimley-Horn vows to work as an extension of County resources and staff. We have successfully managed all aspects of the planning, engineering, design, bidding, and construction process and are excited to have the opportunity to serve the County on these types of projects.

**We have the best people.** Our ability to provide quality services to our client's rests on the capabilities and commitment of our professional staff. Kimley-Horn is an excellent place to work, and the quality of our staff cannot be beaten by any other firm. Your senior project manager, **Earl Wills, P.E.**, has over 36 years of experience and is authorized to make representations on behalf of the firm. When you work with Kimley-Horn you can expect superior capabilities and resources, as well as a dedicated staff of committed professionals that will serve you with passion and an unwavering commitment to quality.

**We are your dedicated partners.** Kimley-Horn has the expertise, drive, and resources to work as a cohesive unit with Nassau County to help ensure your projects are completed to your specifications. As your consultant, our goal is to provide you with a seamless engagement of support staff and expertise needed to achieve practical solutions for your growing civil engineering needs. Kimley-Horn is not only focused on the short-term result but is devoted to establishing a long-term relationship founded on trust, respect, and teamwork.

Sincerely,

**KIMLEY-HORN**

Earl Wills, P.E.  
Project Manager

George Roland, P.E.  
Assistant Secretary

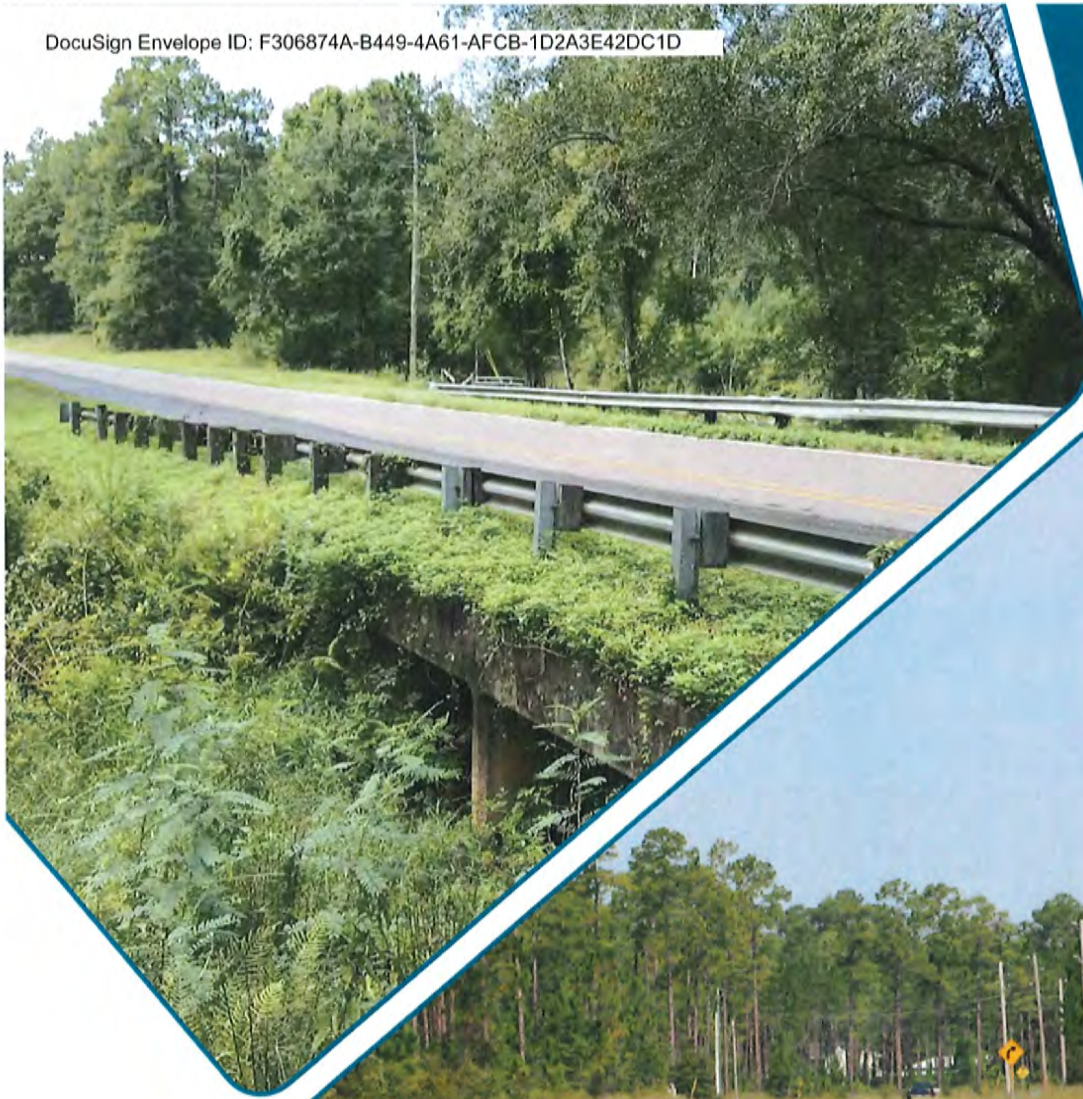


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# TAB 1

Respondent Profile




**NASSAU COUNTY**

County Road 121 Design Services

Duval County Line to CR 119

RFQ No. NC22-019

## TAB 1 – RESPONDENT PROFILE

### Firm Overview

Kimley-Horn was founded in 1967 in Raleigh, North Carolina by Bob Kimley and John Horn—two senior engineering professors at North Carolina State University. The expertise of the firm was initially focused on traffic planning and public transportation projects. In the ensuing 55 years, the firm has expanded both geographically and in the variety of planning, engineering, and environmental services that it provides.

Today, Kimley-Horn is a full-service, multidisciplinary consulting firm with more than **6,800 employees in more than 100 offices** offering a full range of consulting services to local, regional, national, and international clients. In Florida alone, there are more than 1,200 employees in 17 offices. Additionally, many employees are former municipal engineers and planners who have been on our clients' side of the table and are familiar with local government procedures.

Kimley-Horn has all the ingredients of a successful consultant firm—a proven record of client service, adaptability, versatility, and responsiveness. Our approach gives our clients the best of both worlds—the resources of a large, nationally-ranked firm and the personal attention and response of a small dedicated professional team.

### Organization

Kimley-Horn is a privately-held corporation, fully owned by individuals who are current employees of the firm. Our employee owners are the sole stockholders of the company and are the professionals who directly serve our clients. The operations of the firm are not influenced by non-employee owners whose interests may conflict with client service. Since ownership is spread throughout key professionals, and no single individual or small group owns controlling interest of the firm, the company is positioned for long-term stability.

### Philosophy

At Kimley-Horn, we do things differently. People—clients and employees—are at the forefront of our business. Clients know we are laser-focused on their success. Kimley-Horn is recognized for the outstanding work of their consulting staff, the quality of their work environment, and their stature as a business enterprise. Kimley-Horn offers complete roadway, traffic operations and lighting design, traffic engineering, and transportation planning services in-house. The firm has completed thousands of roadway design engineering projects ranging from major areawide systems involving hundreds of intersections to single intersection designs and analysis.

**55**
**Years in Business**
**Kimley-Horn Corporate Office:**

421 Fayetteville Street, Suite 600

Raleigh, NC 27601

919.677.2000

**Date of incorporation:** February 10, 1967

**FEIN number:** 56-0885615

**Corporate charter number:** 126896

**Professional license number:** 00000696

**Florida corporate charter number:** 21359

**17**
**Offices in Florida**
**100+**
**Offices Nationwide**
**190+**
**Employees in North  
Florida Offices**
**1,200+**
**Employees in Florida**
**6,800+**
**Employees Nationwide**
**Responsible Office:**

Kimley-Horn and Associates, Inc.

12740 Gran Bay Parkway West, Suite 2350

**Jacksonville, FL 32258**

904.828.3900

**Since 1997**





# NASSAU COUNTY

County Road 121 Design Services  
Duval County Line to CR 119

RFQ No. NC22-019

## Awards

Kimley-Horn is recognized nationwide for the quality of its work environment, for its stature as a business enterprise, and for the outstanding work of its consulting staff. The firm's successful peer recognition has been accompanied by a commitment to providing responsive client service, pursuing continuous quality improvement, and operating as a business-based practice. Here are just a few of our recent success stories:

**Kimley-Horn is regarded as an industry leader by Engineering News-Record (ENR), where we rank #17 on their list of the country's Top 500 Design Firms. We are also ranked #30 on FORTUNE's "100 Best Companies to Work For," and have been on that list for 14 years.**

**2020: Best Capital Project/Infrastructure Award, Florida Redevelopment Association - Clematis Streetscape Improvements, West Palm Beach, FL**

**2019: People's Choice Award for Best Product, Safe Streets Summit - Clematis Streetscape Improvements, West Palm Beach, FL; Outstanding Redevelopment Award, The First Coast Chapter of the Florida Planning & Zoning Association - Baymeadows Park, Jacksonville, FL**

**2018: Outstanding Transportation Design Award, The First Coast Chapter of the Florida Planning & Zoning Association - I-95 and SR A1A Diverging Diamond Interchange, Jacksonville, FL; Roy F. Kenzie**

**Award for "Best Transportation and Transit Enhancements"**  
Florida Redevelopment Association – 5th Avenue South Bikeway and Pedestrian Trail, Lake Worth, FL

**2017: Before Its Time Award, The First Coast Chapter of the Florida Planning & Zoning Association - Tidal Pointe, Jacksonville, FL**

THE OFFICIAL SITE OF THE FLORIDA DEPARTMENT OF BUSINESS & PROFESSIONAL REGULATION

**dbpr** Division of Business & Professional Regulation

**ONLINE SERVICES**

**LICENSE DETAILS**

**License Information**

**Licensee Name**  
KIMLEY-HORN AND ASSOCIATES, INC. (Primary Name)  
KIMLEY-HORN AND ASSOCIATES, INC. (Last Name)  
425 STATE STREET, SUITE 1100  
JACKSONVILLE, FL 32202  
ORANGE

**License Information**

**License Type**  
Professional Engineer  
Category  
Professional Engineer  
Status  
Active  
Expiration Date  
12/31/2024

**Registration Information**

**Registration**  
Registration  
2018  
Current  
09/15/2024

**State of Florida  
Department of State**


I certify from the records of this office that KIMLEY-HORN AND ASSOCIATES, INC. is a North Carolina corporation authorized to transact business in the State of Florida, qualified on April 24, 1968.

The document number of this corporation is 821359.

I further certify that said corporation has paid all fees due this office through December 31, 2022, that its most recent annual report uniform business report was filed on February 10, 2022, and that its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

*Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Tenth day of February, 2022.*



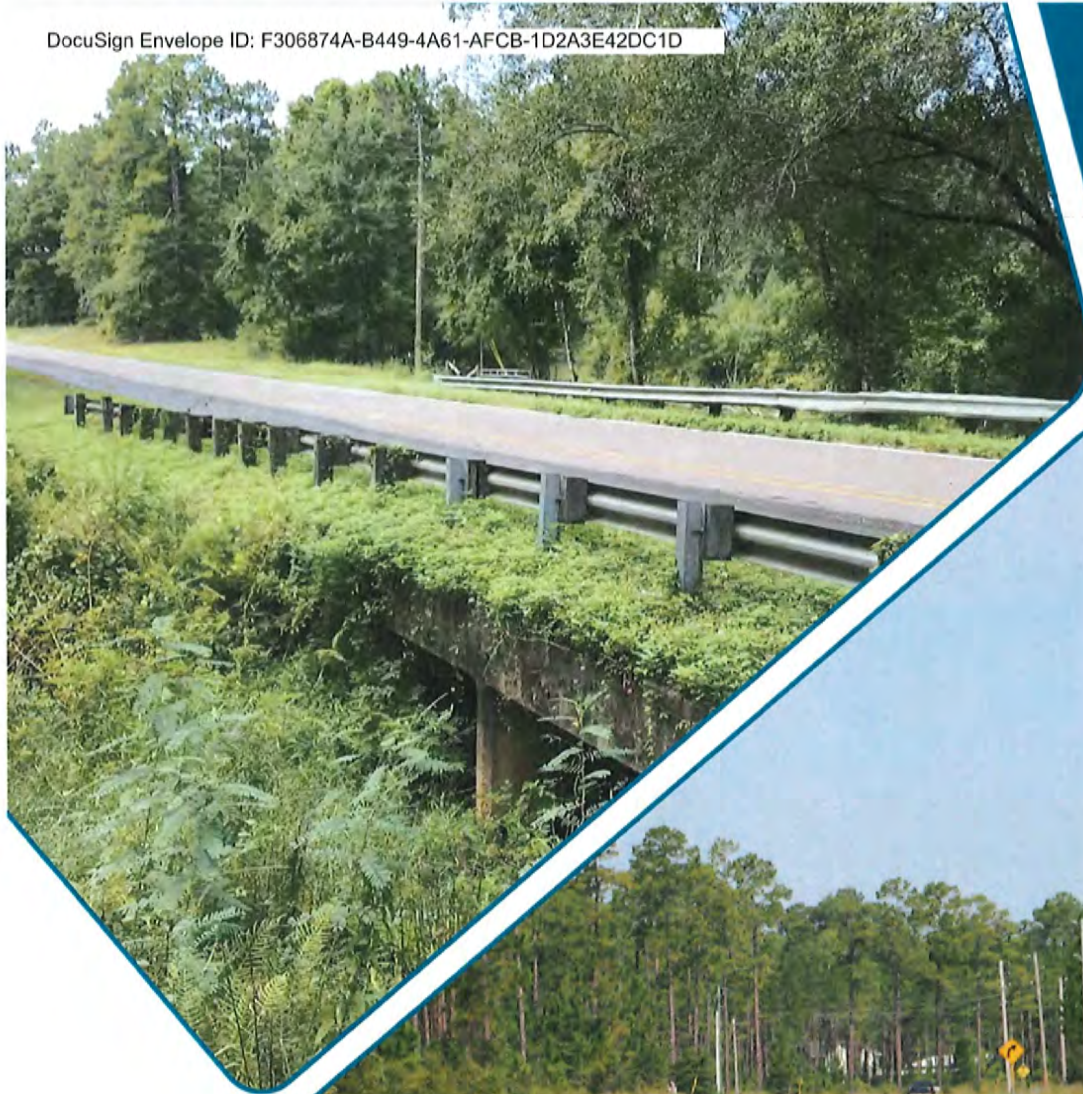
*Randy Be*  
Secretary of State

Tracking Number: 02181990406

To authenticate this certificate, visit the following website this website, and then follow the instructions displayed.

<https://services.dhs.gov/illinois/CertificateAuthentication>





# TAB 2

QUALIFICATIONS AND EXPERIENCE





## TAB 2 – QUALIFICATIONS AND EXPERIENCE

### Experience on Similar Projects

Kimley-Horn has a long history of being a successful consultant to local government clients. We have served more than 200 cities, counties, and local government clients throughout Florida. Throughout the firm's growth, we have come to appreciate the value and importance of remaining true to our roots as a small firm AND focusing our attention on our local clients and providing them with the personalized and responsive service they expect. We pride ourselves in our ability to tailor comprehensive engineering services to our clients' needs.

Kimley-Horn understands that when you select a consultant, you are really choosing people who offer you technical expertise, extensive hands-on experience with similar projects, and a demonstrated record of quality and responsiveness that will make your project a success. Our culture is structured to hire and retain highly motivated employees who exude pride and enthusiasm for Kimley-Horn and the services we provide. Kimley-Horn recognizes the importance of establishing a proven staffing plan at the onset of the project. Our experience demonstrates our capability to seamlessly merge the many aspects of municipal services to achieve the community's goals. We are also sensitive to the pivotal role of public involvement programs that enable area residents to establish priorities and express opinions and concerns.

**Florida Governments Served by Kimley-Horn**

### COUNTY AND CITY

Alachua	Charlotte	Hernando	Miami-Dade	DeSoto	Pinellas	St. Lucie
Archer	Fort Charlotte	Indian River	Aventura	Kissimmee	Clearwater	Fort Pierce
Gainesville	Punta Gorda	Orlando	Bay Harbor Islands	St. Cloud	Dunedin	Port St. Lucie
Hawberry	Citrus	Osceola	Biscayne Park	Deerfield Beach	Largo	Sumter
Bay	Crystal River	Sebastian	Cutter Bay	Okeechobee	Oldsmar	Wildwood
Callaway	Inverness	Vero Beach	Doral	Palm Beach	Pinellas Park	Live Oak
Lynn Haven	Day	Lake	Florida City	Belle Glade	Safety Harbor	Vero Beach
Panama City	Flaming Island	Charmont	Key Biscayne	Boca Raton	St. Pete Beach	Edgewater
Brevard	Coffee	Lady Lake	Hialeah	Boynton Beach	St. Petersburg	Daytona Beach
Cape Canaveral	Everglades City	Leesburg	Homestead	Briar Creeks	Tarpon Springs	Shore
Cocoa	Marco Island	Monterey	Miami	DeFay Beach	Pelican	New Smyrna Beach
Malabar	Naples	Tavares	Miami Beach	Greenvilles	Davenport	Ormond Beach
Melbourne	Columbia	Lee	Miami Gardens	Haverhill	Haines City	Port Orange
Palm Bay	Lake City	Cape Coral	Miami Lakes	Hypoxia	Lake Wales	South Daytona
Titusville	DeSoto	Estero	North Bay Village	Jupiter	Lakeland	Wakulla
West Melbourne	Arcadia	Fort Myers	North Miami	Juno Beach	Mulberry	Crawfordville
Broward	Duval	Sanibel	Opalocka	Lake Park	Winter Haven	St. Marks
Coconut Creek	Jacksonville	Leon	Palmelito Bay	Lake Worth	Punta Gorda	Walton
Cooper City	Escambia	Tallahassee	Pinecrest	Lantana	Palatka	Freeport
Coral Springs	Pensacola	Woodville	South Miami	Manalapan	Crescent City	
Davie	Flagler	Levy	Sunny Isles Beach	Palm Beach	Sarasota	
Deerfield Beach	Beverly Beach	Williston	Key West	Pahokee	North Port	
Fort Lauderdale	Bunnell	Manatee	Islamorada	Riviera Beach	Sarasota	
Hollywood	Flagler Beach	Bradenton	Palmetto	Royal Palm Beach	Venice	
Lauderhill	Palm Coast	Palmetto	Osceola	Wellington	Seminole	
Lauderdale Lakes	Lauderhill	Marietta	Destin	West Palm Beach	Altamonte Springs	
Lighthouse Point	Quincy	Belleview	Orange	Pasco	Casselberry	
Margate	Hanford	Dunedin	Apopka	Dade City	Longwood	
Miramar	Wauchoke	McIntosh	Ocala	New Port Richey	Orlando	
Plantation	Waldorf	Maitland	Ocoee	Zeppher Hills	Winter Park	
Pembroke Pines	Cleaviston	Lakeland	Jupiter Island			
Pompano Beach	Lakeland	Stuart				
Sunrise	Plant City					
Weston	Tampa					

**KEY**

- Counties served by Kinsley-Horn
- Cities served by Kinsley-Horn

Our history with clients in Florida has demonstrated our ability to assemble a diverse team of in-house professionals from our local offices throughout the state. We have local and regional experience with team members who have extensive knowledge of the area's roadway issues. Our size, diversity, and depth of staff allows us to pull together the right talent and experience to serve our clients effectively on all phases of projects, from planning and community involvement to coordination with Nassau County, FDOT, and other agencies, as well as design and construction.

The firm's in-house services include:

- Roadway and bridge design
- Paving and drainage
- Signal system study/design
- Bicycle/pedestrian studies
- Safety studies
- Data collection, evaluation, and analysis
- Landscape architecture/streetscape design
- Parks and recreational facility design
- Site civil engineering
- Environmental services/permitting
- Surveying/platting
- Transportation planning and traffic engineering
- Pavement management/maintenance studies
- Access and circulation studies
- Traffic impact analysis
- Parking planning and design
- Utilities
- Stormwater management
- Public involvement programs
- Bridge design/inspection





## Effective Communication

Regular meetings are very important but not our only means of communication. Email, telephone, and face-to-face communication are a foundation of our corporate culture, and thus are integrated into our project management strategy. We prefer to over-communicate rather than have our clients wondering what we are doing and why we are doing it. However, we will tailor our communication to the method that works best for the individual County staff. Some people respond better to meetings, others to email. We regularly track lists of outstanding items for each project and our computer uses the list to remind each responsible party of their task and deadlines.

As the project progresses, and appropriate to the specifics of the work involved, we will schedule regular project status and plans review meetings with County representatives to evaluate progress and make adjustments as needed. These meetings can include discussion of both scope and fee status as related to work completion, design features and alternatives, maintenance issues, etc. This will provide a cooperative forum for discussion and resolution of any previously unforeseen occurrences or design challenges that may have arisen. We have found that continuous and regular meetings such as these provide a solid basis for project success and give all project participants the opportunity to be fully informed as to project issues, resolutions, and intermediate successes.

To ensure this success we prepare regular meeting minutes and a list of action items to document decisions and to track items to a successful conclusion. This method served our clients well and enabled them to easily answer questions on decisions that had been made early in the project or perhaps by previous staff members. It also helped them to track issues on their end and the documented reminders are welcomed to keep issues on the radar screen and avoid delays to the project.

Frequent communication and clear definition of the responsibilities of team members are critical elements in maintaining a schedule. With that in mind, our project-specific work plan identifies critical project milestones and deliverable dates. We then will actively manage our team resources to meet the agreed-upon schedules and keep your project on track.

## Willingness to Meet Budget and Schedule

Kimley-Horn has a track record of successfully completing projects on or ahead of schedule and within budget. This success is due, in part, to each project's schedule and budget being aggressively communicated to the project team by the project manager. Kimley-Horn takes pride in evaluating any unanticipated obstacles and making informed recommendations to overcome them before they impact the project's schedule and budget. We know that one size does not fit all and have learned to tailor the construction plans to the needs of the client. This perspective allows us to show each client the benefits associated with the level of design details in the plans and allows the client to participate in controlling the design costs.

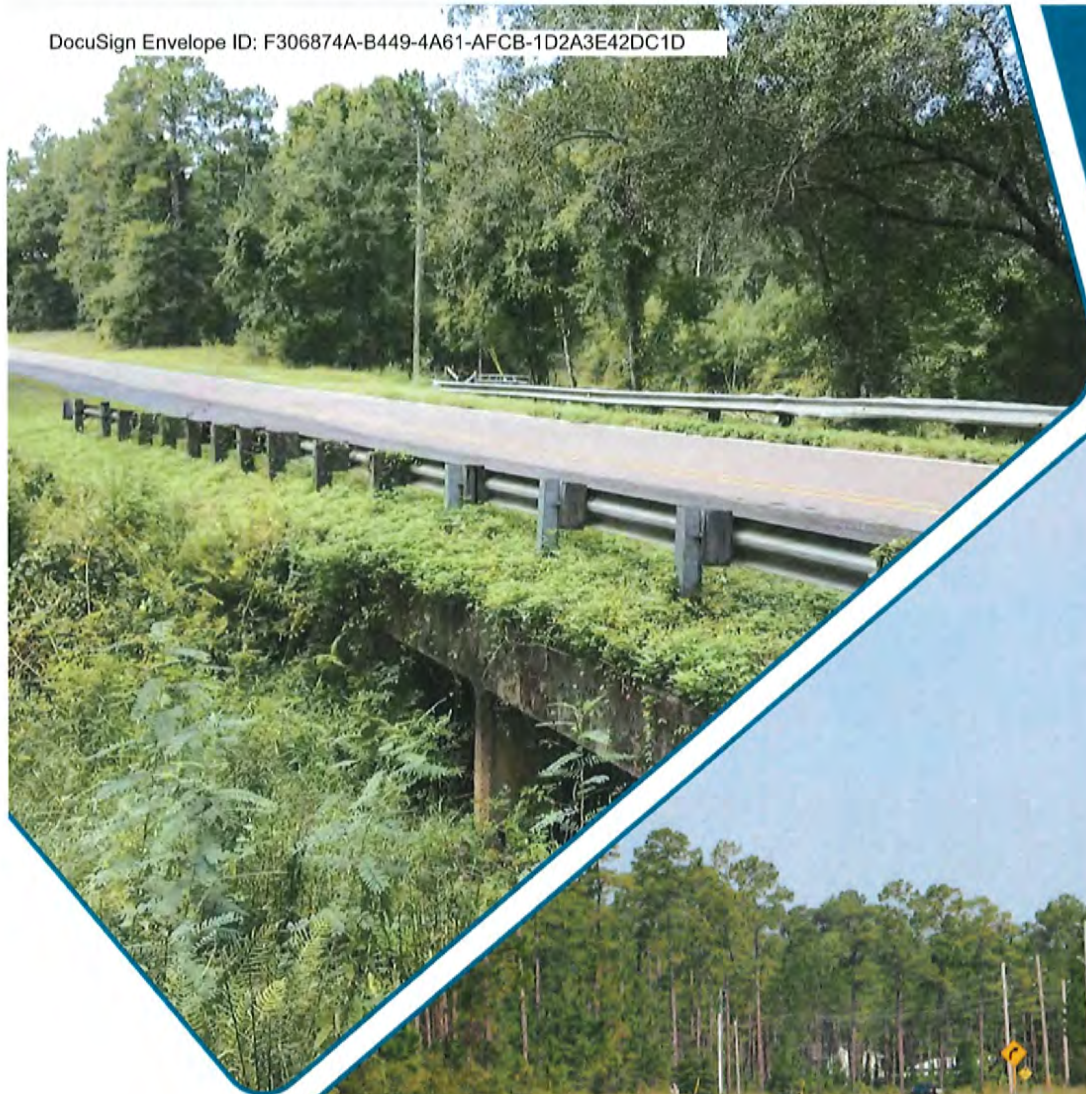
In addition to our proactive communication, Kimley-Horn uses a "work plan" tool for organizing individual project tasks by phase and discipline. The anticipated labor effort is then summarized in a matrix that forms the basis for establishing and tracking the project budget. We track the budget on a percent-complete basis to measure performance during each accounting report period. Project budget status reports are accessible via our intranet. We work hand-in-hand with our Clients and Construction Managers during the design phase to evaluate the cost of our improvements and potential alternatives or opportunities for value engineering of the project.

The work plan also is the tool for establishing staffing for each project and identifying the anticipated labor requirements of each phase. The work plan is reviewed frequently throughout the project and is used in conjunction with our in-house "cast-ahead" process to forecast project workloads. This program requires project managers to forecast, on a weekly basis, their staffing needs for the ensuing week. This "cast-ahead" process is followed by a weekly conference call among company resource managers to identify who is overloaded and who needs work. Resources are reallocated on a weekly basis as needed to meet client schedules.

A similar process is conducted monthly as project managers forecast their resource needs during the next six months. This information is used to assess hiring needs. Conducted throughout the entire firm, these extra efforts are performed to make sure our project managers have the resources they need to meet our clients' needs.







# TAB 3

STAFF QUALIFICATIONS  
AND PROJECT TEAM





## TAB 3 – STAFF QUALIFICATIONS AND PROJECT TEAM

### An Introduction to Key Personnel

We have organized a core team of practiced professionals to provide a high level of responsiveness to Nassau County, in terms of exceptional local interaction and support, and extensive technical experience in the disciplines you require. Our employees are sincere, reliable, and professional with the drive and fervor to initiate innovative methods and solutions to your requests. Our tight-knit team has close working relationships with one another, which strengthens our ability to produce fast results.

### Team Project Manager



#### Earl Wills, P.E. – Project Manager; Roadway Design

Earl has more than 36 years of professional experience in the management and design of transportation projects. His experience ranges from the management of small design contracts for local municipalities to the management and design of major arterial highway reconstruction contracts for FDOT. Specifically, Earl's experience and expertise includes public involvement, roadway design, maintenance of traffic, and construction cost estimating. He also specializes in the design and permitting of stormwater management systems for roadway projects and has successfully negotiated complex permits for various clients.

**Phone:** 904.828.3942

**Email:** earl.wills@kimley-horn.com

### Recognized Leaders



#### Gary Nadeau, P.E. – Quality Assurance/Quality Control

Gary has 31 years of experience providing transportation design, management, and construction oversight services for a variety of transportation improvements ranging from resurfacing to major reconstruction projects. During his career, he has

designed well over 300 miles of infrastructure improvement projects and brings a hands-on project management and design approach to every project assignment. His practical and economic design approach will enable our team to effectively manage this program throughout the next three years, while looking for ways to stretch your budget. He specializes in resurfacing and rehabilitation projects and has a strong expertise in pavement rehabilitation strategies and design approaches. **Phone:** 941.379.7654 **Email:** gary.nadeau@kimley-horn.com

Five, and Seven. He has also served as engineer of record and project manager for dozens of transportation improvements ranging from resurfacing, restoration, and rehabilitation (RRR) projects to largescale interstate design and interchange replacements. Certifications include advanced traffic control, specifications, and long-range estimate preparation with FDOT.

**Phone:** 813.620.1460 **Email:** robert.joel@kimley-horn.com



#### Jessica Novak, P.E. – Deputy Project Manager; Roadway Design

Jessica has eight years of experience in design and preparation of roadway construction plans, including roadway geometrics, signalization plans, signing and marking plans, and traffic control plans. She is experienced with

Microstation, AutoTURN maneuverability software, and Geopak. **Phone:** 904.828.3937 **Email:** jessica.novak@kimley-horn.com



#### Bob Joel, P.E. – Quality Assurance/Quality Control

Bob's 41 years of experience includes design and maintenance of traffic experience in various states. His experience also includes QC reviews for stormwater/drainage and safety projects, as well as field work. He has worked extensively in FDOT Districts One, Two,





## NASSAU COUNTY

County Road 121 Design Services

Duval County Line to CR 119

RFQ No. NC22-019



### Victor Gallo, P.E. – Drainage

Victor has 22 years of experience involving stormwater design, roadway storm sewer systems, pond siting analysis, stormwater management facilities, floodplain compensation, and permitting. Victor has also various cross-drain culvert designs

for small waterways, including channel modeling and bridge scour analysis. He has designed many roadway storm sewer systems and numerous stormwater management facilities for rural, urban, and interstate projects across Florida. In addition, Victor has coordinated extensively with various Florida water management districts and environmental regulatory agencies to obtain construction permits. Victor's project experience includes leading design efforts for FDOT Districts One, Two, Three, Five, and Seven, and for several counties and municipalities.

**Phone:** 407.982.3286 **Email:** victor.gallo@kimley-horn.com



### Natalie Betz-Zierden, – P.E. Drainage

Natalie is a senior drainage design engineer with 26 years of experience in stormwater design and permitting requirements of various environmental agencies and local, state, and federal governments. She is skilled in drainage

modeling software including SWMM, StormCAD, POND5 as well as ICPR, WSPRO, UNET, HEC-RAS, ASAD and Hydrain. Using these programs, she has performed hydrology and hydraulic calculations for both urban and rural projects. She has completed numerous Bridge Hydraulic Reports and is competent in performing scour calculations. Natalie has worked on challenging bridge projects, including sluice gates, sink holes, spring fed rivers, and lock dams. She also has a thorough understanding of construction plans and documents, topographic surveys, and she is knowledgeable of applicable rules and design codes.

**Phone:** 850.583.5650 **Email:** natalie.zierden@kimley-horn.com



### Chris Towne, P.E. – Roadway Design

Chris is a project manager in the Gainesville Kimley-Horn office with 26 years of experience. He has 15 years of experience designing and managing roadway projects for local Counties within FDOT District 2. Throughout his

career, Chris has worked on a variety of civil engineering projects including roadway, bridge, airport, structural, drainage, water, sanitary sewer and site civil design. All of this experience has afforded him the knowledge and experience of managing projects with a multi-discipline approach.

**Phone:** 352.374.3274 **Email:** chris.towne@kimley-horn.com



### George Roland, P.E. – Roadway Design

As a roadway engineer in Kimley-Horn's Jacksonville office, George performs various engineering design assignments, including horizontal and vertical layout of roadways, design of water and sewer lines, and production of schematic designs. He

has 26 years of specialized roadway design experience and routinely uses Microstation and AutoCAD land development software.

**Phone:** 904.828.3900 **Email:** george.roland@kimley-horn.com



### Michelle Mecca, P.E., RSP1 – Safety Analysis

Michelle's 29 years of experience includes work with districtwide safety contracts across the state. She specializes in safety and traffic engineering studies, transportation planning studies, and traffic impact analyses, as well as the

preparation of designs and construction plans for signalization, signal systems, and signing, and pavement markings.

**Phone:** 904.828.3900 **Email:** michelle.mecca@kimley-horn.com



### Wendy Krehbiel, P.E., RSP2 – Safety Analysis

Wendy has 16 years of experience providing safety and traffic operations analysis, including crash analysis, qualitative assessments, safety and operational studies, alternative intersection control, countermeasure

selection, preparation of benefit-cost analysis reports, traffic signal design, lighting design, temporary traffic control, utility coordination, and specifications.

**Phone:** 904.828.3939 **Email:** wendy.krehbiel@kimley-horn.com



### Rachel Marshaus, P.E. – Signing and Pavement Marking

Rachel has 10 years of experience in roadway design and transportation engineering. She has served a variety of clients including municipalities, NCDOT, and private developers. Rachel has prepared designs from conceptual

level—looking at multiple options for high-level feasibility studies and final design and construction for traditional and alternative intersections. Her railroad crossing experience includes existing crossing closures, grade-separated crossings on existing and new location roads and widening existing crossings.

**Phone:** 904.828.3900 **Email:** rachel.marshaus@kimley-horn.com





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### Ellen Crist, P.E. – Signing and Pavement Marking

Ellen has five years of experience in signing and pavement markings, drainage, signalization, roadway and plans production. She has experience on traffic calming projects, which included roundabout design. The majority of her

expertise is within the drainage specialty where she has been responsible for the following: spread analysis, hydroplaning analysis, dry and wet detention swale design and analysis, water quality calculations, optional pipe materials tabulation, ICPR modeling, development of drainage cross sections and profiles, storm tabulations, exfiltration trench calculations, cost estimates, shop drawing reviews, and more.

**Phone:** 904.479.3952 **Email:** ellen.crist@kimley-horn.com



### Joseph Roberts, P.E. – Miscellaneous Structures

Joseph has 11 years of experience in structural engineering with a focus on the design and analysis of superstructures and substructures of a wide range of bridge types. Superstructure design experience includes post-tensioned

concrete U-beams, variable haunch prestressed concrete beams, steel plate girders, Florida-I beams, AASHTO beams, and cast-in-place flat slabs. Substructure design experience includes post-tensioned inverted-T straddle bent piers, conventional reinforced concrete piers, pile bents, and piers subject to ship impact. Other specialties include the design of mast arms, cantilever signs, drilled shafts, box culverts, sheet pile and MSE wall design, bridge load ratings, and shop drawing reviews.

**Phone:** 407.898.1511 **Email:** joseph.roberts@kimley-horn.com

## Subconsultant Recognized Leaders



### Matthew Landschoot, P.E. – Geotechnical Engineering

Matthew Landschoot, P.E. – Geotechnical Project Manager (EGS) will perform geotechnical investigations and provide subsoil analysis and design assistance for the team. Mr. Landschoot has over 13 years of experience working in Northeast

Florida, specializing in the analysis of deep/shallow foundations, roadway soil surveys, channel scour, stormwater management facility (SWMF), and retaining walls for the Florida Department of Transportation. Mr. Landschoot has been the Geotechnical Engineer of Record on over 50 FDOT projects within District 3 and District 2.

**Phone:** 904.580.8501 **Email:** matt.landschoot@egs-us.com



### Katie Ball, P.E. – Geotechnical Engineering

Katie Ball, P.E. – Geotechnical Project Manager (EGS) will perform geotechnical investigations and provide subsoil analysis and design assistance for the team. Ms. Ball has over 6 years of experience working in Northeast Florida, specializing in the Florida

Department of Transportation Geotechnical Projects. She obtained her B.S. in Civil Engineering from the University of North Florida.

**Phone:** 904.580.8533 **Email:** katherine.ball@egs-us.com



### Phil Ghiotto, PSM – Design Survey Contract Supervisor

Mr. Ghiotto has 36 years' experience as a Professional Surveyor and Mapper in all phases of land surveying, beginning with the first eight years in the private sector specializing in Land Development and with the last 27 years' specializing

in Design and Right-of-Way Surveying and Mapping for the Department of Transportation and City of Jacksonville and other local municipalities. Mr. Ghiotto's experience ranges from Design & Right-of-Way Surveys of rural, multi-lane and interstate highways, Right-of-Way Control Surveys and Right-of-Way Maps, Control Surveys, Mean High Water Surveys, TITF Mapping and CEI support services.

**Phone:** 904.990.5350 **Email:** phil.ghiotto@sam.biz



### Fred Bermudez, PSM – Design Survey Project Manager, QA/QC Manager

Mr. Bermudez has 30 years of surveying and mapping experience in a wide variety of public and private sector projects overseeing fieldwork and quality control for the fieldwork. He is proficient

in primary analysis of field data with a strong background in computers and surveying computations. Trains and directs office and field staff in all aspects of project requirements and field procedures including the use of Bentley OpenRoads with TOPODOT, Autocad Civil3D, Trimble Business Center (TBC), Carlson SurvCE, Trimble Access, and other survey related software packages. Mr. Bermudez is trained in the use of Leica scanners and Leica Cyclone software. FARO scanners and FARO Scene software. Expertise in GPS related projects.

**Phone:** 850.610.7149 **Email:** fred.bermudez@sam.biz









## EARL WILLS, P.E.

### PROJECT MANAGER

Professional Engineer in Florida #44194

### SPECIAL QUALIFICATIONS

- 36 years of professional experience with recent focus on safety mitigation and the rehabilitation/resurfacing of existing roadway projects throughout NE Florida.
- Experience ranges from the management of small design contracts for local municipalities to the management and design of major arterial highway reconstruction contracts for FDOT



36 Years of Experience

### Credentials

- Bachelor of Science, Civil Engineering, University of Akron
- Advanced Traffic Control Design
- Specifications Training, FDOT
- Long Range Estimate (LRE) Training, FDOT
- PSMJ Project Management
- American Society of Highway Engineers (ASHE)

**SR 5 (Philips Hwy) from SR 152 to Bowden Road, FDOT District Two, FL**— Project manager for the resurfacing of 3.5 mile segment of urban arterial roadway in the City of Jacksonville. Construction plan set included roadway, signalization, lighting as well as JEA water and sewer adjustment plan sets. The scope included milling and resurfacing of the existing four lane roadway typical section which included areas of cross slope correction. Drainage design included improvements to correct an offsite flooding problem north of SR 202 (JTB). Signal design was provided for the rebuild of three existing signalized intersections. Roadway lighting design was included to upgrade existing pedestrian crosswalks to meet current FDOT illumination standards. JEA water and sewer plans were also prepared to replace a segment of existing asbestos cement watermain as well as address conflicts between the roadway improvements and existing water and sewer facilities.

**SR 121 Intersection Improvements, FDOT District Two** — Project Manager for this roadway and signalization improvement project in Alachua County. Project was based on recommendations from a safety study which included operational improvements to add capacity and address bike and pedestrian concerns. Coordination with the University of Florida and local bicycle advocate groups was required and ultimately bike lanes with high emphasis green bike lane markings were included. Upgrades to the existing lighting system was also included to meet current FDOT pedestrian illumination standards.

**SR 5A Resurfacing from King Street to SR 16, FDOT District Two, St. Johns County, FL** — Project Manager. KimleyHorn is providing professional engineering and plans production services for the milling and resurfacing of State Road (SR) 5A from north of King Street to SR 16 (Picolata Road) for St. Johns County. The project also includes drainage improvements, sidewalk, signalization upgrades, and the installation of Rapid Rectangular Flashing Beacon (RRFB)s at uncontrolled pedestrian crossings through downtown historic St. Augustine. The drainage improvements are being made to replace existing drainage outfall pipes with backflow preventers to mitigate storm surge flooding in response to Hurricanes Matthew and Irma. In addition, the existing on-street parking is inventoried to remove non-compliant spaces that interfere with sight distance at intersections.

**I-75 (SR 93) from Marion County Line to South of SR 121, FDOT District Two, FL**— Project manager for the design and plans production for the resurfacing of a 9-mile section of six lane interstate highway in Alachua County. The project corridor experienced a high percentage of wet weather crashes so the primary objective was to improve the rate at which water was removed from the roadway pavement. Drainage of the roadway pavement was achieved through a design which utilized cross slope correction to provide a 0.03ft/ft. cross-slope on the outside lanes and a minimum 0.02ft/ft. cross-slope on all other lanes. Project also included milling and resurfacing of two rest areas as well as a review and correction of substandard ADA features within the rest area.





**CR 325 Resurfacing (CR 46 to US 301), Alachua County, FL**— Engineer-of-record for the design and plans production associated with this eight-mile pavement rehabilitation project for the Alachua County Public Works Department. The project included adding four-foot paved shoulders to the existing two-lane rural roadway, pavement rehabilitation to correct substandard cross-slope and super-elevation, as well as increasing the pavement service life through milling and resurfacing. Project also included coordination with Florida Fish & Wildlife Conservation Commission regarding protection for a bald eagle's nest within the project limits, as well as the design and permitting of replacement cross-drain culverts

**SR 5 (Philips Hwy) from SR 152 to Bowden Road, FDOT District Two, FL**— Project manager for the resurfacing of 3.5 mile segment of urban arterial roadway in the City of Jacksonville. Construction plan set included roadway, signalization, lighting as well as JEA water and sewer adjustment plan sets. The scope included milling and resurfacing of the existing four lane roadway typical section which included areas of cross slope correction. Drainage design included improvements to correct an offsite flooding problem north of SR 202 (JTB). Signal design was provided for the rebuild of three existing signalized intersections. Roadway lighting design was included to upgrade existing pedestrian crosswalks to meet current FDOT illumination standards. JEA water and sewer plans were also prepared to replace a segment of existing asbestos cement watermain as well as address conflicts between the roadway improvements and existing water and sewer facilities.

**SR 121 Intersection Improvements, FDOT District Two** — Project Manager for this roadway and signalization improvement project in Alachua County. Project was based on recommendations from a safety study which included operational improvements to add capacity and address bike and pedestrian concerns. Coordination with the University of Florida and local bicycle advocate groups was required and ultimately bike lanes with high emphasis green bike lane markings were included. Upgrades to the existing lighting system was also included to meet current FDOT pedestrian illumination standards.

**SR 5A Resurfacing from King Street to SR 16, FDOT District Two, St. Johns County, FL** — Project Manager. KimleyHorn is providing professional engineering and plans production services for the milling and resurfacing of State Road (SR) 5A from north of King Street to SR 16 (Picolata Road) for St. Johns County. The project also includes drainage improvements, sidewalk, signalization upgrades, and the installation of Rapid Rectangular Flashing Beacon (RRFB)s at uncontrolled pedestrian crossings through downtown historic St. Augustine. The drainage improvements are being made to replace existing drainage outfall pipes with backflow preventers to mitigate storm surge flooding in response to Hurricanes Matthew and Irma. In addition, the existing on-street parking is inventoried to remove non-compliant spaces that interfere with sight distance at intersections.

**I-75 (SR 93) from Marion County Line to South of SR 121, FDOT District Two, , FL**— Project manager for the design and plans production for the resurfacing of a 9-mile section of six lane interstate highway in Alachua County. The project corridor experienced a high percentage of wet weather crashes so the primary objective was to improve the rate at which water was removed from the roadway pavement. Drainage of the roadway pavement was achieved through a design which utilized cross slope correction to provide a 0.03ft/ft. cross-slope on the outside lanes and a minimum 0.02ft/ft. cross-slope on all other lanes. Project also included milling and resurfacing of two rest areas as well as a review and correction of substandard ADA features within the rest area.

**CR 1474 Resurfacing (CR 234 to US 301), Alachua County, FL**— Engineer-of-record for the design and plans production associated with this 4.25-mile pavement rehabilitation project for the Alachua County Public Works Department. The project included adding four-foot paved shoulders to the existing two-lane rural roadway, pavement rehabilitation to correct sub-standard cross-slope and increasing pavement service life, as well as the design and permitting of replacement cross-drain culverts. Project included coordination with FDOT and the CSX Railroad regarding work proposed within their respective right-of-ways.

**C-462 Safety Improvements, Sumter County, FL**— Project engineer. Kimley-Horn is in the final stages of preparing plans and specifications for this Sumter County LAP project, which involves correcting the cross slope on County Road 462 near the 90 degree horizontal curve at the intersection with CR 223. The cross slope under existing conditions ranges from 4% to 7% and the required cross slope per FDOT Greenbook criteria is 9.5%. Other improvements involved in this project are the construction of paved shoulders along both C-462 and CR 223 and the installation of profiled thermoplastic along C-462.




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## GARY NADEAU, P.E.

### QUALITY ASSURANCE/QUALITY CONTROL

Professional Engineer in Florida #49629

### SPECIAL QUALIFICATIONS

- Has 31 years of experience in transportation design, structural, construction, hydraulic, and traffic engineering
- Areas of expertise include freeway and expressway detailed design, design supervision, bridge and highway design, highway and street drainage design, traffic control design, right-of-way assessment, construction observation, and project management
- An FDOT-certified maintenance of traffic (MOT) professional and accustomed to designing MOT plans that balance all modes of traffic in an efficient and effective manner



31 Years of Experience

### Credentials

- Master of Science, Civil Engineering, California State University
- Bachelor of Science, Civil Engineering, University of Hartford
- FDOT Specialized Training; Module IV Training
- Traffic Control Plan Design
- Long Range Estimating (LRE)
- Flexible Pavement Design Training
- Specifications Package Preparation Training, Advanced Traffic Control Certification
- American Public Works Association (APWA)
- American Society of Civil Engineers (ASCE)
- Florida Engineering Society
- Florida Institute of Consulting Engineers

**Fruitville Road/Coburn Road to Debrecen Road Transportation Engineering Services (aka Fruitville Road Reconstruction), Sarasota, FL**— Project manager for the Kimley-Horn team that completed design services for the reconstruction of Fruitville Road from a two-lane roadway to a four-lane, urban arterial over a distance of 2.1 miles. The new roadway section consists of an urban four-lane, divided roadway with multi-use paths, closed drainage, signalized intersections, street lighting, and landscaping. Our services also included design of a 16-inch water main and provision of a utility corridor for existing (and future) water, wastewater, cable, and telephone utility service. Kimley-Horn staff helped direct an extensive public involvement effort. At the request of our client, Sarasota County, we compressed the design schedule from 22 months to 12 months.

**Fruitville Road Milling and Resurfacing Improvements, Sarasota, FL**— Project manager for the milling and resurfacing of one mile of Fruitville Road between US 41 to US 301. The corridor is an urban four-lane facility with 4- to 5-foot sidewalk along both sides of the corridor. Right-of-way is generally located at the back of the sidewalk throughout the project corridor. Other improvements included ADA enhancements to upgrade pedestrian ramps, signal features, and pedestrian crossing timings. Two traffic signals were upgraded from conventional traffic loops to video detection and the remaining five intersections were re-looped to maintain signal actuation. The corridor also underwent a face lift with the removal and installation of a completely new landscape concept, including decorative street treatments at two signalized intersections

along with other hardscape enhancements. The resurfacing was jointly funded with the Florida Department of Transportation (FDOT) and City funds and was facilitated by way of a local agency plan agreement between the City and FDOT.

**South Lake Silver Drive (FDOT LAP), Winter Haven, FL** — Project manager. Kimley-Horn provided engineering services for the design improvements to South Lake Silver Drive from 5th Street, NW to SR 549 (1st Street) North. The City of Winter Haven initiated this complete street project to recognize its vision of revitalizing one of its core corridors by enhancing pedestrian, bicycle, and vehicular mobility. By leveraging our understanding of FDOT processes and developing construction documents that conform to FDOT standards, Kimley-Horn was able efficiently manage the aggressive project schedule.

**Avenue K NE Complete Streets (FDOT LAP), Winter Haven, FL**— Principal-in-Charge. Kimley-Horn is providing streetscape, roundabout, drainage, and signing and pavement marking design on this Complete Street project for the City of Winter Haven focusing on improving pedestrian and bicycle access/safety by constructing sidewalk along the Avenue K NE corridor from E. Lake Silver Drive to Fairfax Street NE. All proposed improvement will be within the existing right-of-way and will consist of sidewalk installation on both sides of the corridor, construction of a roundabout, milling and resurfacing of existing roadway, signing and pavement markings plans, drainage, future lighting conduit, and utility modifications where needed.




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## BOB JOEL, P.E.

### QUALITY ASSURANCE/QUALITY CONTROL

Professional Engineer in Florida #52479

### SPECIAL QUALIFICATIONS

- Has 41 years of roadway design and maintenance of traffic experience in Florida, North Carolina, South Carolina, New York, New Jersey, and Puerto Rico
- He has served as engineer of record and project manager for dozens of transportation improvements ranging from resurfacing, restoration, and rehabilitation (RRR) projects to large-scale interstate design and interchange replacements
- Experience also includes QC reviews for stormwater/drainage and safety projects, as well as field work



41 Years of Experience

### Credentials

- Bachelor of Science, Civil Engineering Technology, Roger Williams University
- Certified in advanced traffic control, specifications, and long-range estimate preparation with FDOT
- Traffic Control Plan Design, FDOT
- LRE New User Training, FDOT
- Specifications Package Preparation for Consultants Training, FDOT
- Has worked extensively in FDOT Districts One, Two, Five, and Seven

**Alachua County Engineering Services for Miscellaneous Transportation Itemized Projects >\$2 Million, Alachua County, FL—** Quality Control Manager. Kimley-Horn was retained to provide new roadway design and/or studies for roadway projects, preparation of engineering documents, and design procedures, repair, resurfacing, and rehabilitation projects, construction engineering inspection services (CEI), site design for County facilities as well as associated activities. Such activities may include new roadway design for arterial and collector roads, signalization, intersection improvements, the design of open and closed drainage systems, utility design, utility relocation plans, maintenance of traffic plans, bridge design, structural design, railroad crossings, FDOT permits, stormwater permits, environmental permits, traffic engineering applications, minor traffic operations improvements, and other appurtenances.

**CR 484 Widening, Ocala, FL—** Project Engineer. Kimley-Horn is providing design, permitting and bidding assistance services for the widening of CR 484 in Marion County. This project will widen and reconstruct CR 484 from Marion Oaks Pass to Marion Oaks Course and include two new signalized intersections at Florida Crossroads Commerce Park Road and SW 49th Court Road. The primary objective of this project is to widen CR 484 from an existing two-lane undivided roadway to a 4-lane divided roadway to support future traffic and a future Industrial Park as part of a Future Job Growth Infrastructure Grant Agreement with the State of Florida Department of Economic Opportunity (DEO).

**Legacy Trail Extension Design, Sarasota County, FL—** Quality Assurance/Quality Control Reviewer. Kimley-Horn is providing trail design and related engineering and landscape architectural services for the 8.9-mile Legacy Trail Extension project from Culverhouse Nature Park to Payne Park, as well as the 4.8-mile North Port Connector trail from the east end of pavement on Forbes Trail to Warm Mineral Springs park. For these two segments, Kimley-Horn is providing trail design and related civil engineering, structural/bridge engineering, bridge inspection, planning/landscape architecture, environmental assessment/permitting, stormwater management, utilities infrastructure, communication system, and community engagement services.

**St. Petersburg Pier Approach Design, St. Petersburg, FL—** Quality Control Manager. Kimley-Horn is currently providing professional services for the St. Petersburg Pier Approach project. This project consists of the redevelopment of the area between the new proposed Pier and the Downtown Core of Beach Drive. Professional services being provided include site civil engineering, stormwater design and permitting, utility design and permitting, transportation engineering, landscape architecture, parking study, structural engineering, and environmental services.





## JESSICA NOVAK, P.E.

### DEPUTY PROJECT MANAGER; ROADWAY DESIGN

Professional Engineer in Florida #90848

#### SPECIAL QUALIFICATIONS

- Eight years of experience in design and preparation of roadway construction plans, including roadway geometrics, signalization plans, signing and marking plans, and traffic control plans
- Experienced with MicroStation, AutoCAD, AutoTURN maneuverability software, and Geopak



8 Years of Experience

#### Credentials

- Bachelor of Science, Civil and Coastal Engineering, University of Florida
- Certified in FDOT Plan Reading
- Women's Transportation Seminar (WTS)

**CR 470 Improvements Phase 1, The Villages, Sumter County, FL** — Lead Roadway Engineer. Responsible for roadway design and overseeing plans production from conceptual design to final construction plans as well as coordination on an as-needed basis through the construction phase. Sumter County and The Villages selected Kimley-Horn to design the widening of CR 470 from two to four lanes to accommodate the tremendous growth in the area. This phase of the expansion of CR 470 is approximately three miles long and involves both expanding on the existing alignment and new construction on a new alignment. The design includes a signal, four roundabouts, and two tunnels along with two and a half miles of multi-modal transportation pathways.

**Bexley Trail Phase 3, The Villages, Sumter County, FL** — Assistant Project Manager. Responsible for completion of final roadway plans for construction. Sumter County and The Villages selected Kimley-Horn to design a one-mile segment of four-lane divided roadway to accommodate the growth in the area.

**CR 2006 Resurfacing, Flagler County, FL** — Project engineer. Responsible for roadway design and plans production. Kimley-Horn produced a set of "Smart Plans" for the milling and surfacing of approximately four miles of roadway of CR 2006. Five-foot paved shoulders were added along with paving intersecting roadway aprons. Kimley-Horn coordinated with the Water Management District and received a safety exemption for the permit. Kimley-Horn complied with all requirements of the Small County Outreach Program (SCOP) and the agreement between the Florida Department of Transportation (FDOT) and Flagler County.

**Old Moultrie Road (County Road 5A) from Lewis Point Road to State Road 312, St. Johns County** — Roadway Design Engineer. Responsible for the roadway design and plans production. Kimley-Horn was selected by St. Johns County to prepare design plans for the reconstruction of Old Moultrie Road (CR 5A) from a rural two-lane roadway with drainage ditches to an urban three lane curb and gutter typical section with an internal drainage system. Additional pedestrian features from Lewis Point Road to State Road 312 will be provided, approximately 1.0 mile. The project included a pond siting report that the County used to acquire the necessary stormwater treatment facilities along the roadway. Signal adjustments at Lewis Point Road and State Road 312 were included.

**CR 238N Widening and Resurfacing, Union County, FL** — Project engineer. Responsible for the roadway design. Kimley-Horn was selected by the Union County Public Works department to provide survey, permitting, design, and minimal construction phase services for this 1.6 mile widening and resurfacing of CR 238N from SR 100 to NE 111th Way. The roadway design will be prepared according to applicable FDOT design standards and specifications. In addition to roadway design of typical and cross sections, Kimley-Horn will adhere to maintenance of traffic (MOT) requirements for the construction of this project using FDOT Standard Plans and compile additional erosion control measures that may be needed depending on site conditions.





**SR 5A Resurfacing from King Street to SR 16, FDOT District Two, St. Johns County, FL** — Project Analyst. Responsible for roadway design and plans production. Kimley-Horn is providing professional engineering and plans production services for the milling and resurfacing of State Road (SR) 5A from north of King Street to SR 16 (Picolata Road) for the St. Johns County. The project also includes drainage improvements, sidewalk, signalization upgrades, and the installation of Rapid Rectangular Flashing Beacon (RRFB)s at uncontrolled pedestrian crossings through downtown historic St. Augustine. The drainage improvements are being made to replace existing drainage outfall pipes with backflow preventers to mitigate storm surge flooding in response to Hurricanes Matthew and Irma. In addition, the existing on-street parking is inventoried to remove noncompliant spaces that interfere with sight distance at intersections.

**CR 238N Widening and Resurfacing, Union County, FL** — Project engineer. Responsible for the roadway design. Kimley-Horn was selected by the Union County Public Works department to provide survey, permitting, design, and minimal construction phase services for this 1.6 mile widening and resurfacing of CR 238N from SR 100 to NE 111th Way. The roadway design will be prepared according to applicable FDOT design standards and specifications. In addition to roadway design of typical and cross sections, Kimley-Horn will adhere to maintenance of traffic (MOT) requirements for the construction of this project using FDOT Standard Plans and compile additional erosion control measures that may be needed depending on site conditions.

**SW 150th Loop Road Reconstruction, Union County, FL** — Project engineer for design services to convert this one-mile limerock/dirt road to asphalt. The project consisted of providing survey, permitting, design, and minimal construction phase services for the reconstruction of SW 150th Loop from SR 121 to SR 121. Kimley-Horn provided the evaluation and design plans for pavement, utilities, and erosion. The reconstructed typical sections were designed with a lane width of 9 feet and drainage conveyed through roadside swales.

**Resurfacing of CR 229N from SR 121 To Baker County Line, Union County, FL** — Project engineer for professional services including roadway engineering associated with the design phase of the widening and resurfacing of the approximately 6.5-mile CR 229N from north of SR 121 to Baker County line. Kimley-Horn will prepare roadway design plans depicting the proposed improvements. Design elements will include resurfacing CR 229N from SR 121 through the residential area to the north (approximately at the intersection with NE 149th Street), widening lanes to 11 feet with 6-foot grass shoulders from near NE 149th Street to the Baker County line, cross slope correction by overbuild methods at deficient curves with significant crash history, installing mitered end sections to cross drains and side drains within the clear zone, and updating signing and pavement markings.

**Widening of CR-210 West from Interstate 95 to C.E. Wilson Road, St. Johns County, FL** — Roadway Design Engineer. Responsible for the roadway design and plans production, Kimley-Horn was selected by St. Johns County to prepare 30% design plans for the widening of CR 210 from the east side of the interchange with I-95 to C.E. Wilson Road from four-lanes to six-lanes. The project included an alternative alignment study, roadway design analysis, and lane shift corrections through an existing signalized intersection. The alternative alignment study evaluated three widening options: left, right, and center to identify impacts to existing entities and determine the best option. In addition, several stormwater treatment facility locations were analyzed to accommodate the additional drainage runoff.

**SW 63rd Drive Widening and Resurfacing, Union County, FL** — Project engineer for design and plans production services associated with this 1.0-mile rehabilitation project for the Union County Board of County Commissioners. Permitting assistance for the County included the ROW Certification, Utility Certification, and Railroad Certification Forms through FDOT. Additional services performed by Kimley-Horn included pavement design, typical section development, traffic control plan, signing and pavement marking, and construction phase services.

**SE 8th Avenue Widening and Resurfacing, Union County, FL** — Project engineer for survey, permitting, design, and minimal construction phase services for the widening and resurfacing of this 0.3-mile roadway from SR 121 to SR 100 for the Union County Board of County Commissioners. Roadway design services included pavement design, typical sections, cross sections, traffic control, Storm Water Pollution Prevention Plan (SWPPP), signing and pavement marking, and recommending proposed utility adjustments.





## VICTOR GALLO, P.E.

### DRAINAGE

Professional Engineer in Florida #75592

### SPECIAL QUALIFICATIONS

- Has 22 years of experience in stormwater design
- Has designed roadway storm sewer systems and stormwater management facilities for rural, urban, and interstate projects across Florida
- Areas of expertise include stormwater design, roadway storm sewer systems, pond siting analysis, stormwater management facilities, floodplain compensation, culvert design, bridge scour analysis, and permitting



22 Years of Experience

### Credentials

- Master of Science, Engineering Management, University of South Florida
- Bachelor of Science, Civil Engineering, University of South Florida
- American Society of Civil Engineers (ASCE)
- Engineers Without Borders

**CR 484 Widening, Ocala, FL**— Project Engineer. Kimley-Horn is providing design, permitting and bidding assistance services for the widening of CR 484 in Marion County. This project will widen and reconstruct CR 484 from Marion Oaks Pass to Marion Oaks Course and include two new signalized intersections at Florida Crossroads Commerce Park Road and SW 49th Court Road. The primary objective of this project is to widen CR 484 from an existing two-lane undivided roadway to a 4-lane divided roadway to support future traffic and a future Industrial Park as part of a Future Job Growth Infrastructure Grant Agreement with the State of Florida Department of Economic Opportunity (DEO).

**Curley Road from CR 54 to North of Wells Road, Pasco County, FL** — Stormwater design engineer who completed a floodplain analysis for the crossdrain design of the new alignment. The Curley Road project involves reconstruction of 2.4 miles of existing two-lane rural roadways to a four-lane road with sidewalks. The southern 1.1 miles is being realigned from its current location to a new alignment from SR 54 to Wells Road. The proposed four-lane urban section will have flush inside shoulders with curb installed when it is widened to six lanes. Stormwater management for water quality (treatment) and water quantity (attenuation) will be provided for the ultimate six-lane section, through the use of wet detention stormwater management facilities.

**SR 54 over Cypress Creek, Pasco County, FL** — Stormwater Design Engineer who completed the Bridge Hydraulics Report, including scour analysis for this bridge. This project includes the widening of the existing four-lane rural roadway to a six-

lane rural roadway from east of US 41 to the intersection of SR 54 and CR 54. Prepared design plans to widen the existing AASHTO beam bridges to carry an additional lane.

**SR 52 at Bayou Branch, Pasco County, FL** — Stormwater design engineer who completed the Bridge Hydraulics Report, including scour analysis for this bridge. This project consisted of replacing an existing box culvert on SR 52 to accommodate the roadway widening from two to four lanes. The new box culvert was designed to be stage constructed utilizing a detailed traffic control plan and critical temporary sheet pile walls.

**Starkey Boulevard Road and Bridge Design, Pasco County, FL** — Stormwater Design Engineer who completed the Bridge Hydraulics Report, including scour analysis for this bridge. This project included the design widening of a 1.0 mile section from two lanes to four lanes including the design of a 754-foot bridge. The project included drainage design, pond design, permitting, and surveys. The project also included the design of a multi-use trail on the east side of the project.

**Modern Roundabout Improvement Design / PD&E for US 41 and Gulfstream, FDOT District One, Sarasota, FL**— Drainage engineer. Kimley-Horn performed engineering services for the state's first State-Wide Acceleration and Transformation (SWAT) project for the multi-lane roundabout. Designated as a SWAT project, the PD&E and Design efforts overlap to reduce schedule and streamline efficiency. This project included full reconstruction of the intersection to a roundabout configuration, pedestrian signals, lighting, landscape, ADA and drainage improvements. This is the first partial 3 lane roundabout in the





state and due to its complexity an emphasis has been placed on public involvement for this project. Design improvements for this constrained urban intersection addressed multi-modal transportation, pedestrian connectivity/safety enhancements and balanced roundabout performance criteria such as fastest path analysis and design vehicle movements. Due to high pedestrian volumes FDOT is implementing the use of High Intensity Activated Crosswalks or Hawk signals.

**SR 5 (US 1) from SR 207 to SR 16 and SR 16 to City Gates, FDOT District Two** — Drainage engineer-of-record. This project involves concrete rehabilitation and RRR improvements of SR 5 (US 1) from SR 207 to SR 16 and SR 16 to City Gates in St. Johns County. For this 3-mile, four-lane urban roadway, services include the repair of base problems, rehabilitation of concrete pavement (6,000 concrete slabs to be evaluated), addition paved shoulders, curb and gutters repair, ADA ramps repair, repair/replace of damaged curb inlets, replacement of traffic signals for five intersections, and sidewalks repair. Additionally, the team will provide traffic control plans, signing and pavement marking, traffic engineering, lighting, drainage design, GIS/data management, photogrammetry, mobile laser imaging, survey, SUE, geotechnical, and miscellaneous structures design services.

**West Dearborn Street and South McCall Road Improvements, Englewood, FL**— Drainage Engineer. Kimley-Horn was retained by Sarasota County to complete the West Dearborn Street and South McCall Road improvements project. Kimley-Horn designed over a mile of retrofitted drainage improvements along South McCall Road. The South McCall Road area of Englewood routinely floods, threatening not only community mobility but existing homes along the corridor. Kimley-Horn modeled the improvements and cut them into the County's coastal fringe model. These improvements, once constructed, will significantly lower the peak flooding stages throughout the corridor, as much as a foot in some locations. This project is set to enter construction in spring of 2020.

**Oakland, Myrtle, Cherokee (48th Avenue) Drainage Improvements, Pinellas County, FL** — Stormwater Design Engineer who completed the drainage study, including recommended drainage improvements.

**Kingsway Road Drainage Improvements, Hillsborough County, FL** — Stormwater Design Engineer who designed and permitted the stormsewer system and designed French Drain system.

**Craft Road Culvert Replacement Drainage Improvements, Hillsborough County, FL** — Stormwater Design Engineer who designed and permitted a culvert crossing.

**Gornto Lake Road Extension, Hillsborough County, FL** — Stormwater Design Engineer who designed and permitted the storm sewer system. This project includes a project development and environment (PD&E) study and final design services of a 0.7-mile extension of Gornto Lake Road from its existing terminus south of SR 60 southward to the existing intersection with Town Center Boulevard. The corridor had several challenges, including a wetland on one side and cemetery on the other side. Pond siting was critical because of floodplain compensation requirements.

**Fred Howard Park Bridge Replacements, Pinellas County, FL** — Stormwater Design Engineer who completed the bridge hydraulics analysis, designed scour protection, designed and permitted the stormsewer system, including trench drain system. This project included the preparation of final design plans and permitting for the replacement of the two deficient structures with new bridges that met current vehicle and pedestrian design criteria at Fred Howard Park. The bridges, which provide the only access to the causeway on the Gulf of Mexico, were each replaced with a 120-foot long, three-span precast plank bridge with a cast-in-place topping for speed of construction. A combination of underdrains and exfiltration system was used for stormwater treatment. Also designed improvements to the adjacent bulkheads and ensured ADA compatibility.

**Sand Lake Road Interchange Design, Florida's Turnpike Enterprise, Orlando, FL**— Drainage engineer. Kimley-Horn is currently providing design services for the implementation of a new interchange at the crossing of the Florida's Turnpike and Sand Lake Road. Our efforts include the design of a Modified Single Point Urban Interchange with the inclusion of four new connecting ramps and the replacement of the Sand Lake Bridge over the Turnpike. Other efforts include two new signalized intersections, new signage along Sand Lake Road and along the Florida's Turnpike (one mile south and one mile north of Sand Lake), design of two new toll plazas, and ITS reconstruction for approximately three miles (including CCTV cameras, MVDS, Variable Message Signs and trunk line design). The Kimley-Horn is providing roadway, drainage, and lighting design, traffic control, utility coordination, environmental services, and permitting services. Our team will also develop a Community Awareness Plan and lead one informational public meeting. This new interchange will enhance connectivity, provide long-term mobility options, address existing and future traffic needs, and enhance access for emergency responders and during hurricane evacuations.




**NASSAU COUNTY**

County Road 121 Design Services

Duval County Line to CR 119

RFQ No. NC22-019

## NATALIE BETZ-ZIERDEN, P.E.

### DRAINAGE

Professional Engineer in Florida #56072

### SPECIAL QUALIFICATIONS

- Senior drainage design engineer with 26 years of experience in stormwater design and permitting requirements of various environmental agencies and local, state, and federal governments
- Expertise in hydraulic analysis/design, channel design, storm sewer system modeling, hydrologic analysis/design, hydraulic modeling, culvert design, detention/retention basin design, project management
- Skilled in drainage modeling software including SWMM, StormCAD, POND5 as well as ICPR, WSPRO, UNET, HEC-RAS, ASAD and Hydrain



26 Years of Experience

### Credentials

- Bachelor of Science, Environmental Engineering, University of Florida
- FDOT Project Management Training
- OSHA Training
- Stormwater Management Inspector

**Hardee County Miscellaneous Professional Engineering, Wauchula, FL**— Project Engineer. Kimley-Horn was selected to provide on-call services for various miscellaneous projects including stormwater recertifications to the Southwest Florida Water Management District for various owned and maintained Hardee County facilities. Work includes validating existing construction for the College Hill Bridge for conformity with FDOT specifications and standards, performing recertification inspections for Southwest Florida Water Management District (SWFWMD) of County owned facilities, and designing a septic system replacement for Resthaven Assisted Living Facility.

**Fort Caroline Road Reconstruction, City of Jacksonville, Duval County, FL** — Senior Stormwater Engineer, Assistant Project Manager for this 3-mile reconstruction project that included an urban typical section with a roundabout design. Responsibilities included storm sewer design, permitting and client coordination.

**SR 87, CR 178 to SR 4 Reconstruction, FDOT District Three** — Served as Drainage Design Engineer. Preliminary and final design for the 5.5-mile widening of a hurricane evacuation route from a two-lane rural roadway to a four-lane divided rural highway.

**SR 61 and SR 63 Resurfacing, FDOT District Three** — Served as Drainage Design Engineer. Design services for the resurfacing of SR 61 (South Monroe Street) from Paul Russell Road to Perkins Street, a distance of 1.5 miles and for the resurfacing of SR 63 (US 27) from Capital Circle NW to the Gadsden County Line in Leon County, a distance of 2.5 miles.

**Design Group 12-04 - SR 10 and SR 261, FDOT District Three** — Served as Drainage Design Engineer. Preparation of plans, specifications, and estimates for two Resurfacing, Rehabilitation, and Restoration (3R) projects including 2.3 miles of SR 10 and 2.7 miles of SR 261. Design resurfaces all travel lanes, auxiliary lanes, and paved shoulders on both routes, as well as median crossovers. Any necessary ADA improvements within the project bounds are included in the plans.

**SR 388 Widening & Extension, FDOT District Three** — Served as Drainage Design Engineer. Design and permitting services to convert a two-lane rural roadway into a four-lane suburban controlled-access highway, encompassing 4.8 miles of widening on the existing alignment and 1.7 miles of new roadway. Ecological assessments required to permit impacts associated with new alignment including wetland delineation.

**Natural Bridge Road and SR 20 Bridge Replacements, FDOT District Three** — Served as Drainage Design Engineer. Design of two bridge replacements in ecologically sensitive areas, requiring context-sensitive design: a 125-foot-long, four-span flat slab bridge with a concrete deck, stamped and painted to resemble wooden planking, and a 107-foot-long, single-span AASHTO girder structure.

**SR 83 (US 331) from Choctawhatchee Bay to SR 20, Freeport, FL** — Served as Task Manager. Design for major reconstruction of an existing two-lane rural roadway to a four-lane divided rural roadway. Provided drainage design, environmental services, signing and pavement marking design, traffic and signalization design, and public information services.





## CHRIS TOWNE, P.E.

### ROADWAY DESIGN

Professional Engineer in Florida #66928

### SPECIAL QUALIFICATIONS

- Has 26 years of experience with project management, client relations, design, technical oversight of staff, and day-to-day office operations
- Has 15 years of experience designing and managing County roadway projects funded by FDOT within District 2.
- Knowledge and experience of managing projects with a multi-discipline approach



26 Years of Experience

### Credentials

- Bachelor of Science, Civil Engineering, Virginia Tech
- Designing for Pedestrian Safety from Florida Highway Administration
- FDOT Guardrail Training
- FDOT Advanced Work Zone Traffic, #87977
- Florida Association of County Engineers and Roadway Superintendents (FACERS)

**Alachua County Engineering Services for Miscellaneous Transportation Itemized Projects >\$2 Million, Alachua County, FL**— Project Manager. Kimley-Horn was retained to provide new roadway design and/or studies for roadway projects, preparation of engineering documents, and design procedures, repair, resurfacing, and rehabilitation projects, construction engineering inspection services (CEI), site design for County facilities as well as associated activities. Such activities may include new roadway design for arterial and collector roads, signalization, intersection improvements, the design of open and closed drainage systems, utility design, utility relocation plans, maintenance of traffic plans, bridge design, structural design, railroad crossings, FDOT permits, stormwater permits, environmental permits, traffic engineering applications, minor traffic operations improvements, and other appurtenances.

**CR 219A Full Depth Reclamation from US 3, Alachua County, FL** — Project Manager. Kimley-Horn was retained to provide roadway design plans and permitting support for improvements to this approximately 6.5 mile, 2-lane rural road in Alachua County. Services included cross slope correction utilizing current FDOT standards, utility coordination, drainage design, signing and pavement markings, maintenance of traffic, and permitting coordination with SJRWMD. In addition, Intersection analysis was performed in order to install safety countermeasures.

**NW 32nd Ave Full Depth Reclamation from CR 241 to NW 186th Street, Alachua County, FL** — Project Manager. Project Manager. Kimley-Horn was retained to prepare roadway construction plans to mill and resurface 2.5 miles of NW 32nd Avenue from NW 186th Street to just west of CR 241. Other elements included: Superelevation Cross-slope correction; Design exceptions for sub-standard horizontal curve; Pavement driveways; Replace side-drain pipes; Extend cross-drain pipes; Shoulder construction; Drainage improvements; Utility coordination; Suwannee River Water Management District permitting; and Construction Administration services. Kimley-Horn was retained to prepare roadway construction plans to mill and resurface 2.5 miles of NW 32nd Avenue from NW 186th Street to just west of CR 241. Other elements included: Superelevation Cross-slope correction; Design exceptions for sub-standard horizontal curve; Pavement driveways; Replace side-drain pipes; Extend cross-drain pipes; Shoulder construction; Drainage improvements; Utility coordination; Suwannee River Water Management District permitting; and Construction Administration services.

**SW 63rd Drive Widening and Resurfacing, Union County, FL** — Project manager for design and plans production services associated with this 1.0-mile rehabilitation project for the Union County Board of County Commissioners. Permitting assistance for the County included the ROW Certification, Utility Certification, and Railroad Certification Forms through FDOT. Additional services performed by Kimley-Horn included pavement design, typical section development, traffic control plan, signing and pavement marking, and construction phase services.





**SE 8th Avenue Widening and Resurfacing, Union County, FL** — Project manager for survey, permitting, design, and minimal construction phase services for the widening and resurfacing of this 0.3-mile roadway from SR 121 to SR 100 for the Union County Board of County Commissioners. Roadway design services included pavement design, typical sections, cross sections, traffic control, Storm Water Pollution Prevention Plan (SWPPP), signing and pavement marking, and recommending proposed utility adjustments.

**CR 238N Widening and Resurfacing, Union County, FL** — Project manager for survey, permitting, design, and minimal construction phase services for this 1.6-mile widening and resurfacing of CR 238N from SR 100 to NE 111th Way. The roadway design will be prepared according to applicable FDOT design standards and specifications. In addition to roadway design of typical and cross sections, Kimley-Horn will adhere to maintenance of traffic (MOT) requirements for the construction of this project using FDOT Standard Plans and compile additional erosion control measures that may be needed depending on site conditions.

**SW 150th Loop Road Reconstruction, Union County, FL** — Project manager for design services to convert this one-mile limerock/dirt road to asphalt. The project consists of providing survey, permitting, design, and minimal construction phase services for the reconstruction of SW 150th Loop from SR 121 to SR 121. Kimley-Horn will provide the evaluation and design plans for pavement, utilities, and erosion. The reconstructed typical sections will be designed with an anticipated lane width of 9 feet and drainage conveyed through roadside swales and roadway cross sections will be developed at 100-foot intervals.

**NE 149th Street Resurfacing, Union County, FL** — Project manager for improvements to 0.6-mile of survey, permitting, design, and minimal construction phase services for resurfacing NE 149th Street from West of NE 222nd PL to CR 229. Roadway design and construction plans to be assembled by Kimley-Horn include typical sections illustrating resurfacing improvements, detail limits and construction details, cross sections to be developed at 500 feet intervals, signing and pavement marking, and utility adjustments.

**Resurfacing of CR 229N from SR 121 To Baker County Line, Union County, FL** — Project manager for professional services including roadway engineering associated with the design phase of the widening and resurfacing of the approximately 6.5-mile CR 229N from north of SR 121 to Baker County line. Kimley-Horn will prepare roadway design plans depicting the proposed improvements. Design elements will include resurfacing CR 229N from SR 121 through the residential area to the north (approximately at the intersection with NE 149th Street), widening lanes to 11 feet with 6-foot grass shoulders from near NE 149th Street to the Baker County line, cross slope correction by overbuild methods at deficient curves with significant crash history, installing mitered end sections to cross drains and side drains within the clear zone, and updating signing and pavement markings.

**CR 525E Extension Design and Permitting, Sumter County, FL** — Project Engineer. This project involves design and permitting associated with a new approximately one-mile roadway extension to support regional transportation connectivity and economic growth. Design plans and permits were obtained for the first two lanes of a future four-lane road section. Services included surveying and mapping, geotechnical explorations, environmental assessments and permitting, roadway design and construction plans, permitting, and bid documents and assistance. The project was designed as two lanes of the ultimate four-lane buildout configuration identified to be needed to support future traffic growth associated with a new interchange connection at CR 514 at I-75. Kimley-Horn will also be providing engineer of record services during construction. At the completion of Phase 1, Kimley-Horn was retained to prepare design plans and permits for Phase 2 of the project, which will extend the roadway to US 301 and includes permitting with CSX for a new railroad crossing.

**Meggison Road Planning and Design, Sumter County, FL** — Engineer of Record for design plans and permits for Meggison Road, from SR 44 to Warm Springs Avenue. As part of the design project, Kimley-Horn has prepared design traffic forecasts. The design traffic forecasts were utilized to develop a signal warrant and traffic operational analysis to support a new traffic signal at SR 44. Traffic forecasts were also utilized to develop the roadway typical section, pavement design, access management, and recommended intersection geometry and control at Warm Springs Avenue. Ongoing permitting coordination is occurring with Sumter County, FDOT and the Southwest Florida Water Management District (SWFWMD). As a result of continuous coordination, FDOT has approved a variance for a future traffic signal on SR 44 at Meggison Road.

**CR 470 Improvements Phase 1, The Villages, FL** — Project Engineer. Sumter County and The Villages selected Kimley-Horn to design the widening of CR 470 from two to four lanes to accommodate the tremendous growth in the area. The expansion of CR 470 is for approximately three miles and involves both expanding on the existing alignment and a new alignment. The design includes a signal, four roundabouts, and two tunnels.





## NASSAU COUNTY

County Road 121 Design Services

Duval County Line to CR 119

RFQ No. NC22-019

## GEORGE ROLAND, P.E.

### ROADWAY DESIGN

Professional Engineer in Florida #66928

### SPECIAL QUALIFICATIONS

- 26 years of professional experience in the management and design of transportation projects
- Experience ranges from small design projects (such as turn lane additions) to large roadway widening projects (such as widening from two to six lanes) in both urban and rural environments
- Specializes in the planning, design, permitting and construction observation of roadway projects of all sizes and has help guide clients through public and private utility relocations



26 Years of Experience

### Credentials

- Master of Science, Civil Engineering, Florida State University
- Bachelor of Science, Civil Engineering, Florida State University

**Cecil Connector Road – Phase 2 (Copper Ridge Road), Duval County, FL** — Project Manager for roadway design. Kimley-Horn designed roadway improvements from the intersection of Branam Field Road/Cecil Connector Road intersection to the north entrance of the Copper Ridge subdivision, approximately 0.58 miles. The typical section of the roadway consisted of 4- 11 ft lanes, 17 ft median, 12 ft multiuse trail, 6 ft sidewalk, and a closed drainage system. This project started the development of a spine road for the future community that will also serve as a vital section of a connector road that will eventually connect Branam Field Road with 103rd Street. The project received permits from the City of Jacksonville, St. Johns River Water Management District and U.S. Army Corps of Engineers. Kimley-Horn will perform Professional Services During Construction.

**SR 5A Resurfacing from King Street to SR 16, FDOT District Two, St. Johns County, FL** — Project Engineer. Kimley-Horn is providing professional engineering and plans production services for the milling and resurfacing of State Road (SR) 5A from north of King Street to SR 16 (Picolata Road) for St. Johns County. The project also includes drainage improvements, sidewalk, signalization upgrades, and the installation of Rapid Rectangular Flashing Beacon (RRFB)s at uncontrolled pedestrian crossings through downtown historic St. Augustine. The drainage improvements are being made to replace existing drainage outfall pipes with backflow preventers to mitigate storm surge flooding in response to Hurricanes Matthew and Irma. In addition, the existing on-street parking is inventoried to remove non-compliant spaces that interfere with sight distance at intersections.

**SW 63rd Drive Widening and Resurfacing, Union County, FL** — Project engineer for design and plans production services associated with this 1.0-mile rehabilitation project for the Union County Board of County Commissioners. Permitting assistance for the County included the ROW Certification, Utility Certification, and Railroad Certification Forms through FDOT. Additional services performed by Kimley-Horn included pavement design, typical section development, traffic control plan, signing and pavement marking, and construction phase services.

**SE 8th Avenue Widening and Resurfacing, Union County, FL** — Project engineer for survey, permitting, design, and minimal construction phase services for the widening and resurfacing of this 0.3-mile roadway from SR 121 to SR 100 for the Union County Board of County Commissioners. Roadway design services included pavement design, typical sections, cross sections, traffic control, Storm Water Pollution Prevention Plan (SWPPP), signing and pavement marking, and recommending proposed utility adjustments.

**CR 238N Widening and Resurfacing, Union County, FL** — Project engineer for survey, permitting, design, and minimal construction phase services for this 1.6 mile widening and resurfacing of CR 238N from SR 100 to NE 111th Way. The roadway design will be prepared according to applicable FDOT design standards and specifications. In addition to roadway design of typical and cross sections, Kimley-Horn will adhere to maintenance of traffic (MOT) requirements for the construction of this project using FDOT Standard Plans and compile additional erosion control measures that may be needed depending on site conditions.





**SW 150th Loop Road Reconstruction, Union County, FL** — Project engineer for design services to convert this one-mile limerock/dirt road to asphalt. The project consists of providing survey, permitting, design, and minimal construction phase services for the reconstruction of SW 150th Loop from SR 121 to SR 121. Kimley-Horn will provide the evaluation and design plans for pavement, utilities, and erosion. The reconstructed typical sections will be designed with an anticipated lane width of 9 feet and drainage conveyed through roadside swales and roadway cross sections will be developed at 100-foot intervals.

**I-75/SR 93 3R Project, Alachua County, FL** — Project Engineer for the Kimley-Horn team that provided engineering services for approximately 9.2 miles of I-75. The project consisted of the resurfacing of I-75 beginning at the Marion County Line (MP 0.00) and ending south of SR 121 (MP 9.270). The I-75 mainline resurfacing included cross slope correction to improve pavement drainage. The project also included the northbound and southbound rest area entrance and exit ramps as well as the parking areas; along with the CR 234 interchange to the limits of the limited access right-of-way. The northbound exit ramp was lengthened to provide the appropriate stopping site distance.

**SR 16 Widening, St. Johns County, FL** — Project Manager. Kimley-Horn was selected by St. Johns County to prepare final construction plans for two miles of roadway widening from two-lanes undivided to four-lanes divided. This project was considered a permit project with the state of Florida. Permitting agencies included the Florida Department of Transportation (FDOT) and the St. Johns River Water Management District (SJRWMD).

**Shores Boulevard Widening, St. Johns County, FL** — Project engineer responsible for roadway design. Kimley-Horn was selected to prepare final construction plans for approximately 1.4 miles of roadway widening. The widening consists of adding two lanes to an existing two-lane section. The project consisted of curb and gutter with an internal drainage system that outfalls to adjacent ponds. The project required a stormwater permit from SJRWMD.

**Martin Luther King, Jr., Avenue (NW 16th Avenue), Ocala, FL** — Project Engineer responsible for roadway design. Kimley-Horn was selected to prepare two phases of Services for Martin Luther King, Jr., Avenue (MLK). Phase I included the preparation of final construction drawings for one mile widening of a two-lane uncurbed roadway to a four-lane divided urban roadway from NW 10th Street to NW 22nd Street. Phase II included the preparation of a schematic plan for widening and realigning a 1.5-mile section of the roadway from NW 22nd Street to US 441 in Ocala.

**CR 2209/CR 244 Intersection Improvements, St. Johns County, FL** — Project Manager. Kimley-Horn designed improvements at the intersection of CR 2209 and CR 244 that consisted of adding a second northbound left turn lane (550 feet long including taper length), removal of the existing traffic island in the northwest corner of the intersection, reducing the radius at the northwest corner of the intersection, adjusting the crosswalks across the north and west legs of the intersection, adding a westbound right turn lane (300 feet long including taper length), and the corresponding signal modifications. Northbound CR 2209 existing lane widths were reduced to 11 feet to accommodate the center widening for the second left turn lane. A permit exemption was applied for under the safety provision of the St. Johns River Water Management District rules.

**SR-263 (Capital Circle SW) from Springhill Drive to SR 371 (Orange Avenue), FDOT District Three** — Project Engineer for a four-mile section of SR 263 (Capital Circle SW) which includes the conversion of the existing two-lane rural roadway to a six-lane divided urban typical section. This segment of SR 263 is a SIS facility and will complete the Capital Circle roadway improvement between I-10 and the entrance to the Tallahassee Regional Airport. The proposed six-lane typical section will be provided within a 180-foot to 230-foot right-of-way and will provide three 12-foot travel lanes and a 4-foot bike lane in each direction, as well as a 12-foot wide meandering multi-use path along one side of the corridor. Kimley-Horn is providing a full range of roadway design services, including public involvement, traffic analysis, maintenance of traffic, erosion control, signing and pavement marking, as well as stormwater management, design, and permitting. The project will require significant coordination with the City of Tallahassee and the Tallahassee Regional Airport Authority to ensure the design includes improvements which contribute to the City's desire for the roadway to provide a gateway entry to the City. The coordination of access to the airport is vital to the operation of the airport and close coordination with the airport authority is necessary throughout the design process.




**NASSAU COUNTY**

County Road 121 Design Services

Duval County Line to CR 119

RFQ No. NC22-019

## MICHELLE MECCA, P.E. RSP1

### SAFETY ANALYSIS

Professional Engineer in Florida #55059

### SPECIAL QUALIFICATIONS

- Has 29 years of experience with transportation projects, including signal design, traffic engineering studies, and transportation planning studies with a focus on safety
- Expertise in safety studies, having performed more than 100 studies in northeast Florida and around the state
- Has served the FDOT District Two the past 15 years as the project manager for the Districtwide Traffic Safety Studies Consultant with three renewals



29 Years of Experience

### Credentials

- Bachelor of Science, Civil Engineering, University of Florida
- Road Safety Professional 1 Certification, #156
- Associate Traffic Signal Level I, International Municipal Signal Association
- Completion of FHWA Highway Safety Manual training
- Institute of Transportation Engineers (ITE)
- International Municipal Signal Association
- Completed training class on FDOT Roadways Safety Audit

#### Districtwide Traffic Safety Studies, FDOT District Two

— Project manager for Kimley-Horn's current and previous Districtwide Traffic Safety Studies On-Call contract for which we have provided numerous traffic safety studies over the past 172 years. The projects include completing studies and developing solutions to crash problems within the District on state roads. Types of assignments include intersection studies, corridor studies, pedestrian/bicyclist counts and safety analyses, concept design and LREs, benefit-cost and net present value, fatal crashes, safety letters, crash analyses, road safety audits, and safe routes to schools. The following list of projects highlights some examples of work assignments that have been completed under this contract:

- **State Street and Union Street Safety and Lane Redesignation Feasibility Study.** Served as project manager for this study to determine if the two one-way pairs of State and Union Streets could have lanes redesignated to improve corridor safety for vehicles and non-motorists alike while simultaneously preserving the operational characteristics for the segment and signalized intersections to prevent future degradation of the level of service.
- **SR 15 (Kings Road) Safety and Lane Reduction Feasibility Study.** Served as project manager for this study to determine if the existing four-lane undivided cross section could be converted to a three-lane cross-section with a center two-way left-turn lane and bicycle lanes. The improvements will aim to improve the corridor safety for vehicles and non-motorists alike while simultaneously preserving the operational characteristics for the segment and signalized intersections to prevent future degradation of the level of service.

- **SR 117 (Norwood Avenue) Safety and Lane Reduction Feasibility Study.** Served as project manager for this study to determine if the existing four-lane undivided cross-section could be converted to a three-lane cross-section with a center two-way left-turn lane and bicycle lanes. The improvements will aim to improve the corridor safety for vehicles and non-motorists alike while simultaneously preserving the operational characteristics for the segment and signalized intersections to prevent future degradation of the level of service.
- **Safety/Operational Study – Intersection Analyses.** Project manager for various intersection studies throughout the District. Locations studied included SR 104 (Dunn Avenue) at SR 115 (Lem Turner Road), SR 134 (103rd Street) at Firestone Road and I-295, SR 10 (Atlantic Blvd) at SR 109 (University Blvd), SR 202 (J. Turner Butler Blvd) at Kernan Blvd, I-95 (SR 9) at SR 102 (Duval Road), SR 202 (J. Turner Butler Blvd) at SR 115 (Southside Blvd), SR 134 (103rd Street) at Jammes Road, SR 134 (103rd Street) at SR 21 (Blanding Blvd), and SR 10A (Union Street) at Davis Street.

#### Districtwide Traffic Operations Studies, FDOT District Two

— Project manager for this Districtwide contract which has included 16280 task work orders to date. Types of studies completed under this contract have included: intersection operational analyses, access management analyses, signal warrant studies, turn-lane warrant studies, roundabout analyses, ICE analysis, collision diagrams, and traffic signal phase analyses. Tasks included the examination of crash data, warrant analyses, delay studies, and a qualitative assessment of field conditions and traffic operations which are described in further detail below.





- **Data Collection.** Project manager for coordination of various data collection tasks such as pedestrian/bicyclist counts, tube counts, turning movement counts, and spot speed studies that are verified for quality assurance and passed through for the Department's internal use.
- **Intersection Studies.** Project manager for intersection studies involving condition diagrams, crash analyses, peak hour observations, Synchro capacity analyses, and recommendations for safety and operational intersection improvements. Studies included: SR A1A at SR 312, SR 312 at Old Moultrie Rd, US 1 at Lewis Point Rd, SR 16 at International Golf Parkway, SR 13 at Racetrack Rd, US 1 at King St, US 1 at Wildwood Dr, SR A1A at Solana Rd, SR 207 at Holmes Blvd, US 1 at Shore Dr, SR A1A at Pope Rd, SR A1A at A St, SR A1A at Ocean Trace Rd, SR 115 at Deerwood Park Blvd, US 17 (SR 15) at SR 100 and Madison St, SR 26 at 140th Ter, and SR 121 at 85th Ave.
- **Arterial Studies.** Project manager for arterial studies involving condition diagrams, crash analyses, peak hour observations, Synchro capacity analyses, access management evaluations, and recommendations for safety and operational intersection improvements. Studies included: US 441 from I-75 to CR 235, US 17 at I-295, SR 13 from Julington Creek Bridge to Julington Creek Rd, SR 212 from Kernan Blvd to Hodges Blvd, and SR 200 from SR 228 to Main St.
- **Traffic Signal Warrants.** Project manager for traffic signal warrant analyses evaluating the FHWA Manual on Uniform Traffic Control Devices (MUTCD) nine signal warrant criteria with a focus on Warrant 1 (8-hour volume warrant), Warrant 2 (4-hour volume warrant), and Warrant 7 (crash experience warrant). Studies included: SR A1A at Library Rd, US 1 at Island Landing Dr, SR 13 at Chuck Rogers Park, SR 100 at CR 100A, SR 121 at CR 229, SR 45 at SW 30th Ave, SR 45 at CR 340, SR 26 at NW 124th Blvd, SR 16 at CR 208, US 129 at I-10, SR A1A at Red Cox Dr, SR A1A at Ponte Vedra Park Dr, SR 121 at I-10, SR 16 at Stratton Blvd, SR 111 at Raines Vikings Dr, US 1 (MLK Pkwy) eastbound at I-95 northbound, and I-95 at I-295.
- **Left-Turn Phase/Turn Lane Warrants.** Project manager for minor operations studies intended to evaluate current or proposed left-turn phasing using the FDOT Traffic Engineering Manual (TEM) and FHWA Traffic Signal Timing Manual (TSTM) as well as left-turn and right-turn lane warrants using the PennDOT Publication 46 spreadsheet adopted by the Department. Studies included: SR 26 at NW 57th St, SR 24 at US 301, SR 26 at NW 98th St, SR 10 at Hodges Blvd, SR A1A at Riverside Blvd, SR 224 at Plainfield Ave, US 17 at SR 16, US 1 at SR 16, SR 45 at SR 20, and US 1 at White Castle Rd. determine feasible alternative intersection control types in lieu of traffic signals for SR A1A at Fairfield Blvd/Sawgrass Dr and US 129 at I-10, US 17 at Pond Run Lane, SR 104 (Dunn Avenue) and Braddock Road, and US 301 and SE 57th Avenue.
- **Crash Analyses.** Project manager for crash analyses involving extraction of CARS and Signal Four crash data, reading hard copy crash reports, plotting collision diagrams, summarizing crash trends, and recommending engineering countermeasures for: SR 10 at Queens Harbor Boulevard, SR 134 at US 17, SR 212 at Kernan Blvd, SR 10 at Kernan Blvd, SR 104 from Biscayne Blvd to Haverford Rd, and US 1 at Racetrack Rd.
- **Pedestrian Crossing Evaluations.** Project manager for pedestrian crossing evaluations involving pedestrian and bicyclist counts, non-motorist crash analyses, and comparison of site-specific criteria to those contained in the FDOT Traffic Engineering Manual (TEM) for justification and selection of uncontrolled or mid-block marked crosswalks. Studies included: SR 152 at Goodby's Trace, East State St from North Liberty St to North Market St, SR 13 at San Marco Pl, SR A1A at Fort Matanzas, SR A1A from Crassoldi Dr to Madeira Dr, and SR A1A at Coastal Hwy.
- **ICE Analyses.** Project Manager for ICE analyses involving Stage 1 and Stage 2 evaluations. Evaluation includes using FHWA's CAP-X and SPICE tools and then using Synchro, Highway Safety Manual, concepts and cost estimates to determine the most viable option. Studies included: SR A1A at Fairfield Blvd and Sawgrass Drive, US 17 at Pond Run Lane, US 17 at Seminole Electric Driveway, SR 104 at Braddock Road, and US 301 at SE 57th Avenue.
- **Concepts and LREs.** Project manager for conceptual engineering plans depicting safety and operational improvements and preliminary LREs to establish work programming budgets. Studies included: US 17 at I-295, Beaver St GuidSIGN panel overlays, 36 interchanges for wrong way driving signing and pavement markings, and 91 on-system school zones for upgraded signing and pavement markings.
- **Miscellaneous Studies.** Project manager for multiple other isolated evaluations involving the application of methodologies from the FDOT Traffic Engineering Manual (TEM), the FDOT Manual on Uniform Traffic Studies (MUTS), and the FHWA Manual on Uniform Traffic Control Devices (MUTCD) and criteria in the FDOT Florida Design Manual (FDM). Studies included: no passing zones, no parking zones, shielding reviews, hazardous walking conditions, bicycle lane feasibility, school zone studies, scoping packages, storm surge detours, and process mapping.




**NASSAU COUNTY**

County Road 121 Design Services

Duval County Line to CR 119

RFQ No. NC22-019

## WENDY KREHBIEL, P.E., RSP<sub>21</sub>

### SAFETY ANALYSIS

Professional Engineer in Florida #74007



16 Years of Experience

### SPECIAL QUALIFICATIONS

- Has 16 years of experience providing safety and traffic operations analysis, including crash analysis, qualitative assessments, safety and operational studies, alternative intersection control, countermeasure selection, preparation of benefit-cost analysis reports, traffic signal design, lighting design, temporary traffic control, utility coordination, and specifications

### Credentials

- Bachelor of Science, Civil Engineering, University of Florida
- Road Safety Professional Level 2 – Infrastructure, #5
- FDOT Advanced Temporary Traffic Control Certified #88020
- International Municipal Signal Association Traffic Signal Level I Certification
- Completion of FHWA Highway Safety Manual Training
- Institute of Transportation Engineers (ITE) Transportation Safety Council Executive Committee and Data-Driven Safety Analysis Working Group Vice Chair

**I-95 at SR 200 (SR A1A) Diverging Diamond Interchange, FDOT District Two, Nassau County** — Project engineer for the design of three traffic signals along the corridor of SR 200 (SR A1A) east of I-95 being widened to a high-speed urban six-lane section. The interchange is being redesigned from a traditional diamond configuration to a diverging diamond configuration. Design traffic forecasting was performed for use in an Interchange Operational Analysis Report (IOAR) and a subsequent Interchange Modification Report (IMR) for submittal to FHWA. Microsimulation models were run for multiple scenarios to determine the ideal future geometry. The two signals at the interchange are being reconstructed and a new signal to the east at the entrance to the East Nassau Employment Center is being constructed. Two miles of fiber optic interconnect is also being designed to tie into adjacent projects and upgrade the communications from the existing wireless system.

**Palm Valley Road at Roscoe Boulevard, St. Johns County, Florida** — Project engineer for the design of a new mast arm traffic signal at the unsignalized T-intersection east of the ICWW bridge. The design involved a custom mast arm foundation extended 15 feet above grade due to the bridge approach elevation; intersection lighting for new crosswalks; barrier wall reconstruction to accommodate a new sidewalk connection on the north side of the road; bridge-mounted signing replacements; and a new advanced warning sign beacon system for notification of the signal to traffic approaching from the elevated bridge deck.

**Continuing Services for Traffic Operations Minor Design, FDOT District Two, June 2021 to Present**—Project engineer

and assistant project manager for the current Districtwide contract providing final and post-design services for a variety of traffic operations projects under an on-call contract. The work primarily involves the preparation of construction plans for push-button construction contracts and work program delivery. The contract is leading the design and implementation of several new technologies including Pedestrian Hybrid Beacons (PHB), Rectangular Rapid Flashing Beacons (RRFB), an experimental Midblock Pedestrian Signal (MPS), and an Intersection Control Warning System (ICWS). This project allows the Department to deliver a significant backlog of projects improving highway safety and traffic operations with reduced procurement effort and shortened schedules.

**SR 212 (Beach Blvd) from San Mateo Avenue/Walton Street to Linden/Schumacher Avenue Intersection Improvements, FDOT District Two** — Project manager for the design of a safety project to rebuild the existing traffic signal at San Mateo Avenue/Walton Street and construct a new mid-block crosswalk controlled by a mid-block pedestrian signal, an experimental alternative to the pedestrian hybrid beacon, near Kenneth Street. This project was precipitated by a safety study which identified crash trends at the intersection anticipated to be reduced by new signal heads with backplates and one five-section cluster replaced by a four-section flashing yellow arrow. Noted deficiencies also included inadequate school crossing signage, insufficient roadway lighting, and substandard pedestrian ramps. There are significant right-of-way constraints and no programmed right-of-way phase. The mid-block crosswalk is in response to past vulnerable road user fatalities and will provide a protected location for crossings in proximity to JTA bus stops.




**NASSAU COUNTY**

County Road 121 Design Services

Duval County Line to CR 119

RFQ No. NC22-019

## RACHEL MARSHAUS, P.E.

### SIGNING AND PAVEMENT MARKING

Professional Engineer in Florida #94369

### SPECIAL QUALIFICATIONS

- Rachel has 10 years of experience in roadway design and transportation engineering and has served a variety of clients including municipalities, NCDOT, and private developers
- Rachel has prepared designs from conceptual level/feasibility studies as well as final construction drawings for traditional and alternative intersections. Her experience focuses on roadway urban widening projects.



10 Years of Experience

### Credentials

- Bachelor of Science, Clemson University, Civil Engineering
- Registered Professional Engineer in North Carolina #045215

**NCDOT, U/5814 and U-5815, US 1/15-501 Access Management Planning and Design, S. Pines, Aberdeen, Pinehurst, NC** — Project Manager. Kimley-Horn is preparing an access management plan and design for NCDOT in Southern Pines, Aberdeen, and Pinehurst along US 1 and 15/501. This effort includes a review of existing connection points, current traffic volumes, crash patterns, potential future development sites, and current intersection and signal spacing. Kimley-Horn developed two alternatives for the corridor with recommendations for medians, full median openings, directional crossovers, and signals. Our team has prepared a final traffic capacity analysis report and submitted it to the Department. Kimley-Horn is currently in the right of way phase of the project and is providing the following services: public involvement, traffic analysis, alternatives analysis, roadway design meeting MUTCD and AASHTO standards, hydraulic design, erosion and sediment control plans, signing and pavement marking plans meeting MUTCD requirements, traffic management plans, signal design meeting MUTCD requirements, and utility construction.

**Morrisville-Carpenter Road Widening, Morrisville, NC** — Project Engineer. Kimley-Horn is working closely with the Town of Morrisville to develop full corridor and intersection improvements to a section of Morrisville-Carpenter Road stretching from the existing railroad at NC 54 to Davis Drive. Early public outreach is one of the key components of what local residents will consider a successful process and accepted project. In addition to a robust public involvement plan, we prepared conceptual level visualizations to communicate intent

to both the general public and members of Town Council. In addition to general roadway design services, Kimley-Horn provided environmental permitting, an intersection flood study, Categorical Exclusion documentation, structural reinforced concrete box culvert (RCBC) design, utility coordination, public service utility design, and full bid phase services. Kimley-Horn is currently working with the Town in a Construction Administration role, responding to requests from information from the contractor.

**R-5779, Crossroads Parkway Extension, Madison County, NC** — Project Engineer. Kimley-Horn provided final engineering plans for an approximately 1,584-foot extension of Crossroads Parkway (SR 1631) near the Town of Mars Hill. The extension runs from the southern end of the existing road to Calvin Edney Road (SR 1549). The purpose of the project was to extend Crossroads Parkway to provide better access to adjacent properties for future development. Kimley-Horn's tasks included project coordination and administration; environmental documentation; public involvement; natural environment analysis; noise studies; traffic forecast preparation, documentation, and coordination; roadway design; hydraulic design; erosion control plans; utility coordination and plans; right-of-way plans; and final plans and contract documents preparation.





## ELLEN CRIST, P.E.

### SIGNING AND PAVEMENT MARKING

Professional Engineer in Florida #92172

### SPECIAL QUALIFICATIONS

- Has five years of experience designing and producing plans for roadway, signing and pavement marking, drainage, and signalization projects
- Has worked on the following types of projects: Resurfacing, Restoration, and Rehabilitation (RRR), Widening, Drainage, Traffic Calming, Complete Streets, and Roundabouts
- Ellen's software experience includes 3D Modeling, OpenRoadsDesigner, Microstation, Geopak, AutoCAD, Geopak Drainage, AutoTurn, GuideSign, ICPR, HEC-RAS, Mathcad, Culvert Service Life Estimator, FDOT Hydroplaning Software



5 Years of Experience

### Credentials

- Bachelor of Science, Civil Engineering, Florida International University
- American Society of Civil Engineers (ASCE)
- Has been responsible for the following:
  - roundabout design and design checks
  - roadway realignment
  - pavement design packages
  - typical section packages
  - lane closure analysis
  - 3D modeling roadway corridors
  - raised intersection design
  - raised crosswalk design
  - two-way cycle track design
  - intersection grading
  - new and retrofit signalized intersection designs
  - spread analysis
  - hydroplaning analysis
  - dry and wet detention swale design
  - and analysis
  - water quality calculations
  - optional pipe materials tabulation
  - ICPR modeling
  - development of drainage cross sections and profiles
  - storm tabulations
  - exfiltration trench calculations
  - cost estimates
  - shop drawing reviews
  - permitting, and more

### 23rd Street Complete Streets, Miami Beach, FL —

Task Manager and Project Analyst. Kimley-Horn is providing construction documents for the City of Miami Beach SW 23rd Complete Street Project. Kimley-Horn's support includes design, permitting, and construction services for the implementation of buffered bike lanes, two-way cycle track, raised intersection, raised crosswalks, bike boxes at signalized intersections, reduced travel lane widths, new signalized intersection, new traffic mast arms, sidewalk curb and gutter replacement, intersection bulb-outs, drainage improvements, pedestrian improvements, driveway modifications, parking modifications, pavement milling and resurfacing, and signage and pavement marking, including the connection to the Miami Beach Boardwalk. This project encompasses several additional streets including Liberty North, Park Avenue, 22nd Street, and SR A1A/Collins Avenue.

### Miami Beach Traffic Circles, Miami Beach, FL — Task

Manager and Project Analyst. Kimley-Horn is providing traffic calming engineering services for two roundabouts in the Nautilus Neighborhood at the intersections of North Michigan Avenue/West 47th Street and North Michigan Avenue/Nautilus Drive/West 42nd Street. The engineering services include performance

evaluations of the intersections, construction documents, meetings, coordination, field visits, an opinion of probable cost, and post design services. The performance evaluation of the intersections contains a fastest path analysis, a swept path evaluation, and sight distance evaluation. The construction documents consist of roadway, signing and pavement marking, pavement, drainage, and landscape designs.

### Pine Tree Drive & W 46th Street Roundabout, City of Miami,

FL — Task Manager, Design and Production Project Engineer. Kimley-Horn was retained by the City of Miami Beach to perform Traffic Operational Analysis for the intersection of Pine Tree Drive and West 46th Street and analyze the installation of a roundabout to serve as a traffic calming treatment. As part of the scope of services, the following tasks were performed: Roundabout Conceptual Design and Operational Analysis; Traffic Data Collection; Operational Analysis; and Conceptual Plan and Preliminary Opinion of Probable Cost. After the initial phase was approved, Kimley-Horn continued to prepare construction documents for the removal of the existing signal and the installation of the roundabout. The project involves key Complete Streets features such as increased mobility for the modes that use this neighborhood.





## JOSEPH ROBERTS, P.E.

### MISCELLANEOUS STRUCTURES

#### SPECIAL QUALIFICATIONS

- Has 11 years of experience in structural engineering
- Experience in complex bridge design, including post-tensioned pier caps, curved steel box girders, haunched prestressed beams, and post-tensioned concrete U-beams
- Software Aptitude: FB Multi Pier, FDOT Beam Stability, FDOT Biaxial Column, FDOT LRFD Box Culvert, FDOT LRFD Prestressed Beam, GEOPAK, LARSA 4D (FEM), MathCAD, MicroStation, RC Pier, Smart Bridge Suite, SPWall 911 Sheet Pile Design, Shoring8, STAAD (FEM), MDX



11 Years of Experience

#### Credentials

- Master of Engineering, Structural Engineering, University of Florida
- Bachelor of Science, Civil Engineering, University of Florida
- American Society of Civil Engineers (ASCE), Board Member
- Structural Engineering Institute (SEI), Vice-President

**Neptune Road PD&E Study, FL**— Project Engineer. Kimley-Horn conducted a PD&E Study for the Neptune Road improvement project, an existing 3.9-mile roadway in Osceola County. The project included the reconstruction of an existing 3.4-mile section of a two-lane rural roadway to a four-lane urban divided roadway with 12-foot shared use paths on both sides of the road. The Kimley-Horn team analyzed and assessed the project's impact on the social, economic, cultural, natural, and physical environment in order to develop the location and design concept of the project in accordance with the FDOT and County policy, procedure, and requirements. Our scope of services included public involvement, PD&E engineering, and environmental services.

**SR 13 (San Jose Blvd) and SR 109 (University Blvd) Signal Upgrades and SR 15 Lighting Design, FDOT District Two, FL**— Structural engineer for the design of 13 traffic signal updates. SR 13 (San Jose Blvd) includes seven signalized intersections from Julington Creek Road to Mandarin Road and SR 109 (University Blvd) includes six signalized intersections from Los Santos Way to Merrill Road. The two projects are upgrading the existing signalized intersections to include the flashing yellow arrow signal heads, back plates for all directions, and an additional through signal head northbound and southbound on SR 13. In addition, the SR 109 corridor includes the installation of fiber optic interconnect for the project limits to allow communication between the traffic signals and the upgrade of the existing overhead school zone flashers.

**City of Flagler Beach 27th St. Dune Crossover, Flagler Beach, FL** — Structural engineer of record for an emergency replacement of a timber dune crossing adjacent to 27th Street in Flagler Beach. The design of this 47 foot structure consisted of wood alternative

decking supported on timber piling and spanning environmentally sensitive dune fauna. Kimley-Horn coordinated with the Department of Environmental Protection (FDEP) and U.S. Fish and Wildlife Conservation Commission (FWC) for the design of this project.

**Circle K US 27 & NW 35th Avenue Road Signal Design, Ocala, FL**— Structural engineer for design of modifications to the existing mast arms at the intersection of US 27 & NW 35th Avenue Road. The Kimley-Horn team provided design services to adjust existing signal heads, update the intersection signal operation plan and provided a structural analysis of the existing mast arms with the proposed loading. The intersection is part of an interconnected corridor; therefore a traffic operations analysis was conducted to confirm that the modification to the intersection would not negatively impact the flow of traffic through the corridor.

**LYNX Bus Shelter Program Management, Orlando, FL**— Structural engineer providing design, permitting, and construction administration services for bus shelter sites throughout Central Florida. This project includes multiple shelter types and manufacturers with site visit, structural, drainage, site design, roadway design, and construction tasks. The shelters sites are designed for roads with and without curb and gutter, with and without drainage swales, and on state or local roads. Primary design challenges are associated with implementing shelters with ADA compliant boarding and alighting areas within various drainage and utility alignments. Kimley-Horn is serving as an extension of LYNX staff, with design adjustments to minimize additional costs and impacts. This project includes miscellaneous tasks such as verifying structural design of shelters, monitoring installation of LYMMO infrastructure, and verifying pay item requests.





# NASSAU COUNTY

County Road 121 Design Services  
Duval County Line to CR 119

RFQ No. NC22-019



LICENSEE DETAILS	
License Information	
Licensee Name	JOEL ROBERT WILLIAM (primary license)
License Address	5574 EAGLE WAY DUNN FLD 32626
County	WILSON COUNTY
License Information	
License Type	Professional Engineer
Rank	Prof Engineer
License Number	34134
Status	Current/Active
Expiration Date	02/28/2023
Expiry	02/28/2023
Special Qualifications	Qualifications & Projects





## Subconsultant Backgrounds

### Environmental and Geotechnical Specialist, Inc

The MBE/DBE firm of Environmental and Geotechnical Specialists, Inc is a full-service geotechnical consulting firm which provides subsurface drilling, soil sampling, laboratory testing, engineering evaluations, and recommendations for a wide range of projects. EGS's professional staff has extensive experience in working with clients to facilitate the cost-effective investigation, as well as the engineering design and construction of all aspects of a project requiring these services. EGS is highly qualified and has outstanding work experience throughout North Florida. EGS's staff is familiar with the regulatory requirements of the Florida Department of Environmental Protection, the U.S. Army Corps of Engineers, and the St. Johns River Water Management District. Recent local experience includes:



- Districtwide Miscellaneous Geotechnical and Materials Consultant to the Florida Department of Transportation, District 2 - Jacksonville, FL
- McKeithan – Hayward Road Improvements, Public Works Department - Tallahassee, FL
- Capital Circle Widening Project, City of Tallahassee, Blueprint 2000 and Beyond – Leon County, FL
- Districtwide Miscellaneous Geotechnical Consultant to the Florida Department of Transportation, District 3 - Chipley, FL
- Flagler County, Department of Public Works, General Service Contract - Flagler County, FL
- Capital Cascade Trail Master Plan, Blueprint 2000 & Beyond – Tallahassee, FL
- Eastern Transmission Line - City of Tallahassee, Electric Utility Dept. – Tallahassee, FL

### Surveying & Mapping, LLC

SAM Surveying And Mapping, LLC (SAM) offers a complete suite of geospatial services including professional land surveying, airborne/mobile/terrestrial LiDAR, Geographic Information Systems (GIS), Subsurface Utility Engineering (SUE), Utility Coordination (UC), aerial mapping, and photogrammetry. SAM's complete geospatial approach gives us the tools and skills to develop efficient and customized solutions for Transportation projects of any scale. This gives our clients the benefit of a single point of contact for a comprehensive set of surveying and mapping products. As one of the largest full-service surveying and mapping companies in the United States, SAM has the capacity to field more than 350 field crews. The size of our available workforce means we are able to use these tools effectively to accomplish even large-scale projects on accelerated schedules. SAM is uniquely positioned as a highly capable service provider that is always prepared to mobilize quickly, perform reliably, and consistently provide quality deliverables. Recent local experience includes:



- SR 121 at Brandy Branch Bridge Replacement (FDOT); Design & Right of Way Survey, Control Survey and Right of Way Mapping – Nassau County, Florida
- SR 121 at Mill Creek Bridge Replacement (FDOT); Design & Right of Way Survey, Control Survey and Right of Way Mapping – Nassau County, Florida
- SR 200 from SR 5 (US 17) to CR107 (FDOT); Design and Right of Way Survey – Nassau County, Florida
- SR 200/A-1-A from the West side of Amelia River Bridge to Atlantic Avenue (FDOT); Design and Right of Way Survey for Milling & Resurfacing – Nassau County, Florida
- SR 200/A-1-A from 400 Feet Westerly of Amelia Island Parkway to Ninth Street (FDOT); Control Survey – Nassau County, Florida
- SR 200/A-1-A from the West side of Amelia River Bridge to Atlantic Avenue (FDOT); Design and Right of Way Survey and Right of Way Mapping for Signal Improvements – Nassau County, Florida
- SR A-1-A/Amelia Island Trail, Segment 6 (FDOT); Design Survey – Nassau County, Florida





# Matthew R. Landschoot, P.E.

Senior Geotechnical Engineer  
/ Jacksonville Office Manager



## SUMMARY

Mr. Landschoot has over 13 years of experience with Materials testing, Geotechnical Engineering, Geophysical Engineer, and Construction Engineering Inspector experience, including roadway studies, stormwater design, pavement design, materials engineering, Quality Control (QC) Testing, and Verification Testing (VT). Mr. Landschoot has extensive experience with the development of plans to remediate sinkholes, slope instability, and excessive settlement due to unsuitable in-situ soil. Mr. Landschoot has been Geotechnical Engineer of Record (EOR) on over 100 FDOT Projects in District 2 and District 3 for EGS. He is currently managing EGS's District 2 Geotechnical Districtwide Contracts.

## EDUCATION

### BACHELOR'S DEGREE

Civil Engineering  
Florida State University  
2008

### PROFESSIONAL

Professional Engineer in Florida (76183)

Florida Engineering Leadership Institute  
(FELI) Graduate: 2014

Geotechnical Materials Engineering  
Council (GMEC): Member, Past Executive  
Committee Vice-Chair

American Society of Civil Engineers  
(ASCE): Member, Past President of  
Tallahassee Branch

ASCE National 2014 New Faces of Civil  
Engineering Award Winner

ASCE Tallahassee Branch 2013 Young  
Engineer of the Year Award Winner

## CONTACT

Email: [Matt.Landschoot@egs-us.com](mailto:Matt.Landschoot@egs-us.com)

Office: (904) 580-8501

Website: [www.egs-us.com](http://www.egs-us.com)

## PROJECT EXPERIENCE

**FDEP General Services Contract for Engineering Services, Tallahassee, FL – (Contract Number Unknown)** Provides miscellaneous geotechnical design services to the FDEP under a General Service Contract. The tasks have included the Geotechnical analysis for proposed boardwalks, parking facilities, wooden docks, proposed structures, and other miscellaneous improvements. Stantec is the prime for this contract.

**FDEP General Services Contract for Engineering Services, Tallahassee, FL – (DC 754)** Provides miscellaneous geotechnical design services to the FDEP under a General Service Contract. The tasks have included the Geotechnical analysis for proposed boardwalks, parking facilities, wooden docks, proposed structures, and other miscellaneous improvements. Registe, Sliger Engineers is the prime for this contract.

**FDEP General Services Contract for Engineering Services, Tallahassee, FL – (DC 852)** Provides miscellaneous geotechnical design services to the FDEP under a General Service Contract. The tasks have included the Geotechnical analysis for proposed boardwalks, parking facilities, wooden docks, proposed structures, and other miscellaneous improvements. Registe, Sliger Engineers is the prime for this contract.

**City of Tallahassee, Department of Public Works, General Service Contract, Tallahassee, FL –** Provides miscellaneous services to the City of Tallahassee under a General Service Contract. The tasks have included the Geotechnical analysis for the design life of existing culverts, culvert extensions, mast arm installation, slope evaluations, base failures, lane additions, structural foundations and stormwater pond designs. In addition, the services have included the analysis and remediation of several karst features.



# Matthew R. Landschoot, P.E.

Senior Geotechnical Engineer / Jacksonville Office Manager

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## PROJECT EXPERIENCE (CONTINUED)

**Leon County, Department of Public Works, General Service Contract, Leon County, FL –** Provides miscellaneous services to Leon County under a General Service Contract. The tasks have included the Geotechnical analysis for stormwater management facilities, karst impacts, slope stability, lane additions, base failures and retaining wall design.

**Flagler County, General Service Contract, Flagler County, FL –** Provides miscellaneous services to Flagler County under a General Service Contract. The tasks are expected to include the Geotechnical analysis for stormwater management facilities, karst impacts, slope stability, lane additions, base failures and retaining wall design.

**Districtwide Miscellaneous PD&E Consultant (220816-1-22-14) FDOT District 3 – Awarded 2016**

EGS is on the Team (HDR) to provide geotechnical support and environmental permitting support for the District-wide Miscellaneous PD&E Consultant Contract. Included in this project will likely be providing preliminary soil survey information, preliminary seasonal high groundwater information, as well as preliminary geotechnical design parameters to be used on stormwater design. This contract was awarded in 2016 and is active through 2021.





**Katherine J. Ball, P.E.**

**MAT Engineer**

**EGS**  
Environmental and  
Geotechnical Specialists  
*Engineers and Scientists*

## EDUCATION

### BACHELOR'S DEGREE

Civil Engineering  
University of North Florida  
2016

### MASTER'S DEGREE

Civil Engineering  
University of Florida  
2020

## PROFESSIONAL CREDENTIALS

Professional Engineer in Florida:  
(90712) – Obtained 02/03/2021

American Society of Civil  
Engineers: Member

American Society of Highway  
Engineers: Member

## CONTACT

Email: [Katherine.Ball@egs-us.com](mailto:Katherine.Ball@egs-us.com)

Office: (904) 580-8533

Website: [www.egs-us.com](http://www.egs-us.com)

## FDOT JOB CLASSIFICATION INFORMATION

- High School Graduate: **Yes (Edgewater HS – 2011)**
- Civil Engineering Degree: **Yes**
- P.E. License: **Yes (P.E. No.: 90712)**
- M.S. Degree – Geotechnical Engineering: **Yes**
- Industry Experience: **7 Years**
- Post Registration Experience: **1 Year**
- CTQP Qualifications: **N/A**
- EGS Hire Date: **2-4-2015**
- FDOT Job Classification: **MAT Engineer**

## RELEVANT EXPERIENCE

- Over 7 years of Geotechnical design and investigation experience, including roadway studies, stormwater design, pavement design, and materials engineering
- Experience with FDOT Geotechnical Standards
- Experience working on FDOT Geotechnical Projects, FDOT Environmental Projects, and FDOT Construction Materials Testing (CMT) Projects





## EXPERIENCE

- 36+ Total years of experience
- 1 Year of experience with SAM

## PROFESSIONAL LICENSES & ASSOCIATIONS

- FL PSM No. 4195

## CERTIFICATIONS

- ASFPM Certified Floodplain Manager
- American Railway Engineering Maintenance of Way Certification (AREMA) 2000
- Member, National Society of Professional Surveyors

## Phillip M. Ghiotto, P.S.M.

### Project Manager

Mr. Ghiotto has thirty-six years' experience as a Professional Surveyor and Mapper in all phases of land surveying, beginning with the first eight years in the private sector specializing in Land Development and with the last twenty-seven years' specializing in Design and Right-of-Way Surveying and Mapping for the Department of Transportation and City of Jacksonville and other local municipalities. Mr. Ghiotto's experience ranges from Design & Right-of-Way Surveys of rural, multi-lane and interstate highways, Right-of-Way Control Surveys and Right-of-Way Maps, Control Surveys, Mean High Water Surveys, TIITF Mapping and CEI support services.

### Project Experience

SR 121 at Brandy Branch Bridge Replacement (FDOT); WPI No. 2128051; Section 74000-1604; F.A. Project No. BRF-2925-(1). - Design & Right of Way Survey, Control Survey and Right of Way Mapping

SR 121 at Mill Creek Bridge Replacement (FDOT); WPI No. 2128062; Section 74000-1605; F.A. Project No. BRF-2925-(2). - Design & Right of Way Survey, Control Survey and Right of Way Mapping.

SR 200 from SR 5 (US 17) to Cr 107 (FDOT); FIN 210712-1-32-01; Design and Right of Way Survey

SR 200/A-1-A from the West side of Amelia River Bridge to Atlantic Avenue (FDOT); FIN 210688-2-32-01; Design and Right of Way Survey for Milling & Resurfacing

SR 200/A-1-A from 400 Feet Westerly of Amelia Island Parkway to Ninth Street (FDOT); FIN 210704-1; Control Survey.

SR 200/A-1-A from the West side of Amelia River Bridge to Atlantic Avenue (FDOT); FIN 210704-1-52-01; Design and Right of Way Survey and Right of Way Mapping for Signal Improvements

SR A-1-A/Amelia Island Trail, Segment 6 (FDOT); FIN 427430-1; Design Survey

Boundary and Topographic Surveys, Hilliard Airpark, Hilliard, Florida.

SR 109 (University Blvd.) Signal Improvements, from Los Santos Way to Merrill Road (FDOT); FIN 432401-1-32-01; Design Survey

Bus Rapid Transit – Southeast Corridor, from Avenues Walk Development to South of Emerson Street (JTA); Design and Right of Way Survey

SR 134 (Timuquana Road) From East of Wesconnett Blvd. to just West of US 17; Milling & Resurfacing; FIN 443261-1; Duval County, FL - Design survey for resurfacing.

SR 200 (US 301) Median U-turn Project (Jughandle); FIN 428865-2  
Jughandle Ramp Improvements south of the I-10 Interchange.

Talleyrand Truck Parking; Design of US 1/US 17/SR 211/CR 211 (Talleyrand Avenue) Truck Parking; FIN 438084-1  
Survey for construction engineering and inspection services.

First Coast Expressway; SR 23 New Road Construction (North of SR 16 to North of SR 21); FIN 422938-6  
Design survey for intersection safety improvements.





#### EXPERIENCE

- 30+ Total years of experience
- 4 Years of experience with SAM

#### PROFESSIONAL LICENSES & ASSOCIATIONS

- FL PSM No. 5578

#### CERTIFICATIONS

- N/A

#### Alfredo A. Bermudez, PSM

*LiDAR Project Manager*

Mr. Bermudez has 30 years of surveying and mapping experience in a wide variety of public and private sector projects overseeing fieldwork and quality control for the fieldwork. He is proficient in primary analysis of field data with a strong background in computers and surveying computations. Trains and directs office and field staff in all aspects of project requirements and field procedures including the use of Bentley OpenRoads with TOPODOT, Autocad Civil3D, Trimble Business Center (TBC), Carlson SurvCE, Trimble Access, and other survey related software packages. Mr. Bermudez is trained in the use of Leica scanners and Leica Cyclone software. FARO scanners and FARO Scene software. Expertise in GPS related projects.

#### Project Experience

##### **Commonwealth Ave and Pickettville Road Improvements – City of Jacksonville - Duval County, Florida**

Provided 3D design survey and right of way map for intersection improvements and property acquisition. Use of LiDAR technology paired with conventional surveying methods were used to provide time saving and a safer project approach.

##### **Tram Road Multi-Use Trail - Leon County Public Works - Tallahassee, Florida**

Provided the Right of way, Wetland, tree and Topographic survey to support design of multi-use trail along Tram Road. The project limits began at the intersection of Tram Road and Capital Circle SE and ended at the entrance of Pebble Brook subdivision. Established project Vertical control points to NAVD 88 datum, established project Horizontal control points to the FL State Plane (FL North) coordinate system.

##### **St. Andrews State Park,- Florida Department of Environmental Protection (Kimley Horn) - Panama City, Bay County, Florida**

Provided the Topographic Survey of a portion of St. Andrews Park in Panama City for campground and boat ramp improvements and reconstruction after Hurricane Michael damage. Project limits included an 80' corridor of 2.5 miles of roadway and 36 acres recreation. The survey included the location of wetland flags, geotechnical borings, all aboveground visible improvements, underground utilities as marked by others, and sanitary and stormwater systems. SAM located and tagged all trees 10" and greater.

##### **SR 261 (Capital Circle NE / US 319) from South of SR 20 (US 27 / Apalachee Parkway) to Conner Blvd, - FDOT District 3 - Leon County, Florida (FP 4287392)**

Provided 3D design survey for milling and resurfacing of six lane urban corridor. Use of terrestrial LiDAR paired with conventional survey.

##### **SR 261 (Capital Circle NE / US 319) from SR 363 (Woodville Highway) to Tram Road, - FDOT District 3 - Leon County, Florida (FP 2196894)**

Provided 3D design survey for milling and resurfacing of six lane urban corridor. Use of terrestrial LiDAR paired with conventional survey.

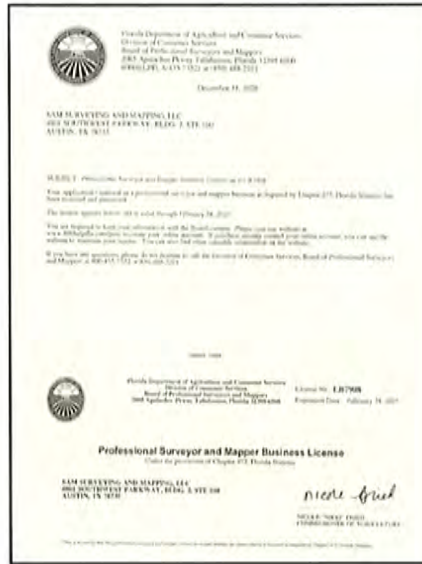
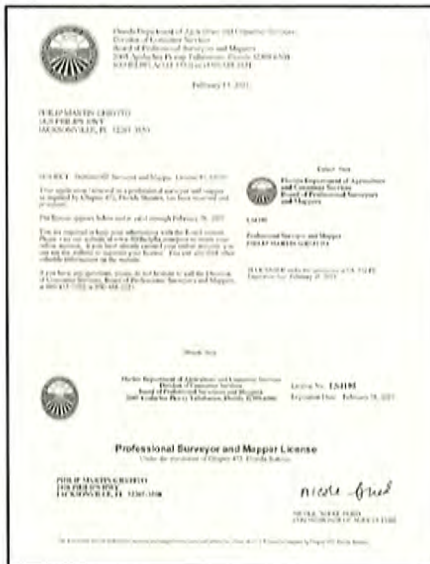
##### **SR 261 (Capital Circle NE / US 319) from North of Park Avenue to Centerville Road - FDOT District 3 - Leon County, Florida (FP 4287391).**

Provided 3D design survey for milling and resurfacing of six lane urban corridor. Use of terrestrial LiDAR paired with conventional survey because of crew safety concerns. Project included preparation of right of way control survey for addition of right turn lane.

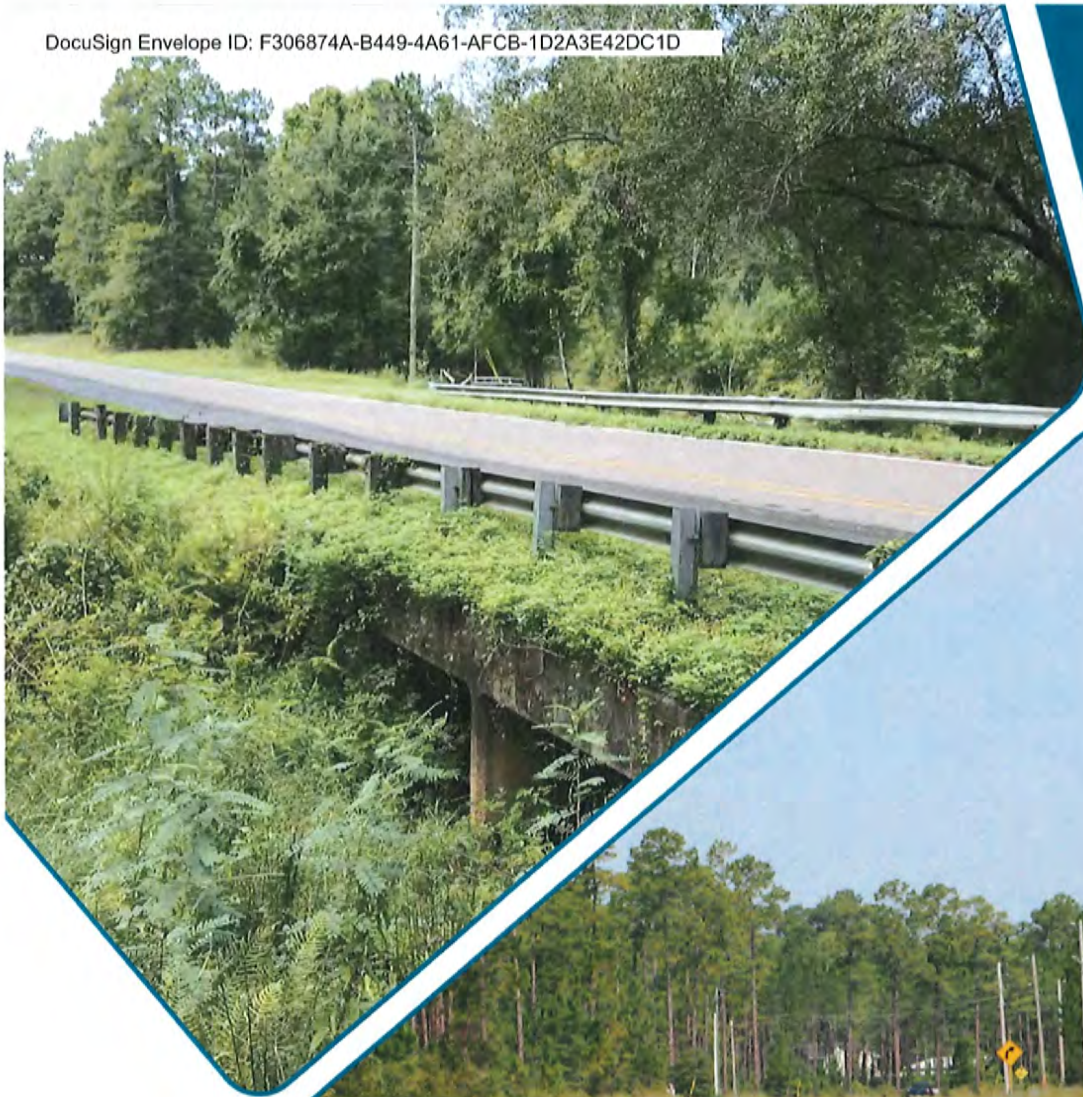
##### **SR 10 (US 90 / Mahan Drive) from SR 265 (Magnolia Drive) to SR 261 (Capital Circle NE) - FDOT District 3 - Leon County, Florida (FP 4269611).**

Provided 3D design survey for milling and resurfacing of four lane urban corridor. Use of terrestrial LiDAR paired with conventional survey.









# TAB 4

## Project Approach





## TAB 4 – PROJECT APPROACH

### UNDERSTANDING OF PROJECT

The Kimley-Horn team has been tracking Nassau County's CR 121 resurfacing project for some time now and has an unmatched understanding of the history of pavement performance and deterioration issues that are contributing to the urgent need to get this project under construction in 2023. The County has recently performed maintenance work to correct deep pavement rutting which was contributing to unsafe wet weather conditions. It was these existing pavement conditions which were the primary justification for the County's recent reduction in the posted speed limit.

From our field investigation and research, as well as our past discussions with County staff, our team understands the primary focus of this project will be to rehabilitate/reconstruct the existing two lane CR 121 roadway pavement between the Duval County line and CR 119 within the current \$9 million dollar funding the County has secured through the State of Florida. Our design focus will involve an integrated approach based on a thorough geotechnical investigation. It will identify areas of the existing corridor which cannot support a simple milling and resurfacing design that would achieve a design service life expectation of 20 years

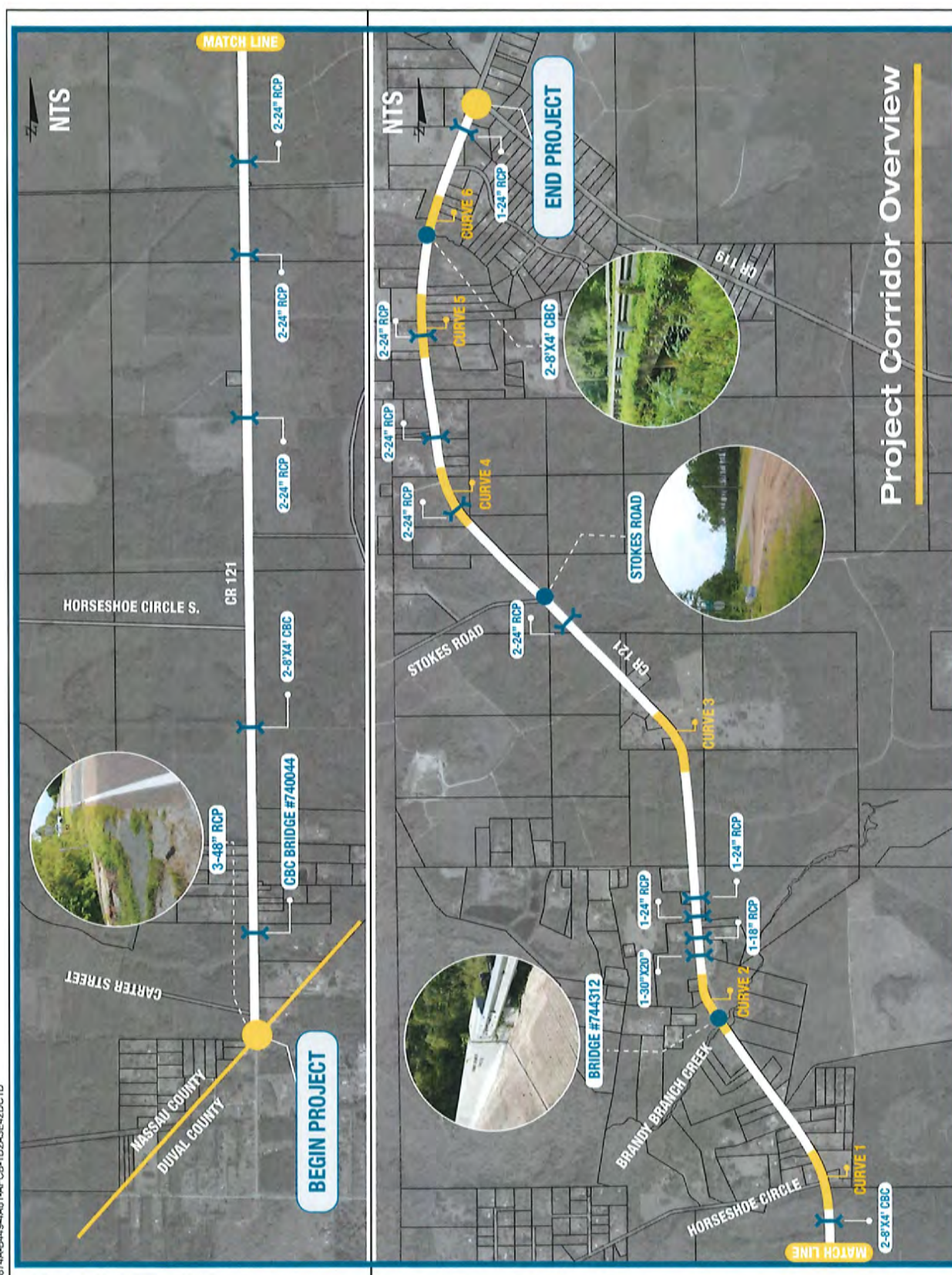
While the primary focus of this project is the rehabilitation of the existing pavement, our team will also perform an evaluation of existing roadway and drainage conditions as measured against FDOT Greenbook criteria. Those elements that are found to be non-compliant with the stated design criteria will be prioritized based on safety and costs. Our team will work with County staff to determine which improvements should be included within the project funding available. A key component of our approach will be to work closely with County staff to establish project improvements which can be achieved within the limits of the project funding established. An overview aerial exhibit of the project corridor is provided on the following page. It illustrates many of the issues we have identified that will define the focus of our design approach.

### SCOPE OF SERVICES REQUIRED

Our team has a great deal of pavement rehabilitation design experience throughout the state of Florida, much of which has been on high-speed low-volume rural roadways very similar to this CR 121 project. Based on our understanding of Nassau County's objectives as well as our vast experience with similar projects for local municipalities and the Florida Department of Transportation we understand that the scope of services required for this CR 121 roadway design contract will include the following:

- Design Survey
- Geotechnical Investigation
- Design Traffic – Equivalent Single Axle Loading
- Pavement Design – Reconstruction & Resurfacing
- Roadway Safety Assessment
- Roadway Design – Cross-slope analysis & correction
- Drainage Design – Cross Drain Hydraulics
- Erosion Control
- Temporary Traffic Control
- Signing & Pavement Markings
  - No passing Zone Study
- Safety Study
- Construction Cost Estimates
- Specifications/Technical Special Provisions
- Bid Phase Support Services
- Construction Phase Support Services









## PROJECT APPROACH

### Our Project Understanding and Experience with Similar Issues Will Enhance This Project's Success

Our team has spent many hours reviewing the project data and conducting field visits to better understand this CR 121 project. Kimley-Horn's approach to starting a project includes the following tasks:

- Develop a comprehensive work plan and project scope including phased tasks
- Identify scheduling, manpower, and materials requirements
- Establish a schedule showing key project tasks, milestones, and regular progress meetings
- Customize the work plan according to Nassau County's needs, project schedule and budget
- Secure a commitment from the various quality reviewers needed for our quality control and assurance plan.

## PROJECT MANAGEMENT PLAN

At the onset of every design project, Kimley-Horn develops a written project management plan. This plan defines expectations and requirements concerning project scope of work, design budget, construction funding, staffing levels, internal and external communications, project record file structure, schedule and quality assurance and control. The key element of our project management plan is effective communication through a single point of contact with our design team's project manager, Earl Wills, P.E. This approach ensures that all direction set by Nassau County will be consistently communicated to the design team and that all design decisions are documented in the project records. Our philosophy is that communication between our design team and the County is vital to project success. The priority is to make sure the County's project manager has a clear understanding on a weekly basis of where the project stands and the direction the design team is taking to meet schedule and budget expectations. Kimley-Horn will strive to promptly return e-mail inquiries and will set procedures in place to ensure that phone calls are returned the same business day.



## SURVEY

Preliminary survey data of the existing pavement elevations have been collected by our subconsultant survey partner SAM LLC. SAM utilizes the latest technology to collect survey information using a combination of survey methods to prepare detailed topography for design and permitting, including GPS, and Mobile LiDAR techniques. The Teledyne Optech M1 Mobile LiDAR system can gather all of the required point measurement in one setting, eliminating the need for additional mobilization cost. The mapping system integrates various sensor types including ultrahigh resolution cameras and LiDAR sensors, as well as GNSS, IMU, and DMI units. The dual scanner LiDAR systems allow for dense, highly accurate point cloud acquisition.

Pavement design survey information is a critical path schedule item. By using mobile LiDAR technology, this allows our team to get started with the pavement design evaluation much sooner than using traditional survey gathering techniques. In addition, the density at which the pavement survey elevations are collected using LiDAR will ensure that overbuild asphalt quantities will be highly accurate so Nassau County can be assured that the asphalt quantities included in the construction plans will not require any adjustment during construction.

The use of mobile LiDAR survey data can be collected quickly and provided to the roadway design team members for this project within 4 weeks of issuance of a Notice to Proceed.





SAM uses a combination of traditional photogrammetric process, and LiDAR to create highly accurate mapping products to meet our clients' needs. In the event a project requires a photogrammetric or LiDAR mapping element, we will create a ground control diagram and have it approved by Department personnel prior to flight. **Once the LiDAR dataset is captured it will be rectified and checked via ground truthing.** After verification, the data can then be used as a stand-alone product or incorporated with other survey data to provide a consistent design deliverable.

## GEOTECHNICAL

A key element affecting overall project construction cost is obtaining sufficient geotechnical investigation of the existing pavement structure. This will allow the design team to accurately define areas where pavement and base reconstruction is required vs less costly milling and overbuild/resurfacing.

Our Team understands the main goal of this project is to rehabilitate the pavement to provide a 20 year service life while considering cost saving solutions. We envision a tiered approach to our recommendations:

1. Mill and Resurface
2. Geosynthetic reinforcement layers to ensure uniform compaction of the base and subgrade materials
3. Full Depth Reconstruction

Our Team also understands this project will require an accelerated design schedule based on the County's current letting goals. In general, EGS will accelerate the collection of the required pavement cores with base and subgrade checks by performing Maintenance of Traffic (MOT) using a mobile operation (FDOT SPI 102-607) including multiple attenuator vehicles, additional flagmen, and an off-duty law officer on site for added safety. All field drilling and MOT equipment is owned in-house by EGS; therefore, no third-tier subs will be required.

Based on a cursory review of the project limits, we obtained the following information about the existing "in-situ" soil conditions and design high ground water from The United States Department of Agriculture (USDA) Soil Survey:

### Existing "In-Situ" Soils:

- About 50% of the project limit consists of **Goldhead fine sand** which may be classified as FDOT "SELECT" soils, suitable for use as fill material.
- About 20% of the project limit consists of **Sapelo fine sand** which may be classified as FDOT "SELECT" soils, suitable for use as fill material.
- About 15% of the project limit consists of **Chaires fine sand** which may be classified as FDOT "SELECT" soils, suitable for use as fill material.
- About 10% of the project limit consists of **Albany fine sand, Meadowbrook fine sand, and Sapelo-Leon fine sand** which may be classified as FDOT "SELECT" soils suitable for use as fill material in some areas.
- The remaining 5% of the project limit consists of **Ellabelle mucky fine sand** and also based on our project experience in the area some moderately "**Organic**" sands will likely exist at some locations within the project limits. Therefore, some subsoil excavation to remove unsuitable soils may be necessary in the proposed CR 121 roadway improvement areas.

### Design High Groundwater:

High ground water levels may be expected during the reconstruction and resurfacing activities of the CR 121 roadway improvements. EGS believes that some dewatering counter measures may be required during reconstruction. EGS recommends the following design options in areas where base clearance is less than 3 feet from the estimated "normal" seasonal high groundwater level:

- Using a moisture resistant Optional Base Group material such as Graded Aggregate Base (GAB) or Type B-12.5 (referred to as Black Base); and reducing the design Resilient Modulus as outlined in FDOT's Plans preparation Manual and the Flexible Pavement Design Manual



**Figure 1: Sample of Preliminary Survey Information**

Tightly defining pavement and base replacement areas will ensure that the County's construction costs are minimized while still providing a pavement rehabilitation program for the project which meets a 20 year design service life expectation.





Figure 2: Photo of Standard Penetration Testing (SPT)

#### Benefits of geosynthetic reinforcement:

- reduction of wheel path rutting
- reduction of miscellaneous cracking caused by underlying low-strength materials
- accelerated compaction of overlying materials
- reduction of temporary excavation depths
- reduction of temporary MOT impacts during construction.

At locations where severe distress exists (i.e., areas which potentially warrant full depth reconstruction), EGS will collect targeted Standard Penetration Test (SPT) soil borings along shoulder to check for deeper pockets of unstable soils which may be contributing to the observed surface failures. The results of both the pavement survey and geotechnical borings will be summarized in a detailed Report, which will identify the likely cause of the observed distress, delineate areas of low-strength materials, and provide recommended options to repair.

As an optional service, EGS has in-house ground penetrating radar (GPR) scanning capabilities which can be implemented to **rapidly map the existing pavement and base thickness throughout the entire length of the project**. All pavement and base thicknesses determined using this approach would be verified by correlation of the physical pavement core and boring data. For this project, the GPR data collection would add 1 day to the field schedule; however, provides substantial design and construction benefits since existing field quantities of asphalt and base would be much more well defined. Pavement and base results can be depicted as shown below in Figure 3 and 4.

If areas of deep unstable soils below the subgrade are encountered in potential reconstruction areas which cannot be economically removed and replaced, our Team will consider use of high strength geosynthetic reinforcement layer(s) to add strength to the pavement structure and facilitate uniform compaction of the base and subgrade materials.

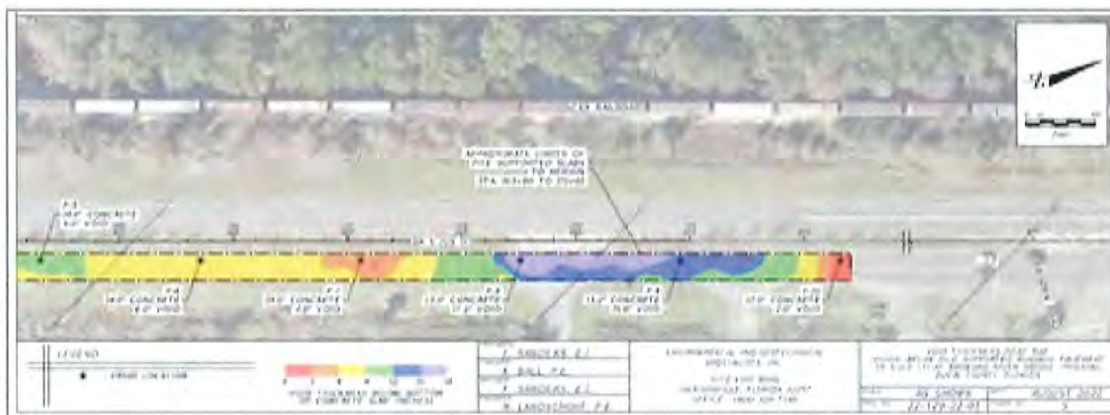


Figure 3: Graphic Depiction of Existing Pavement Structure Thickness Obtained Ground Penetrating Radar (GPR)

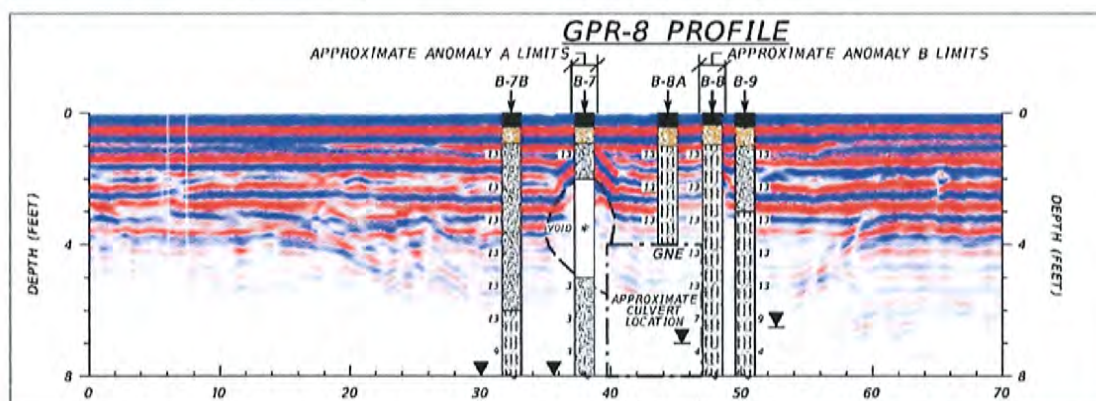


Figure 4: Typical GPR Profile





## TYPICAL SECTION

### Existing

The existing roadway provides two 12ft travel lanes with +/- 6ft sodded shoulders on both sides. There is evidence of significant rutting throughout the corridor. Some of the worst areas of rutting have been temporarily corrected with pavement patching.

In the vicinity of the Brandy Branch Creek bridge (Bridge #744312), the FDOT also rebuilt approximately 0.50 miles of CR 121 pavement using the following typical section. Existing today are two-12ft travel lanes with 8ft shoulders (4ft paved). The typical section from the 1999 FDOT Bridge Replacement plans, shown in Figure 5, is in metric units.

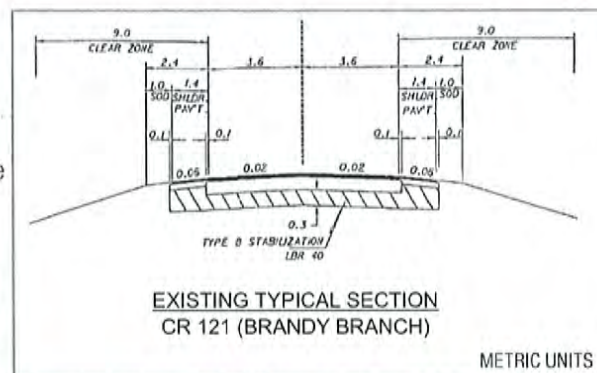


Figure 5: Existing Typical Section from FDOT Bridge Replacement Plans (1999)

### Proposed

The proposed typical roadway section will match the existing section in pavement width: two 12-foot lanes throughout and maintaining four-foot paved shoulders where already existing. In areas that require more than milling and resurfacing, additional methods will be taken to ensure a design life of 20 years.

#### Proposed mill and resurface typical section

In the areas where Geotech findings indicate no subsurface soil issues and show sufficient base, a mill and resurface design will be proposed as shown

#### Proposed overbuild typical section

There are two situations we anticipate cross slope correction:

1. Tangent sections of roadway where existing cross-slope is less than 0.02FT/FT
2. Correct superelevation rates in horizontal curves to meet current superelevation requirements for a 55mph design speed per Florida Greenbook Standards

One issue the County has noted and which we observe is the shoulder sod building up along the edge of pavement, which blocks runoff into the roadside swales and creates ponding within the travel lanes. Improving the unpaved shoulders reduce this issue and provide positive drainage of the travel lanes. **As a part of this project, we will call for the existing grass shoulders to be bladed down and resodded.**

In the areas where Geotech findings show an insufficient base, geosynthetic reinforcement layers and full-depth reconstruction options will be considered.



Figure 6: Proposed Typical Section Rendering





## PAVEMENT DESIGN

The focus of this CR 121 project is the rehabilitation of the existing pavement. The development of a pavement design which meets the anticipated traffic loading for a 20-year design service life expectation for both areas of reconstruction and resurfacing will be the single most significant design element affecting project construction costs. The Kimley-Horn team has completed hundreds of cost-effective pavement designs throughout Florida ranging from simple resurfacing to those that included more complex cross-slope correction design and geotextile reinforcement components to full depth reconstruction. Our team utilizes the FDOT's flexible pavement design procedures which is a proven methodology with a great deal of historical performance data supporting successful performance. Some of the key variables/elements to be established in the pavement design process for the long-term performance of the pavement structure include the following:

- Design Service Life (20 years recommended)
- Establishment of Design Traffic Volumes (design year 2043)
- Design Pavement loading – Accumulated Equivalent 18-kip Single Axle Loads (ESAL)
- Design High Groundwater Levels
- Design Bearing Value of existing roadbed soils (LBR value)
- Reconstruction – Selection of base material
- Resurfacing – Cross slope correction (mill in desired x-slope vs overbuild)
- Milling Depth – Set depth based on existing crack depth (reduce reflective cracking)
- Use of crack relief layers (geotextile or ARMI layers)
- Use of Performance Grade Asphalt Binders (i.e., PG 76-22) to reduce long term rutting
- Use of a dense graded friction course (FC 12.5) which provides structural value

Other pavement design elements we would encourage Nassau County to consider for this CR 121 project which would provide enhanced safety or provide a long-term value-added benefit include:

- Pavement Safety Edge (See Figure 7)
- Full Depth Paved Apron at Stokes Road to protect existing pavement edge (See Figure 8)
- Pavement widening at CR 119 to increase turning radii (See Figure 9)

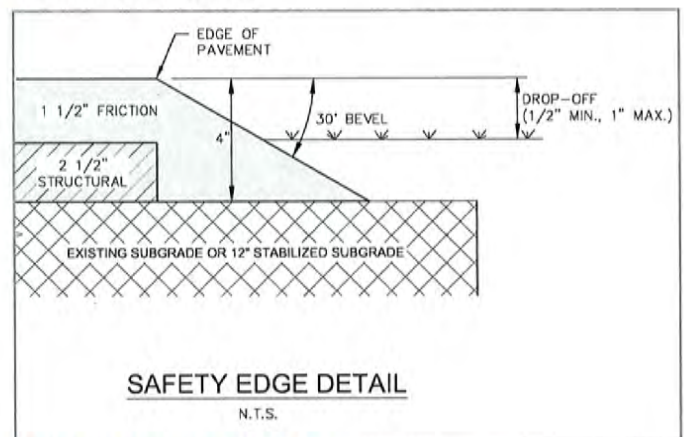


Figure 7: Pavement Safety Edge



Figure 9: Existing CR 119 Corner Return Radius



Figure 8: Provide a Paved Turnout Apron at Stokes Rd





## HORIZONTAL ALIGNMENT

Project limits along CR 121 begin at the Duval County line and continue north for 7.5 miles to CR 119. This segment of CR 121 is classified as a Rural Major Collector with a design speed of 55 MPH. The alignment consists of tangents and curves, as well as numerous intersecting side streets.

### Curve Lengths

Per the Florida Greenbook, horizontal curves should be fifteen times the design speed (825 LF), but no less than 400 LF. After reviewing the historic straight-line diagram inventoried in 1956 (a portion pictured below) as well as plans for previously constructed FDOT State Project No. 74000-3604 over Brandy Branch Bridge, it was determined that 5 of the 6 existing curves exceed 825 LF. The State Project realigned a portion of CR 121, and Curve-2 was designed and constructed to meet 70 MPH.

The last curve within the project limits is greater than 400 LF. While this meets horizontal curve standards per the Florida Greenbook, we recommend comparing these curves with available crash data to determine if any safety measures should be recommended as part of this project.

### Superelevation

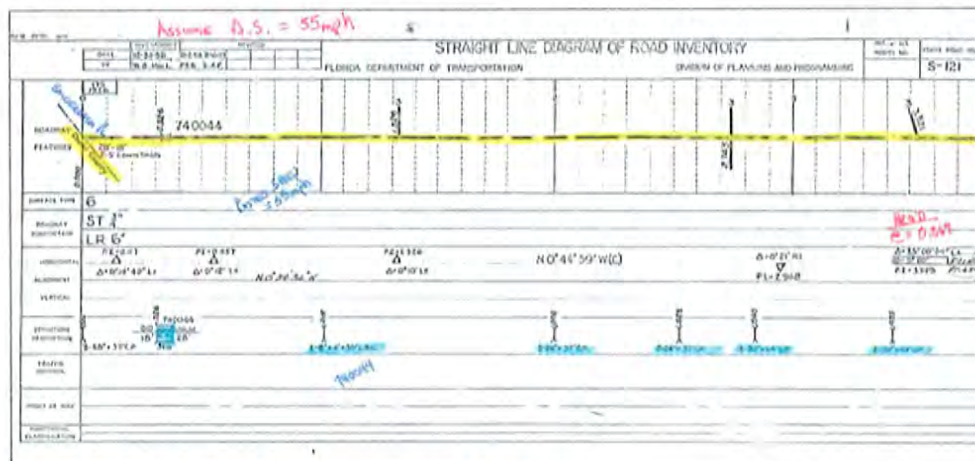
High level survey points were acquired to develop an existing surface file of the roadway. Based on a 55 MPH design speed, this information and the historic straight-line diagram were used to evaluate superelevation of the six existing curves along the corridor. It was determined 3 of the existing curves do not meet current standards for superelevation and will require superelevation correction.

**Table 1: Superelevation Evaluation of Existing Curves**

CURVE #	EXISTING CURVE LENGTH (LF)	EXISTING CURVE RADIUS (LF)	EXISTING SUPER (FT/FT)	REQUIRED SUPER (FT/FT)-55 MPH	DOES IT REQUIRE SUPERELEVATION CORRECTION?
1	1,166	1,910	0.052	0.067	Yes
2 (realigned 1999)	618	1,146	0.054	0.048	No
3	1,008	1,432	0.051	0.083	Yes
4	1,240	1,910	0.053	0.067	Yes
5	1,478	5,730	0.037	0.025	No
6	675	2,865	0.069	0.048	No

\*See Figure 7 for overbuild typical section where superelevation correction is needed.

\*See Project Corridor Overview for curve locations along corridor.



**Figure 10: FDOT Straight Line Diagram Dated 1956**





## VERTICAL ALIGNMENT

Our team understands the desire is to maintain the existing vertical alignment along CR 121. During the design process, we will evaluate the existing grades and vertical curves in relation to the water table as well as at existing culvert crossings. Our hydraulic team will evaluate existing conditions of these crossings and perform a capacity study to determine if the culverts are sized appropriately. If any culverts are found to be substandard, a change to the vertical grade will be recommended to achieve appropriate cover over the culvert and to encourage positive drainage. If superelevation correction is necessary along any of the horizontal curves, minor grade changes could be proposed to avoid undercutting the existing pavement.

## DRAINAGE

Our team understands that pavement rehabilitation is the primary objective of this project however it is recommended that a basic evaluation of the existing cross drains be performed to determine if repair and/or replacement of these cross drains is warranted to protect the roadway pavement structure from flooding that could be expected if sufficient hydraulic capacity is not available to effectively pass design flows thru the existing culverts. As part of this cross drain hydraulic evaluation our team will also visually inspect via pipe video inspection the structural condition of the existing cross drain culverts. If culvert replacement or extension is warranted, we would recommend that those improvements be detailed in the construction plans and the improvements shown as optional bid items. If Nassau County determined that sufficient funding is available, these could be incorporated in the construction contract.



**Figure 11: Existing Cross Drain Mitered End Section Within Clear Zone**

Based on the extensive field review our team has performed in preparation for this proposal we have identified 16 existing cross drain culverts. They range in size from single 18" pipe to 8' x 4' double barrel concrete box culverts and one concrete box culvert bridge.

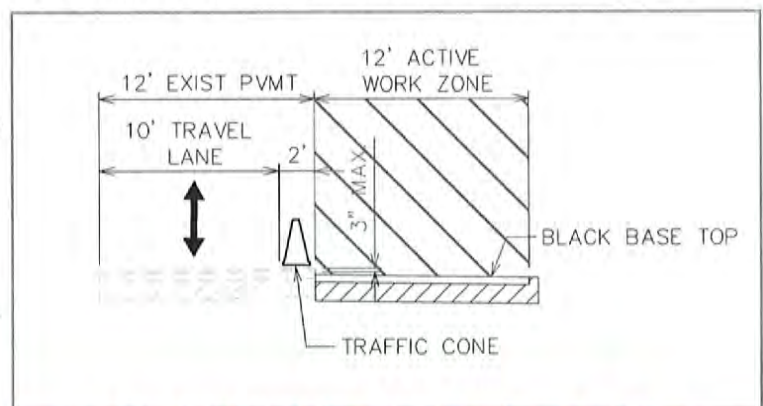
During our field review we observed several instances of existing cross drains end treatments falling within the 24ft clear zone area. These conditions are considered a hazard and as such the extension of the cross drains should be considered to move the hazard outside the clear zone or the hazard be shielded with guardrail.

## TEMPORARY TRAFFIC CONTROL

One of the key elements of this CR 121 pavement rehabilitation project is to provide a safe and effective traffic control plan during construction. We investigated opportunities to establish detour routes to allow for closure of the roadway. Due to the isolated nature of the project, location detour routes are not a feasible option so roadway must be kept open to traffic at all times. Our traffic control plans will be developed to ensure access for all vehicles is maintained through the corridor as well as access to individual properties.

There are two temporary traffic control (TTC) strategies that will need to be implemented for this project. The first applies to areas of the project where the existing pavement will simply be milled and overbuilt/resurfaced. In these areas a single lane is temporarily closed to traffic during construction operations using FDOT Standard Plans Index 102-603.

Under this plan the contractor utilizes flagger or temporary signal operations to close a single lane over a length that he can complete milling/paving operations in a single work period. At the end of the work period, two-way traffic is restored. This segmental construction process is continued until all areas of milling and resurfacing are complete.

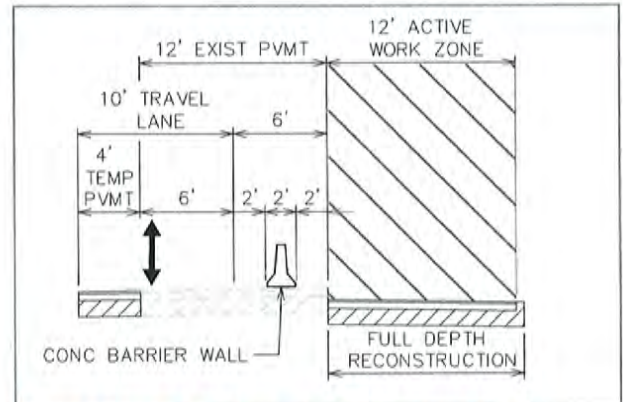


**Figure 12: Temp Work Period Lane Closure (FDOT Index 102-603)**





The second TTC strategy needed is in those areas of the project where simple milling and resurfacing is not sufficient and base repair/replacement is needed. In these areas it is not reasonable to expect that the contractor can efficiently rebuild the existing base and apply an initial structural course of asphalt over the base in a single work period. In these areas, the most effective strategy is to utilize a longer-term temporary lane closure. This approach requires temporary traffic signals in accordance with FDOT Std index 102-606. The key to this strategy will be to make sure that at the end of the contractors work operation there is no more than a 3" drop off adjacent to the active travel lane. This approach may dictate that the pavement design for the base replacement be limited to an asphalt base course in order to expedite construction. Therefore, the contractor will be able to transition traffic on to the base prior to placing the structural asphalt and friction courses. If full depth pavement replacement is required the costs of temporary traffic control start to become cost prohibitive. In this case, temporary concrete barrier walls and temporary pavement would need to be introduced to protect active traffic from a drop off hazard. Below are the basic MOT typical sections illustrating described within strategy two.



**Figure 13: Long Term Lane Closure Requiring Temp Signal Control**

### SIGNING AND PAVEMENT MARKING

The Kimley-Horn team is aware that the County has recently made signing improvements to the CR 121 project corridor as well as lowered the posted speed to 45mph due to safety concerns associated with wet weather pavement conditions. Our approach to the signing and pavement marking plans for this project will be to protect and utilize the new signing installed earlier this year as well as return the posted speed limit of 55mph following the completion of the pavement rehabilitation.

As it relates to replacement pavement markings we offer the following:

**No Passing Zone Study:** As a part of this project we would recommend that the County include in the design scope of work that a no passing zone study be conducted to establish the centerline pavement markings requirements for the project. A no passing zone study will evaluate and determine the location of new centerline striping to set areas where passing is to be prohibited due to sight distance and or intersecting street conditions. In our research we could find no information that the current centerline striping conditions have been evaluated against current field conditions. Since the centerline pavement markings will be replaced, now would be the appropriate time to confirm proper placement.

**Abbreviated Marking Plans:** A signing and marking plan will be necessary as part of this resurfacing project. Due to the length of the project, we propose an abbreviated approach to the plans. While most of the project can be handled with station ranges and a typical section/detail denoting pavement marking, some areas, such as intersections will require a more detailed plan sheet layout.

**Audible and Vibratory Treatments (AVT) Evaluation:** On January 13, 2022, FDOT released Project Management Bulletin 22-01 titled Low-Cost Safety Measures for Local Roads. This memo states: "audible and vibratory treatments (AVT) and permanent pavement markings are two low-cost safety countermeasures that will be mandatory for local roadway projects, funded by the Department, on flush shoulder rural roadways with posted speeds of 50 mph or greater."

Consideration for the use of AVTs will be made throughout the corridor. While there are various AVT treatment types, our recommendations would take into account the residential portions of the corridor and noise pollution. The Department requirements are as follows and are a low-cost countermeasure for lane departure crashes.



**Figure 14: Photo of Recent Signing and Pavement Marking Upgrades**





## SAFETY REVIEW

We have reviewed the safety study and recommendations made as part of the 2015 FDOT safety study for the CR 121 corridor. From a safety perspective we agree with the recommendations proposed and would recommend to the Nassau County that if funding remains from the original \$9 million dollar grant following the work necessary to rehabilitate the roadway pavement that this funding be allocated to those safety recommendations that have not yet been implemented. We further recommend that as part of this current CR 121 project the County include in the scope of work that to original study be updated to reflect current crash data and safety observations. The following is a summary of the current crash statistics our team has reviewed in preparing for this project:

According to the Signal Four Analysis Web Application, from January 1, 2017 through December 31, 2021, a total of **29 crashes** occurred within the study area.

- 7 crashes were reported in 2017, 10 crashes were reported in 2018, 3 crashes were reported in 2019, 2 crashes were reported in 2020, and 7 crashes were reported in 2021.
- The crashes included **three fatal** crashes and **14 injury** crashes, resulting in four fatalities and 18 injuries.
- 6 crashes (21%) occurred on **wet pavement**.
- 18 crashes (62%) occurred during **dark conditions**.
- 2 crashes involved a driver under the influence of **alcohol** and 2 crashes involved a driver under the influence of **drugs**.
- There was a total of 1 pedestrian crash and 1 bicycle crash.
  - The lone pedestrian crash occurred under dark conditions. The pedestrian was walking in the road with multiple drugs in their system when they were struck by vehicle 1. The pedestrian was pronounced dead at the scene.
  - The bicycle crash occurred during the daylight under dry conditions. The driver of vehicle 1 admitted to being distracted by his phone at the time of the crash.
- 1 head-on crash was observed, accounting for 2 fatalities.
  - The head-on crash occurred under dark conditions. The driver of vehicle 1 was under the influence of drugs while the driver of vehicle 2 was under the influence of alcohol.
- The third fatal crash occurred when a vehicle, that was observed travelling at a high rate of speed by a witness immediately before the crash, left the roadway and crashed into a fence. The driver was the sole occupant of the vehicle and was not wearing a seat belt and was pronounced dead.
- The **crash types** are summarized on the next page in **Table 1**. Significant crash trends along the corridor include the following:
  - Off Road crash trends
    - 11 Off Road crashes were observed
    - 7 of the crashes were injury crashes, resulting in 8 injuries
    - 4 of the crashes occurred on wet pavement
    - 7 of the crashes occurred under dark conditions

**TABLE 2: Summary of Crashes by Type and Year**

Crash Type	2017	2018	2019	2020	2021	Total	Percent
Off Road	2	4	2	-	3	11	37.93%
Other	3	2	-	1	3	9	31.03%
Ditch	-	-	2	-	1	3	10.34%
Rear-End	1	1	-	-	1	3	10.34%
Pedestrian/Bike	-	1	-	1	-	2	6.90%
Head On	-	-	1	-	-	1	3.46%
<b>Total</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>8</b>	<b>29</b>	<b>100.0%</b>

a two-lane rural roadway: off-road, ditch, rear-end, head-on and other collisions. There were three fatal crashes resulting in 4 fatalities. The three fatal crash types included a pedestrian walking in the roadway, a head-on collision, and an off-road crash that resulted in the vehicle hitting a fixed object.

To reduce the number and severity of roadway departure crashes different safety strategies can be considered. In most cases, low cost, highly effective solutions are available for implementation. Strategies to keep vehicles on the roadway include rumble strips, signing, and delineation. Strategies to reduce the potential for a severe crash when vehicles do leave the roadway or cross into opposing traffic lanes include shoulder installation, widening the separation between opposing direction lanes, removing fixed objects and slope flattening.

Kimley-Horn has over 15 years of traffic safety studies experience working with FDOT District 2 and the surrounding Counties. Based on this extensive safety background, we performed a preliminary review of the crash records from January 1, 2017 to December 31, 2021 along CR 121 from the County Line to CR 119. A total of 29 crashes were reported within the study period and study limits. The majority of the crashes were off-road collisions (38 percent). Of these 29 crashes, 27 were determined to be crash types that may be associated with





Another area for lane departure crashes is speed related where reduced speed may have prevented the crash. Countermeasures to reduce excessive speeding include shoulder widening to narrow travel lanes, pavement markings, and enforcement. We understand this project proposes to install rumble strips to reduce lane departures. Our team can help the County see if other reduced cost improvements can be proposed to increase the safety and travel speed in the corridor.

## ROADSIDE SAFETY

We recognize there are budget constraints on this project and the main goal is to bring the pavement structure up to current standards. We intend to provide the County with a list of roadside safety "priorities." This list will include items recommended as part of the project as well as items that can be included as bid alternates on the contract or for future projects with the County when additional funding is available. The following roadside safety concerns will be evaluated throughout:

- Roadside hazard conditions with the 24ft clear zone.
- Roadside front slopes steeper than 1:4
- Cross drain endwall/mitered end sections
- Sidedrain end treatments
- Guardrail replacement end anchorage upgrades to meet current crash standards
- Flared end section replacements
- Three-beam guardrail attachments to existing Brandy Branch bridge barrier walls

## Bidding Phase

Kimley-Horn excels at making our clients successful, from project beginning to end, including bidding phase services. We will prepare and can distribute bid documents on behalf of the City, review contractor bids and prepare bid tabulation and contractor recommendations. Although our aim is to prepare a plan set that can stand alone, we will respond to contractor requests for information and clarification in a timely manner. Kimley-Horn's staff is experienced with all the procedures associated with bidding projects to construction, including conducting preconstruction meetings, addressing contractor request for additional information, preparation of written addendums for the City review, and recommending contractor bids for award.

## INNOVATIVE RECOMMENDATIONS

Kimley-Horn and our subconsultant teaming partners have a great track record of delivering highly successful and cost-efficient roadway reconstruction and resurfacing projects to our clients. Many of these projects have included innovative and/or leading-edge technology components that have allowed us to deliver high quality construction documents on or ahead of schedule. Below are some of the innovation and methodologies our team can bring to Nassau County on this CR 121 project.

- **Design Survey** – Use of **Mobile LiDAR technology** to gather detailed pavement design survey data. The use of this technology will allow our team to have a detailed survey of the existing pavement surface so we can begin much soon than traditional survey processes. The level of pavement detail collected allows us to provide highly accurate asphalt quantities avoiding any pay adjustments during construction.
- **Geotechnical** – Use of **GPR (Ground Penetrating Radar)** to supplement pavement coring data will allow our design to more accurately define where milling and resurfacing is appropriate versus pavement reconstruction. Minimizing reconstruction will minimize construction costs.
- **Pavement Design** – In areas requiring pavement reconstruction our team has recommended the use of **Geosynthetic Reinforcement in conjunction with an Asphalt Base Course to expedite construction** and avoid the costs associated with needing to install temporary pavement in order to maintain traffic.
- **3D Modeling** – The use of 3D modeling in our design analysis allows our team to develop resurfacing and cross slope correction designs which are highly accurate and will allow our team the ability to analyze multiple pavement design options to determine the most cost-effective solution for the County.



Figure 16: Side Drain Hazard in Clear Zone



Figure 17: Repair Damaged Guardrail



Figure 18: Existing Substandard Guardrail Connection to Bridge Barrier Wall





- **Plans Development using Bid Alternatives** – The Kimley-Horn team recommends that the construction plans for this project be structured to include bid alternatives for work elements outside the pavement rehabilitation focus such as Roadside Safety Improvements and Culvert Replacement/Extensions. This methodology would allow the County at the time of bid selection to have more cost-effective control over the improvements to be provided. This option also allows the County some assurance that they will be able to use all the funding provided thru the \$9 million State Grant.
- **Value Added Improvements**
  - Providing an asphalt safety edge along the resurfaced edges of pavement will improve safety by reducing drop-offs at the edge of pavement
  - At higher volume intersections provide an asphalt apron between the CR 121 pavement and the existing dirt/gravel street. Reduces long term maintenance costs
  - Widening at CR 119 Curb return to eliminate off-tracking and reduce maintenance costs
- **Schedule Improvements** - Reduce the number of formal phase reviews and work interactively with County staff on a continuing basis to compress design schedule without impact to design/plan quality.



**Figure 19: CR 119 Off-Tracking**

## PROJECT SCHEDULE

It is our understanding that Nassau County's expectations are that the design phase be completed within a 6-month time frame from notice to proceed. Based on the current scope of services document, design plan submittals are required at 30%, 60%, 90% and final design development stages. The schedule we have included in our proposal meets the County's submittal requirements and reflects a design duration of 8.5 months with final plans complete July 14, 2023.

If a maximum six-month design duration is a priority for Nassau County, we would like to recommend that the scope for this project be revised and the phase II submittal requirement be removed. If our scope revision recommendation is acceptable our proposed schedule could be reduced to meet the County six-month design duration.

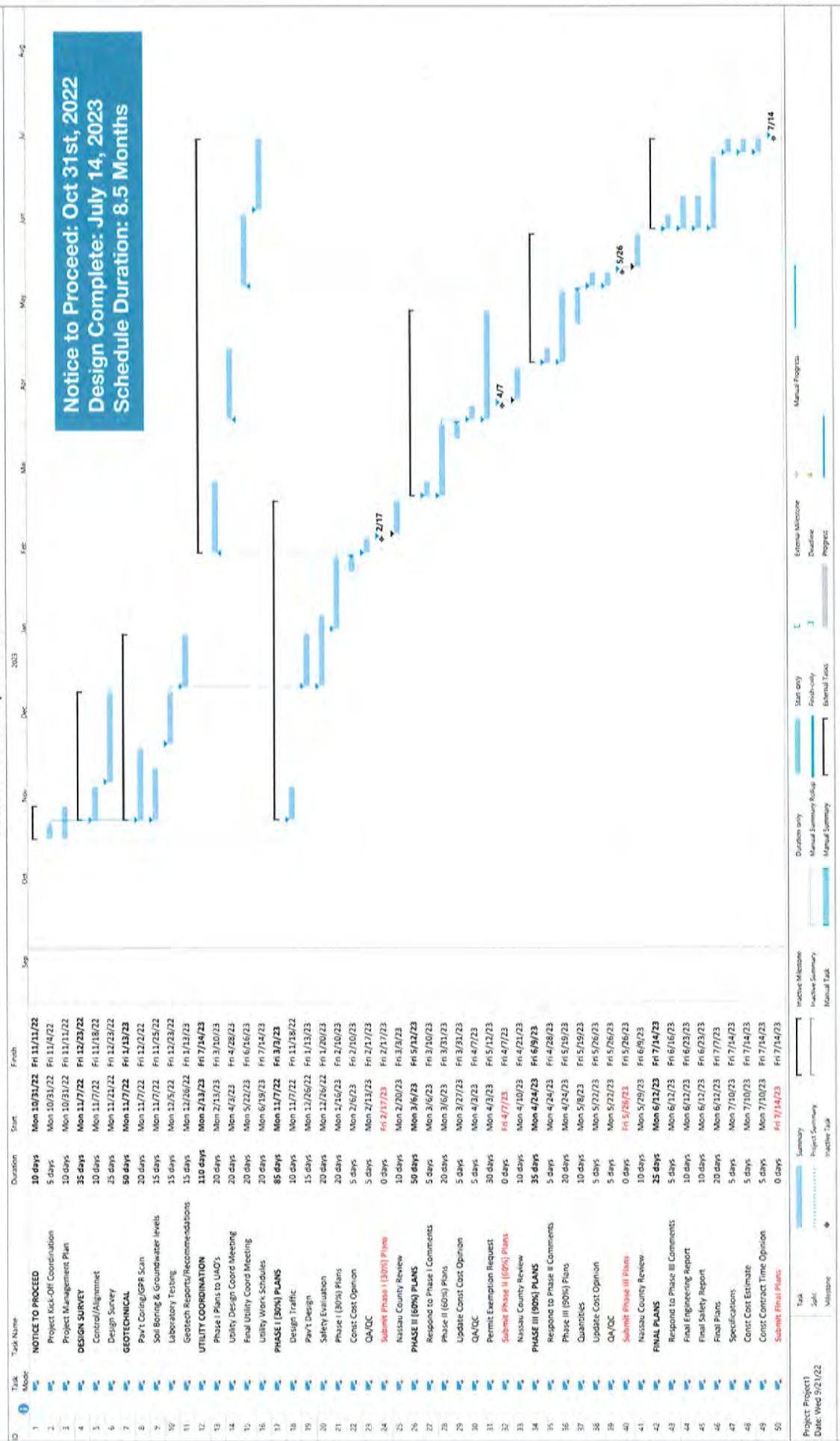
Kimley-Horn has a long successful history of working with our clients in a very collaborative way in order to meet design delivery schedule requirements. Some of the techniques we have used to meet schedule requirements have been:

- 1.) Reduce number of formal Phase submittals,
- 2.) Replace formal phase reviews with more frequent phase review meetings between County and County staff. The Kimley-Horn team looks forward to the opportunity to work with Nassau County staff to make sure there is sufficient design time to ensure a high-quality final design deliverable and is delivered on a timeline allows the County to meet its construction letting expectations.

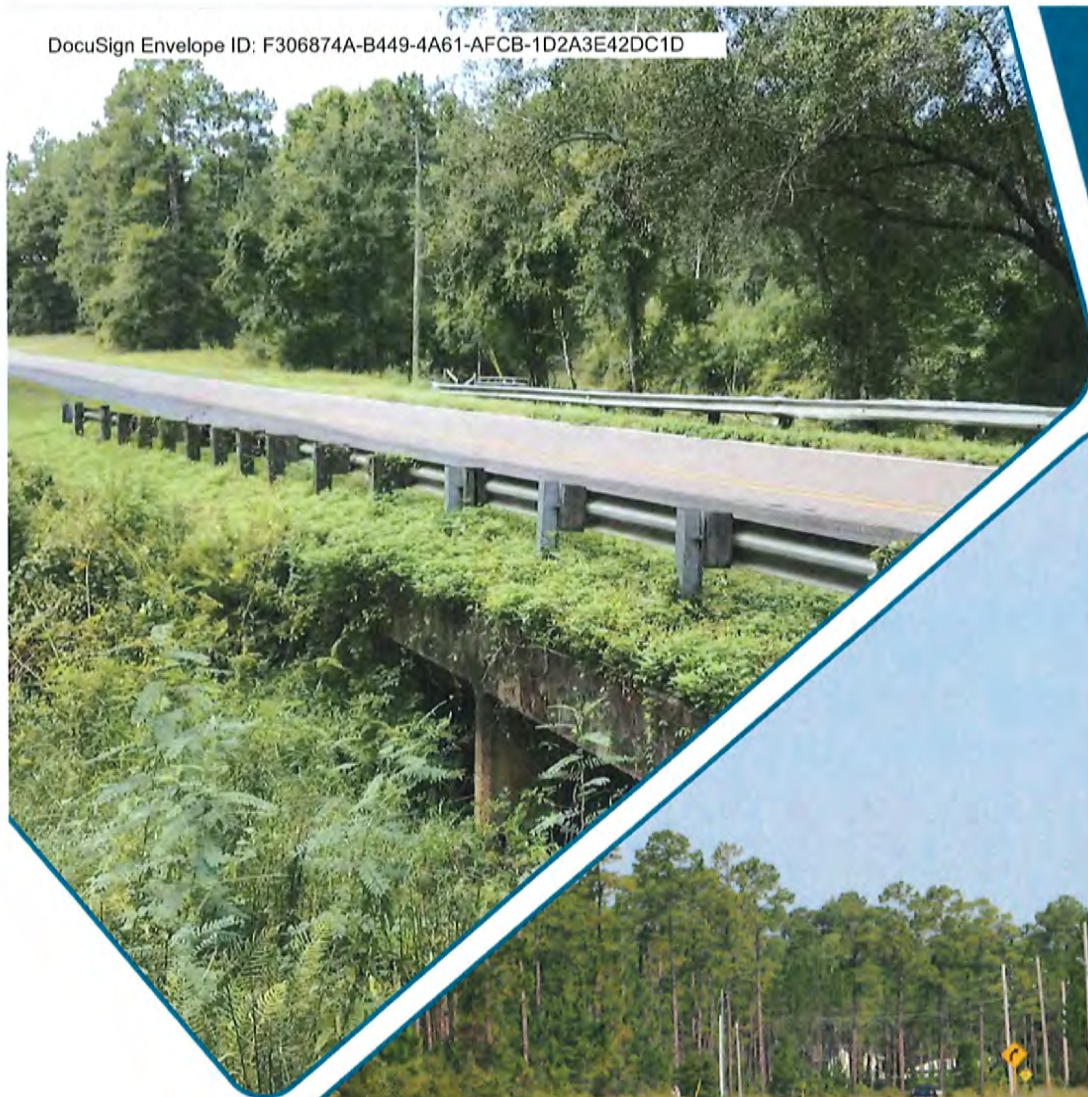
A detailed copy of our proposed schedule which meets all of the formal phase submittal requirements identified in the current scope of design services document is provided on the following page.



**PRELIMINARY PROJECT SCHEDULE**  
CR 121 from Duval County Line to CR 119







# TAB 5

QUALITY CONTROL





## TAB 5 – QUALITY CONTROL

### Quality Assurance / Control (QA/QC) Overview

We understand that quality must be built in from the beginning and can't be added as an afterthought. Our quality control efforts will be led by Gary Nadeau, P.E., and Bob Joel, P.E. They will ensure that big picture coordination items between Kimley-Horn and Nassau County are effectively dealt with, and that areas that require specialized attention—such as expert testimony to the BOCC or sensitive public involvement issues—are taken care of.

Our project manager, Earl Wills, P.E. will lead the day-to-day production efforts and will be responsible for ensuring that all production efforts follow our QA/QC plan. Formal reviews are completed to ensure mitigation of conflicts and that proposed design elements between component plan set are coordinated. We require all subconsultants to follow the same level of quality control.

### Quality Assurance/Quality Control Principles

**Quality is a keystone principle of Kimley-Horn.** Since the firm's founding, Kimley-Horn has aggressively pursued its commitment to quality for every task, deliverable, and service provided by the firm. Recognizing the critical importance of careful quality control, Kimley-Horn developed a 200-page QA/QC manual that every project manager is required to know to ensure high-quality services that satisfy client needs. Kimley-Horn achieves quality through adequate planning, coordination, supervision, technical direction, and the use of appropriately skilled personnel. We certify that our procedures will ensure high-quality services that satisfy the County's needs.

Kimley-Horn's QA/QC program is based on the philosophy that quality control is:

- **Achieved** by adequate planning, coordination, supervision, and technical direction; proper definition of the job requirements and procedures; understanding the scope of services; and the use of appropriately skilled personnel performing work functions carefully
- **Controlled** by assigning a manager to evaluate all work and procedures followed while providing the services
- **Secured** through the careful surveillance of work activities by individuals who are not directly responsible for performing the initial efforts
- **Verified** through independent reviews by a qualified staff member of the processes, procedures, documentation, supervision, technical direction, and staffing associated with the project development



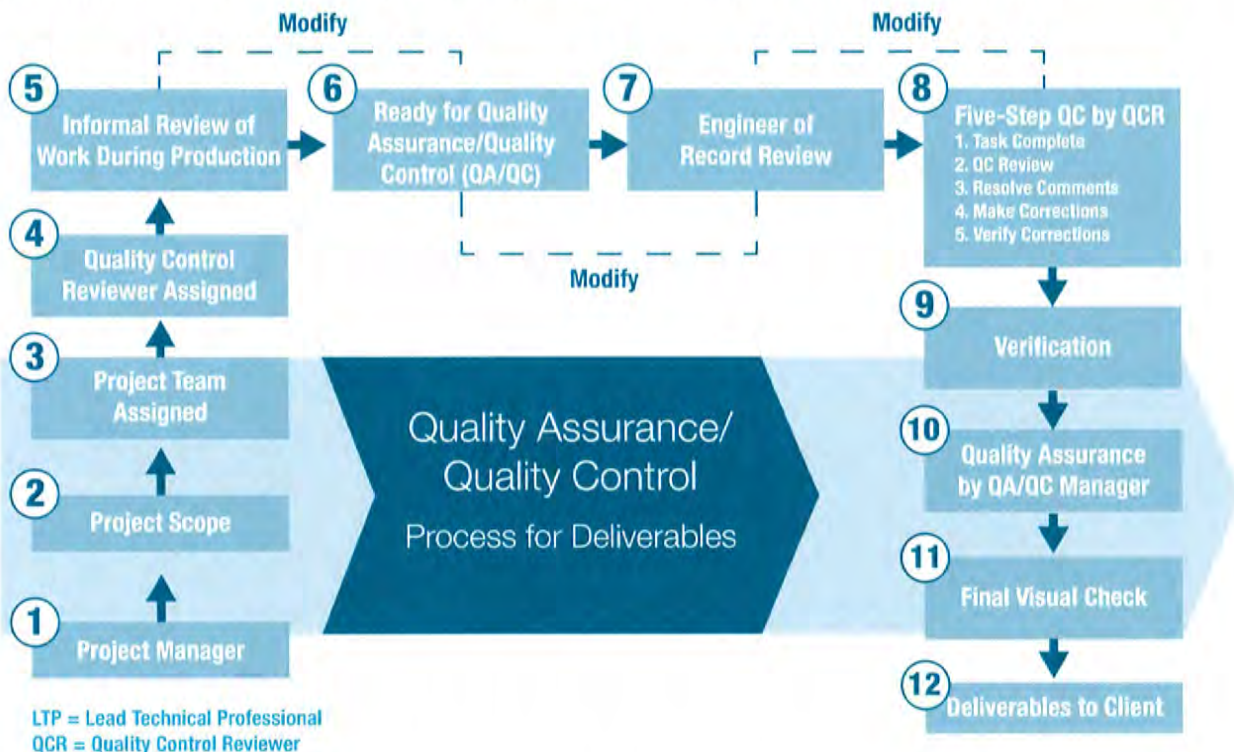




## QA/QC Procedures

Kimley-Horn's approach to managing projects is intended to ensure that a project not only meets the high-quality standards that clients demand, but that it is also delivered on-time and within budget. Responsive client service means quality service. Kimley-Horn's QA/QC measures are built into the firm's project management processes, and they are part of the firm's culture.

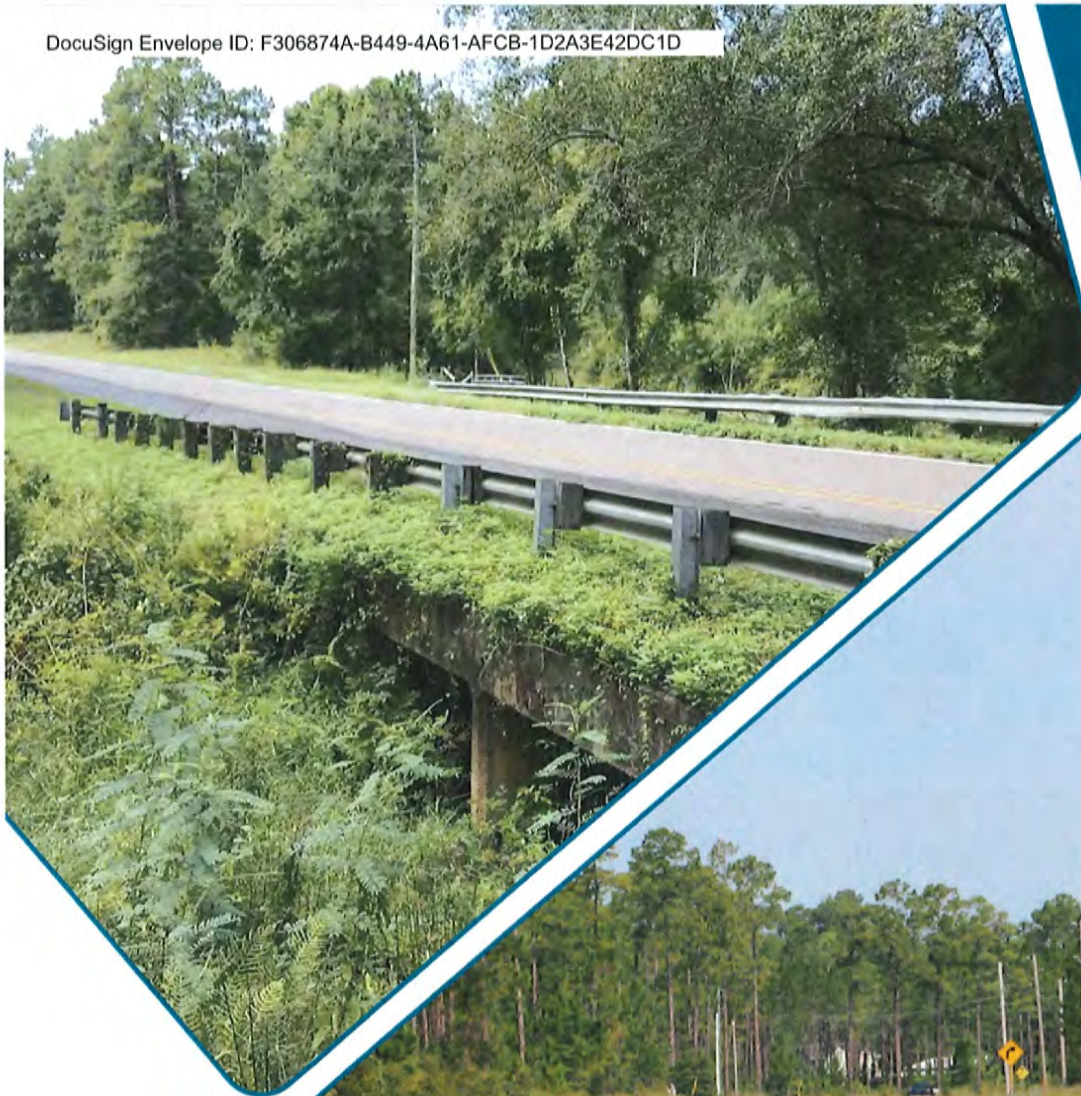
The objectives of Kimley-Horn's QA/ QC program are to ensure that the firm's services are based on sound environmental and engineering principles and practices that reflect the highest standards of design and to ensure that deliverables conform to the client's scope of services and are void of errors and omissions. Quality control is ensured by a carefully designed system of cross-checks, independent reviews, and senior principals of the firm who conduct toplevel reviews of all projects in their LTP = Lead Technical Professional role as QA/QC advisors.



QA/QC is achieved through rigorous planning, coordination, supervision, technical direction, and the use of appropriately skilled professionals. The following steps summarize our formal in-house program for complete quality management:

- **Develop Detailed Work Plan.** The work plan establishes the major tasks, identifies staff members who will complete the tasks, determines how much time the tasks will take, designates the quality control review staff, and details the schedule for accomplishment
- **Assign QA/QC Responsibility.** Our formal QA/QC program is based upon assigning experienced senior professionals who are otherwise qualified to manage a particular project, to serve in an independent quality control role. Kimley-Horn's QA/QC advisors will conduct QA/QC reviews at the end of each project phase to ensure that the project deliverable is not only technically correct but also consistent with the project's objectives. Gary Nadeau, P.E. and Bob Joel, P.E. will review project deliverables for clarity, accuracy, completeness, and complete scope compliance
- **Conduct Peer Reviews.** We design peer reviews to check, review, and provide oversight of work activities. Individuals who are not directly responsible for performing the task conduct peer reviews, offering an unbiased technical evaluation at every step of the project
- **Perform Meticulous Project Documentation.** Appropriate data and work papers that detail the choices that were evaluated and the basis for recommendations will support all documents
- **Final Project Manager Endorsement.** Earl Wills, P.E., our project manager, will evaluate each project for clarity, accuracy, completeness, and scope compliance





# TAB 6

RELATED EXPERIENCE  
AND REFERENCES





## TAB 6 – RELATED EXPERIENCE AND REFERENCES

Kimley-Horn has a distinguished history of successfully completing projects. Our success is due to a combination of effective project management, strong technical expertise, and a steadfast quality control program. *The following is a sampling of representative projects that are similar to the services needed by Nassau County.*

### Milling and Resurface CR 219A from US-301 to SR 26

Kimley-Horn was retained to provide roadway design plans and permitting support for improvements to this approximately 6.5 mile, 2-lane rural road in Alachua County. Services included cross slope correction utilizing current FDOT standards, utility coordination, drainage design, signing and pavement markings, maintenance of traffic, and permitting coordination with SJRWMD. In addition, Intersection analysis was performed in order to install safety countermeasures.

**Client Name, Address, Phone Number, Fax Number, and Email Address:** Alachua County, 5620 N.W. 120th Lane, Gainesville, FL 32653, 352.374.5245, N/A

**Client Project Manager:** Tom Strom, P.E., 352.548.1223, [tstrom@alachuacounty.us](mailto:tstrom@alachuacounty.us)

**Description of Services Performed:** Roadway Design; Roadway Resurfacing; Utility Coordination; Drainage Design; Signing and Pavement Marking; Permitting

**Performance Period:** 2019-2021

**Total Amount of Contract:** \$296,620



### Full-Depth Reclamation (FDR) of NW 32nd Avenue from NW 186th Street to CR 241

Kimley-Horn was retained for the 2.5 mile reclamation of NW 32nd Avenue from NW 186th Street to west of CR 241. Project is a two-lane roadway with unpaved shoulders. Upgrades will include paving driveways to the right-of-way line, extending or replacing cross drains to outside of clear zone, and installing mitered end sections for existing side drains.

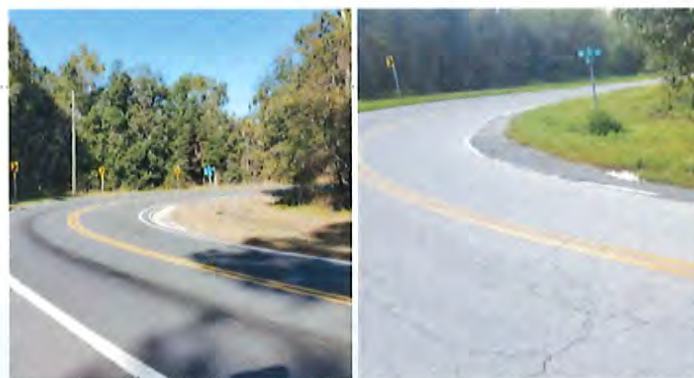
**Client Name, Address, Phone Number, Fax Number, and Email Address:** Alachua County, 5620 N.W. 120th Lane, Gainesville, FL 32653, 352.374.5245, N/A

**Client Project Manager:** Tom Strom, P.E., 352.548.1223, [tstrom@alachuacounty.us](mailto:tstrom@alachuacounty.us)

**Description of Services Performed:** Roadway Design; Drainage

**Performance Period:** 2018 – 2020

**Total Amount of Contract:** \$193,854







## NASSAU COUNTY

County Road 121 Design Services

Duval County Line to CR 119

RFQ No. NC22-019

### SW 150th Loop Road Reconstruction

Kimley-Horn was retained to convert this one-mile limerock/dirt road to asphalt. The project consists of providing survey, permitting, design, and minimal construction phase services for the reconstruction of SW 150th Loop from SR 121 to SR 121. Kimley-Horn will provide the evaluation and design plans for pavement, utilities, and erosion. The reconstructed typical sections will be designed with an anticipated lane width of 9 feet and drainage conveyed through roadside swales and roadway cross sections will be developed at 100 foot intervals.

**Client Name, Address, Phone Number, Fax Number, and**

**Email Address:** Union County, 15 Northeast 1st Street, Lake Butler, FL 32054, 386.496.4241, N/A, bcc@unioncounty-fl.gov

**Client Project Manager:** Jimmy Williams, 386.496.4241, jwilliams@unioncounty-fl.gov

**Description of Services Performed:** Roadway Design; Permitting

**Performance Period:** 2018 – 2021

**Total Amount of Contract:** \$108,897



### CR-210 West from I-95 to C.E. Wilson Road Roadway Widening

Kimley-Horn provided design services for the widening of CR-210 West. Project included an alternative alignment study, roadway design analysis, drainage design analysis, roadway plans, drainage plans, geotechnical services, environmental and wetland delineation, and survey/right of-way. The County wanted to evaluate a maximum of three six-lane widening alternatives to the existing four-lane divided curb and gutter section from I-95 to C.E. Wilson Road. The evaluation identified the impacts to existing utilities, adjacent business properties, the alignment to I-95 overpass, potential pond locations, and the requirements for turn lanes. Kimley-Horn finalized 30% plans for the horizontal and vertical geometric design for the proposed six-lanes based on the selected alternative.

**Client Name, Address, Phone Number, Fax Number,**

**and Email Address:** St. Johns County, 500 San Sebastian View, St. Augustine, FL 32084, 904.209.0655, 1.877.475.2468, info@sjcfl.us

**Client Project Manager:** John Burnham, 904.209.0266, jburnham@sjcfl.us

**Description of Services Performed:** Roadway Design

**Performance Period:** 2019-2021

**Total Amount of Contract:** \$196,582







## Resurfacing of CR 229N from SR 121 to Baker County Line

Kimley-Horn is providing professional services including roadway engineering associated with the design phase of the widening and resurfacing of the approximately 6.5 mile CR 229N from north of SR 121 to Baker County line. Kimley-Horn will prepare roadway design plans depicting the proposed improvements. Design elements will include resurfacing CR 229N from SR 121 through the residential area to the north (approximately at the intersection with NE 149th Street), widening lanes to 11 feet with 6 foot grass shoulders from near NE 149th Street to the Baker County line, cross slope correction by overbuild methods at deficient curves with significant crash history, installing mitered end sections to cross drains and side drains within the clear zone, and updating signing and pavement markings.



**Client Name, Address, Phone Number, Fax Number,**

**and Email Address:** Union County, 15 Northeast 1st Street, Lake Butler, FL 32054, 386.496.4241, N/A, bcc@unioncounty-fl.gov

**Client Project Manager:** Jimmy Williams, 386.496.4241, JWilliams@UnionCounty-FL.gov

**Description of Services Performed:** Roadway Design; Roadway Resurfacing; Roadway Widening; Drainage

**Performance Period:** 2019-Present

**Total Amount of Contract:** \$258,525

## NE 149th Street Resurfacing

This approximately 0.6-mile project consists of providing survey, permitting, design, and minimal construction phase services for resurfacing NE 149th Street from West of NE 222nd PL to CR 229. Surveying and mapping will be provided by Deren Land Surveying including the topographic information for cross culverts, driveways and grade breaks, and topo 20 feet past returns on intersections. Roadway design and construction plans to be assembled by Kimley-Horn include typical sections illustrating resurfacing improvements, detail limits and construction details, cross sections to be developed at 500 feet intervals, signing and pavement marking, and utility adjustments.

**Client Name, Address, Phone Number, Fax Number, and Email**

**Address:** Union County, 15 Northeast 1st Street, Lake Butler, FL 32054, 386.496.4241, N/A, bcc@unioncounty-fl.gov

**Client Project Manager:** Jimmy Williams, 386.496.4241, JWilliams@UnionCounty-FL.gov

**Description of Services Performed:** Roadway Design; Permitting; Roadway Resurfacing

**Performance Period:** 2019 – Present

**Total Amount of Contract:** \$54,720







### SR-5A Resurfacing, FDOT District Two

Kimley-Horn provided professional engineering and plans production services for the milling and resurfacing of SR-5A from north of King Street to SR-16 (Picolata Road) in through historic downtown St. Augustine. The project also included drainage improvements, sidewalk, signalization upgrades for vehicle detection, and installation of RRFBs at uncontrolled pedestrian crossings through downtown historic St. Augustine. Drainage improvements were made to replace existing drainage outfall pipes with backflow preventers to mitigate storm surge flooding in response to Hurricanes Matthew and Irma, which occurred during the design. Modified special provisions for fuel-resistant asphalt were required in areas where horse carriages park and the pavement design were modified accordingly. Additionally, the existing on street parking was inventoried to remove non-compliant spaces that interfered with sight distance at intersections and also to allow for the construction of bulb-outs at the RRFB locations. The signalization upgrades were completed within a very constrained ROW.



**Client Name, Address, Phone Number, Fax Number, and Email**

**Address:** FDOT District Two, 1109 S Marion Ave, Lake City, FL 32025, 386.758.3700, N/A

**Client Project Manager:** Renee Brinkley, 386.961.7392, renee.brinkley@dot.state.fl.us

**Description of Services Performed:** Roadway Design; Signalization; Drainage

**Performance Period:** 2016-2019

**Total Amount of Contract:** \$753,253

### SR-121 Intersection Improvements, FDOT District Two

Kimley-Horn provided professional engineering services for this roadway and signalization safety improvement project on SR-121 from SR-26A to SR-26 in the City of Gainesville. These operational improvements were precipitated by a safety study and include adding additional capacity to northbound SR-121 and westbound SR-26A in response to a significant rear-end crash history. In addition to roadway improvements, design services for signalization and lighting design as well as utility relocation coordination services were provided. The existing mast arms were structurally analyzed to determine additional loading capacity where the structures could be retained with new signal head configurations. Bicycle signal heads were evaluated for use on this project and the use of green pavement markings were provided to better delineate/emphasize bicycle usage through the subject intersections.



**Client Name, Address, Phone Number, Fax Number, and Email**

**Address:** FDOT District Two, 2198 Edison Avenue, Jacksonville FL 32204, 904.360.5400

**Client Project Manager:** Peter Osborne, P.E., 904.360.5608, Peter.Osborne@dot.state.fl.us

**Description of Services Performed:** Roadway Resurfacing; Signalization; Lighting

**Performance Period:** 2018-2020

**Total Amount of Contract:** \$762,040





### SR 5 (Philips Hwy) from SR 152 to Bowden Road, FDOT District Two

Kimley-Horn provided the resurfacing of 3.5 mile segment of urban arterial roadway in the City of Jacksonville. Construction plan set included roadway, signalization, lighting as well as JEA water and sewer adjustment plan sets. The scope included milling and resurfacing of the existing four lane roadway typical section which included areas of cross slope correction. Drainage design included improvements to correct an offsite flooding problem north of SR 202 (JTB). Signal design was provided for the rebuild of three existing signalized intersections. Roadway lighting design was included to upgrade existing pedestrian crosswalks to meet current FDOT illumination standards. JEA water and sewer plans were also prepared to replace a segment of existing asbestos cement watermain as well as address conflicts between the roadway improvements and existing water and sewer facilities.



**Client Name, Address, Phone Number, Fax Number, and Email Address:** FDOT District Two, 1109 S Marion Ave, Lake City, FL 32025, 386.758.3700, N/A

**Client Project Manager:** Michael Carter, P.E., 386.961.7535, michael.carter@dot.state.fl.us

**Description of Services Performed:** Roadway Resurfacing, Drainage, Signalization, Lighting

**Performance Period:** 2020-2022

**Total Amount of Contract:** \$1,606,994

### SW 63rd Drive Widening and Resurfacing from CR 18A to CR 231A

Kimley-Horn provided design and plans production services associated with this 1.0-mile rehabilitation project for the Union County Board of County Commissioners. Surveying and mapping services performed by teaming partners Deren Land Surveying consisted of evaluating roadway cross sections at approximately 500-ft. intervals and identifying improvements such as box culverts and guardrails near Five Mile Creek. Geotechnical services by GSE included roadway to assess damage and mark locations for testing, borings at three locations along the asphalt roadway to determine the thickness of the limerock base and presenting a pavement evaluation report to address any concerns. Roadway design plans were prepared in accordance with applicable FDOT design standards and specifications and maintenance of traffic was carried out in accordance with the FDOT Standard Plans for Road Construction. Permitting assistance for the County included the ROW Certification, Utility Certification, and Railroad Certification Forms through FDOT. Additional services performed by Kimley Horn included pavement design, typical section development, traffic control plan, signing and pavement marking, and construction phase services.



**Client Name, Address, Phone Number, Fax Number, and Email Address:** Union County, 15 Northeast 1st Street, Lake Butler, FL 32054, 386.496.4241, N/A, bcc@unioncounty-fl.gov

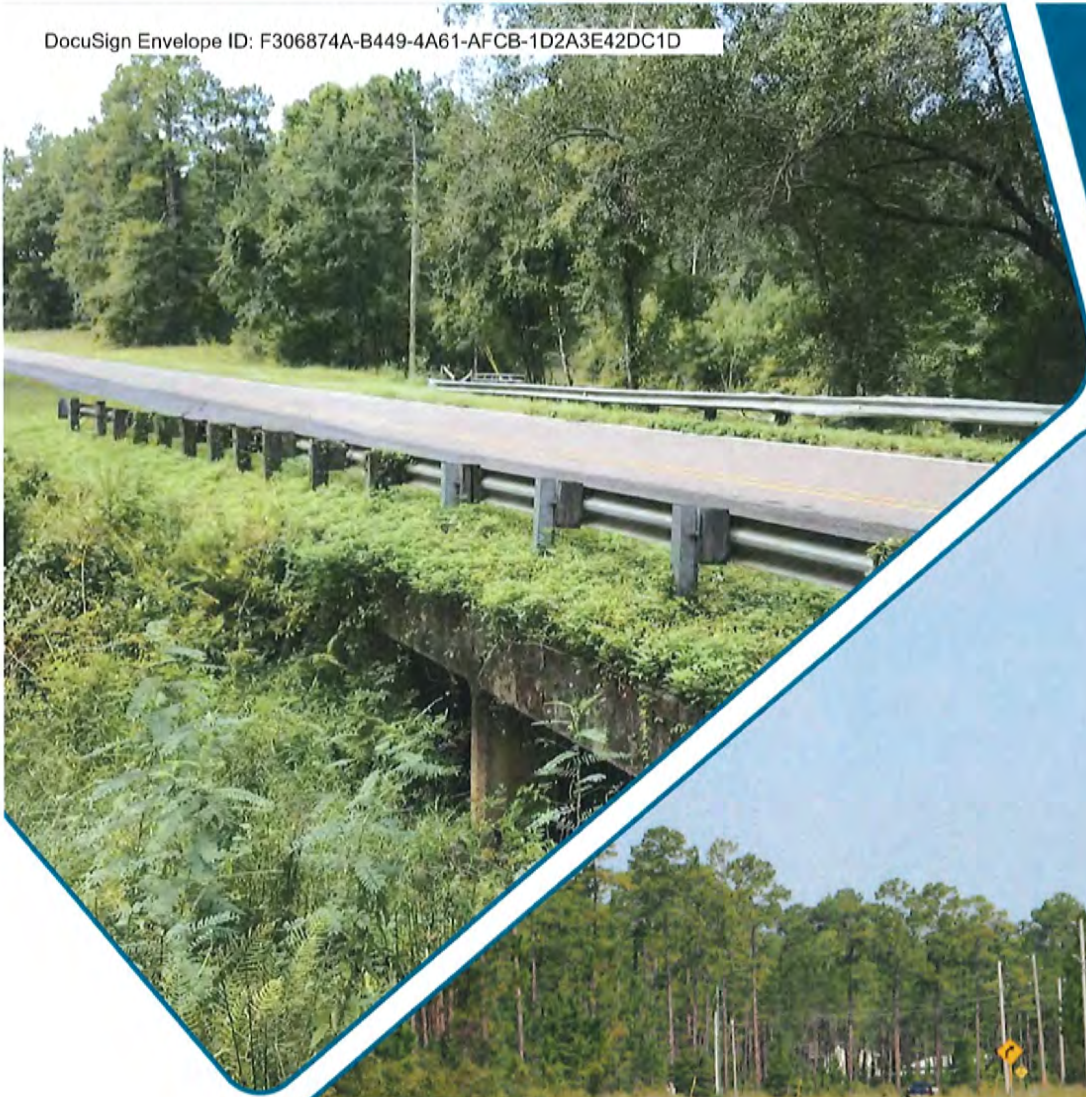
**Client Project Manager:** Jimmy Williams, 386.496.4241, JWilliams@UnionCounty-FL.gov

**Description of Services Performed:** Roadway Rehabilitation; Roadway Design; Permitting; Traffic Control Plan; Signing and Pavement Marking

**Performance Period:** 2018-2020

**Total Amount of Contract:** \$62,108





# TAB 7

## REFERENCES





## TAB 7 – REFERENCES

You may ask why these clients chose Kimley-Horn out of all the top-class consulting firms they had to choose from. Chances are they'd tell you it was because we have a reputation for making them successful. We listen to their needs, meet their schedules, accomplish their missions, deliver results, and exceed expectations. You simply won't find this caliber of service anywhere else. ***We invite Nassau County to contact the additional references listed below so that you can hear firsthand about the outstanding quality of service we routinely provide.***

**Peter Osborne, P.E.**, FDOT District Two

Phone: 904.360.5608 | Email: Peter.Osborne@dot.state.fl.us

**Michael Carter, P.E.**, FDOT District Two

Phone: 386.961.7535 | Email: michael.carter@dot.state.fl.us

**Will Lyons, P.E.**, FDOT District Two

Phone: 904.360.5574 | Email: will.lyons@dot.state.fl.us

In addition, we have included six recent recommendation letters on the following pages.



*St. Johns County Board of County Commissioners*

PUBLIC WORKS DEPARTMENT  
Traffic Division

2750 Industry Center Road  
SAINT AUGUSTINE, FLORIDA  
32084



PHONE: (904) 209-0170  
FAX: (904) 209-0177  
E-Mail: [trafran@sjcfl.us](mailto:trafran@sjcfl.us)

March 31, 2021

**SUBJECT:** *Letter of Reference for Kimley-Horn and Associates, Inc.*

To Whom It May Concern:

I would like to take this opportunity to provide a letter of reference for Kimley-Horn and Associates, Inc. Kimley-Horn has provided St. Johns County Traffic Engineering with consulting and engineering services related to traffic engineering studies, concepts, and cost estimates since 2018.

I have personally worked with the Kimley-Horn team and find them to be responsive, professional, and offering high-quality deliverables. The On-Call Professional Engineering Services contract, for which Kimley-Horn is the prime consultant, has led to many great outcomes for St. Johns County.

I highly recommend the Kimley-Horn team and am confident in the skills and services they provide to their clients. If you have any questions, or require additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Rodney Copper".

Rodney Copper, P.E.  
County Traffic Engineer

ST JOHNS COUNTY  
Traffic & Transportation Department  
2750 Industry Center Road  
St. Augustine, FL 32084

Office: (904) 209-0111





## St. Johns County Board of County Commissioners

Public Works | Engineering Division

April 28, 2020

***SUBJECT: Letter of Reference for Kimley-Horn and Associates Inc.***

To Whom It May Concern:

Kimley-Horn and Associates, Inc. is completing the roadway design and permitting for the widening of Old Moultrie Road from Lewis Point Road to SR 312. The design evaluation for this project has included the analysis of multiple roadway typical section alternatives to meet not only future traffic demand but the needs of pedestrians and bicyclists. The Kimley-Horn team has worked closely with St. Johns County staff to recommend and ultimately select an alternative which meets not only project requirements but also balances the desires of the many internal stakeholders within the County.

The Kimley-Horn team has worked very collaboratively with myself and County staff in developing cost effective design and permitting solutions for the Old Moultrie Road widening project. I enjoy working with the Kimley-Horn staff and find them to be very responsive and always provide thorough and high-quality deliverables. I would highly recommend the Kimley-Horn for similar roadway design projects.

If you should have any questions or wish to discuss any elements of the services provided by Kimley-Horn please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "Nick M. Perpich".

Nick M. Perpich, P.E.  
Engineer





**UNION** *County*  
LAKE BUTLER • WORKING FOR SPRINGS • INTEGRITY • FAITHFUL • PRUDENCE

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Union County Board of County Commissioners  
15 Northeast 1<sup>st</sup> Street, Lake Butler, FL 32054 • Phone: 386-496-4241 • Fax: 386-496-4240

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August 15, 2022

*Re: Reference Letter in Support of Kimley-Horn's Professional Engineering and Consulting Services*

To Whom It May Concern:

I would like to take this opportunity to provide a letter of reference for Kimley-Horn. Kimley-Horn has provided professional engineering and consulting services for the Union County since 2018 through an on-call contract. The scope of services the firm has undertaken includes roadway design; third-party funding; permitting; Grant administration; Presentations for REDI community meetings; Preparing estimates for SCRAP and SCOP FDOT projects; and construction phase services. Multiple projects under this contract are complete, with several others still underway—on-time and within budget.

I have personally worked with the Kimley-Horn team and find them to be responsive and professional, and that they provide high-quality work. I recommend the Kimley-Horn team and I am confident in the skills and services they provide to their clients.

Very truly yours,

**James Williams**  
Union County, County Coordinator  
15 NE 1<sup>st</sup> Street  
Lake Butler, Florida 32054  
Phone: (386) 496-4241  
[countycoord@unioncounty-fl.gov](mailto:countycoord@unioncounty-fl.gov)

**BOARD MEMBERS:**

RYAN PEREZ, District 1 • CHANNING DOBBS, District 2 • JIMMY TALLMAN, District 3 • LACEY CANNON, District 4 • WILLIE CROFT, District 5

KELLIE HENDRICKS RHOADES  
Clerk of Courts & Comptroller

RUSSELL WADE  
County Attorney





## CITY OF BELLEVIEW

5343 S.E. Abshier Boulevard · Belleview, Florida 34420

Telephone: (352) 245-7021 · Fax: (352) 245-6532

*"City With Small Town Charm"*

March 11, 2019

To Whom It May Concern

Dear Sirs:

I would like to take this opportunity to provide a letter of reference for Kimley-Horn and Associates, Inc. Kimley-Horn currently serves the City of Belleview as an engineering consultant. In addition, I have worked with Kimley-Horn for over ten years in prior service to both the City of Ocala and the City of Wildwood. I have found them to be an extremely responsive consultant and their work to be of consistently high quality. They provide their work on time, and they are well respected in the professional community.

We would recommend Kimley-Horn to any other government agency for any similar work assignment. If I can provide any further information please feel free to contact me.

Sincerely,

Bruce H. Phillips, P.E., PLS,  
Public Works Director/City Engineer  
City of Belleview

MAYOR: Christine Dobkowski

COMMISSIONERS: Michael Goldman · Gary Ernst · Ronald T. Livsey · Robert "Bo" Smith





**RE: Letter of Recommendation for Kimley-Horn, Planning and Design Engineering Consultants**

To Whom it May Concern:

I'm pleased to write a letter of recommendation for the Kimley-Horn consulting firm. I had the pleasure of working with Kimley-Horn, specifically Jared Schneider, on the successful completion and adoption of the Union Central District Plan for the City of St. Petersburg prepared from 2018 to 2019.

The Union Central Central District Plan was a comprehensive improvement plan for a 1.5 mile section of the US Highway 19/34<sup>th</sup> Street corridor. Kimley-Horn provided staffing with a high level of experience and expertise in various disciplines that was required, and the project stayed on schedule throughout the entire process.

Public participation and input, a key component of this planning process, was very well executed by Kimley-Horn's staff. Jared and his team reached out to property owners, neighborhood leaders and many others not only in group sessions, but one-on-one conversations. The level of attention to incorporating public comments were crucial in creating a successful plan, and Kimley-Horn hit the mark.

Finally, I would like to emphasize the overall professionalism of the entire Kimley-Horn team. The interactions with community groups, planning bodies and elected officials were always handled in the most competent and professional manner.

Please contact me at [gary.jones@stpete.org](mailto:gary.jones@stpete.org) or 727.893.7877 if I can be of further assistance or provide additional information.

Sincerely,

Gary L. Jones  
Economic Development Officer



City of St. Petersburg  
Economic & Workforce Development Dept.  
P.O. Box 2842  
St. Petersburg, FL 33731-2842  
O: 727-893-7877



SPLOST Office  
112 S. Zack Hinton Pkwy.  
McDonough, GA 30253  
Phone: 770.288.7319  
Fax: 770.288.7354  
www.co.henry.ga.us



Henry County  
Board of Commissioners  
140 Henry Pkwy.  
McDonough, GA 30253  
Phone: 770.288.6000  
Fax: 770.288.6026

May 12, 2017

TO WHOM IT MAY CONCERN:

Over the last thirteen years, Kimley-Horn has provided design services to both Henry County Department of Transportation and Henry County SPLOST. We have found their client services, ability to coordinate with GDOT, and quality of work performed to be among the very best of the many engineering companies with which we do business.

Kimley-Horn has recently completed two 2 to 4-lane arterial widenings and three intersection projects funded by Henry County involving state routes, numerous traffic study and signal warrant projects, and is presently designing an extension of McDonough Parkway including a bridge over SR 155. Each of these projects has been high priority projects for Henry County and have required coordination with GDOT for signal warrants, signal permits, and encroachment permits. These projects have been delivered on time and on budget. Each project had important hurdles identified early and the success of the project was dependent on solving these problems. The North Ola Road at SR 81 project required fast timely design to provide a safe road for a new middle and high school opening. The Bethany Road at SR 81 project required innovative design to overcome development on all four quadrants of the intersection and heavy utilities along the corridor.

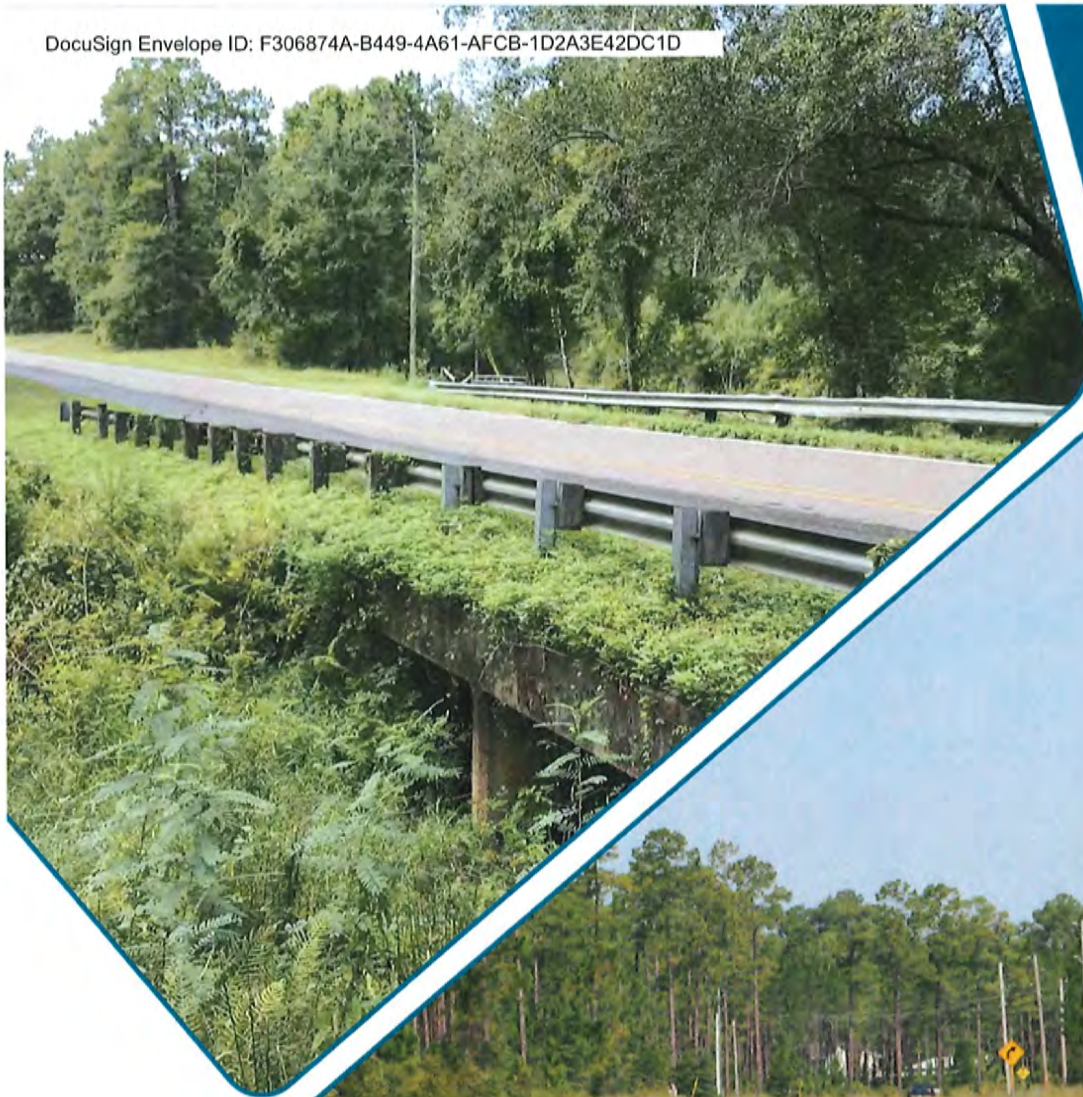
Henry County is very pleased with all of the services performed by Kimley-Horn and highly recommends them to anyone seeking assistance with any of the transportation planning and engineering services they provide.

Sincerely,

A handwritten signature in blue ink that reads "Roque Romero". The signature is written in a cursive style.

Roque Romero, P.E.  
Henry County SPLOST Transportation Director





# TAB 8

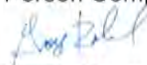
Attachments



Request for Qualifications (RFQ) Design Services – Reconstruction and Resurfacing CR 121 Duval County to CR- Bid No. NC22-019

## ATTACHMENT "B"

## Addendum Acknowledgment

Acknowledgment is hereby made of receipt of addenda issued during the solicitation period.  <b>BID NO. NC22-019-RFQ</b>	Addendum # <u>1</u> through # <u>3</u>  Initial: GR  Date: 9/22/2022
Person Completing RFQ (Signature) 	
Name (Printed):  George Roland, P.E.	Title:  Assistant Secretary

&gt;&gt;&gt;Failure to submit this form may disqualify your response&lt;&lt;&lt;





**NASSAU COUNTY  
BOARD OF COUNTY COMMISSIONERS**  
Procurement Department  
96135 Nassau Place, Suite 2  
Yulee, Florida 32097  
Ph: 904-530-6040

REMINDER: This addendum must be acknowledged, signed and returned with your proposal. Failure to comply may result in disqualification of your submittal.

**TO:** All Proposers  
**FROM:** Thomas O'Brien, Procurement Specialist  
**SUBJECT:** Addendum #1  
Request for Qualifications Number NC22-019  
Design Services Reconstruction and Resurfacing Improvements to County Road 121 from Duval County to CR-119  
**DATE:** August 30, 2022

This addendum is hereby incorporated into the bid documents of the project referenced above. The following items are clarifications, corrections, additions, deletions and/or revisions to, and shall take precedence over, the original documents.

**Questions:**

1. If a current employee of the Respondent was previously employed by the county in the past two years, does this employee's former relationship with the county need to be disclosed in response to Section 4.9 if the employee is not participating directly or indirectly in this RFQ or subsequent work contemplated by this RFQ.

*Answer:* The employee's previous employment should be disclosed as well as planned role in the company or for this project.

2. Are there any prior plans available?

*Answer:* There are old plans from 2006, but nothing recent.

3. Is a safety evaluation a priority?

*Answer:* The main goal is to rehabilitate the paved roadway including the asphalt, base, and sub-base as needed, for the entire length of the project. Any additional resources can be used for any issues that arise. If there are issues that need immediate attention, please bring it to the County's attention and we can address it.

4. What is the budget for this project?

*Answer:* The State has allocated the County \$9 million for this project.

5. What is the project schedule?

*Answer:* 6-month design period with the intent to start construction by Summer 2023.

6. Would a copy of the certificate of insurance showing our current coverage be acceptable in place of a letter from our insurance representative?



**Request for Qualifications Design Services Reconstruction and Resurfacing Improvements  
to County Road 121 from Duval County to CR-119 Addendum No. 1**

*Answer:* Respondents may submit proof of coverage meeting limits specified in the County's RFQ document.

7. The deadline for questions date is listed as September 2nd, however on pg. 4, August 31st is also listed as the deadline for additional information. What is the correct date?

*Answer:* The deadline for questions is September 2<sup>nd</sup> by 4:00PM.

8. On pg. 6 TAB 6 it states projects with Nassau County are not to be used for references, however in the evaluation criteria section 3 of the proposal on pg. 9 it states Nassau County projects shall be used for consideration. Is there a specific area we should be listing references for Nassau County and adjacent communities?*Answer:* Please include all relevant experience.

9. The RFQ states that the cover letter is limited to two pages. Are there page limits for any of the other sections listed in 2.6 Proposal – Statement of Qualifications Submittal?

*Answer:* No, there are no page limits to any other section, but we request submissions be 70 pages or less total, not including the signed attachments we have requested.

10. The pre-submittal meeting agenda includes instructions on submitting a bid bond. Do we need to submit a bid bond for this project?

*Answer:* This is an RFQ, therefore the Bid Bond is not applicable in this case.

11. Is the E-Verify affidavit required as part of our proposal? If so, is a screenshot of the firm's E-Verify confirmation page acceptable as proof of registration or is the full memorandum of understanding (23 pages) required?

*Answer:* We require the E-Verify Affidavit that was provided with the solicitation to be included with a submitted proposal as well as proof of registration. The format of the Proof of Registration can be provided in any format, including a screenshot.

**The RFQ due date remains: September 14, 2022 at 10:00 AM EST.**

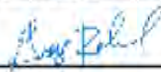
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**ACKNOWLEDGMENT IS HEREBY MADE OF RECEIPT OF THIS ADDENDUM**

**Vendor/Company Name** Kinsley-Horn and Associates, Inc.

**Vendor Signature:** \_\_\_\_\_

**End of Addendum #1**



**Date:** 9/22/2022





**NASSAU COUNTY  
BOARD OF COUNTY COMMISSIONERS**  
Procurement Department  
96135 Nassau Place, Suite 2  
Yulee, Florida 32097  
Ph: 904-530-6040

REMINDER: This addendum must be acknowledged, signed and returned with your proposal. Failure to comply may result in disqualification of your submittal.

**TO:** All Proposers  
**FROM:** Thomas O'Brien, Procurement Specialist  
**SUBJECT:** Addendum #3  
Request for Qualifications Number NC22-019  
Design Services Reconstruction and Resurfacing Improvements to County Road 121 from Duval County to CR-119  
**DATE:** September 14, 2022

This addendum is hereby incorporated into the bid documents of the project referenced above. The following items are clarifications, corrections, additions, deletions and/or revisions to, and shall take precedence over, the original documents.

**Questions:**

1. Does the team need to meet certain FDOT Pre-qualifications? If so, can you please state which ones?

*Answer:* Yes. Standard FDOT grant prequalification requirements. This is NOT a FHWA (LAP) grant.

2. Is there a DBE percentage requirement for this contract?

*Answer:* No. There are not DBE requirements for this this RFQ.

3. Are you able to provide the latest As-Builts and Design Plans for this segment of CR-121? Curve design details will be needed for superelevation correction due diligence.

*Answer:* No plans exist that detail the existing superelevation information; however, the FDOT Right-of-Way maps and County resurfacing plans from 2006 are included with this addendum as Attachments C & D.

4. Are there any CAD files specific to this section of CR-121 available for reference?

*Answer:* None that are georeferenced or considered "survey" accurate.

5. The Nassau County Typical Section for a 100' ROW Major Collector Two-Lane Road includes 5' paved shoulders and 5' sidewalks on either side of the road. Are these features anticipated to be included as part of the project?

*Answer:* The main objective is to rehabilitate, reconstruct, and resurface the existing roadway within the current paved limits. Nassau County is not opposed to adding



**Request for Qualifications    Design Services Reconstruction and Resurfacing Improvements  
to County Road 121 from Duval County to CR-119                      Addendum No. 2**

shoulders if the budget allows. Sidewalks are not included as a part of this project.

6. Would the County please provide the Study Report used in recent signing and pavement marking improvements, which included reduction of posted speed limit(s) along the corridor.

*Answer:* FDOT Study from 2016 for the signing and pavement marking improvements is available, which is included with the addendum. The speed reduction is a temporary condition until the roadway is reconstructed and the pavement and drainage conditions improve.

7. The E-Verify affidavit instructs us to attach proof of E-Verify registration with the form. In the Attachments tab on the portal there is a field to upload the E-Verify Affidavit and a field to upload E-Verify MOU or proof of registration separately. Should I upload proof of E-Verify registration in both places?

*Answer:* Yes. Please upload to both fields.

8. In the Attachments tab on the portal there is a field to upload Permits & Licenses. The RFQ instructs us to include a Florida professional license for each of the key team members in our submittal. Are there any other licenses or permits that should be uploaded in this field?

*Answer:* Please include any and all licenses and permits that pertain to the scope of work of this RFQ for all key team members that will be involved.

9. In the Attachments tab on the portal there is a field to upload a Certificate of Insurance. The RFQ instructs us to submit a letter from our insurance representative as part of our qualifications. Should I submit the letter from our insurance representative in this field or an insurance certificate?

*Answer:* Please submit the letter with your proposal and upload a Certificate of Insurance that meets or exceeds the insurance requirements found in Exhibit "2" of this RFP into the submission field for the COI.

10. In the Subcontractors tab on the portal the Amount field is populated with \$0.00. Are we required to enter an amount or percentage in this field or leave as is?

*Answer:* That response field has been removed.

11. In the Subcontractor tab on the portal there is a field for License #. Are you looking for our subconsultants' FL firm license number?

*Answer:* That response field has been removed.



**Request for Qualifications    Design Services Reconstruction and Resurfacing  
Improvements to County Road 121 from Duval County to CR-119                      Addendum No. 3**

**The RFQ due date is rescheduled to: September 22, 2022 at 10:00 AM EST.**

---

**ACKNOWLEDGMENT IS HEREBY MADE OF RECEIPT OF THIS ADDENDUM**

**Vendor/Company Name** Kinley-Horn and Associates, Inc.

**Vendor Signature:**       **Date:** 9/22/2022  
**End of Addendum #3**



Request for Qualification (RFQ)

Design Services - Kanesha and the Boarding CR 121 Road County - F3-

Bid No. KC22-012

**ATTACHMENT "C"**  
**SWORN STATEMENT**  
**UNDER FLORIDA STATUTE 287.133(3)(a) ON PUBLIC ENTITY CRIMES**  
**TO BE RETURNED WITH BID**

THIS MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS

1. This sworn statement is submitted with Bid, Proposal or Contract for: DESIGN SERVICES RECONSTRUCTION AND ROADWAYS IMPROVEMENTS FOR COUNTY ROAD 121 FROM MIAMI COUNTY TO CR 121
2. This sworn statement is submitted by: Barry Ann and Associates, Inc. (entity submitting sworn statement), whose business address is: 12740 160th Hwy Factory West Suite 2350 Jacksonville FL, 32258 and its Federal Employee Identification Number (FEIN) is: 56-0885616. (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement: NA.)
3. My name is: George Board, P.E. (please print name of individual signing), and my relationship to the entity named above is: Assistant Secretary.
4. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services, any leases for real property, or any contract for the construction or repair of a public building or public work, to be provided to any public entity or an agency or political subdivision of any other state or of the United States, and involving fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.
5. I understand that "convicted" or "conviction" as defined in paragraph 287.133(1)(b), Florida Statutes, means a finding of guilt or a conviction on a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as well as a jury verdict, bench jury trial, or entry of a plea of guilty or no contest.
6. I understand that an "affiliate" as defined in paragraph 287.133(1)(a), Florida Statutes, means:
  - a) A predecessor or successor of a person convicted of a public entity crime; or
  - b) An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not to full market value under an earn-out agreement, shall be prima facie cause that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding thirty-six (36) months shall be considered an affiliate.
7. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into binding contract and which bids or applies to bid on contracts let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are actively engaged in the management of an entity.
8. Based on information and belief, the statement, which I have marked below, is true in relation to the entity submitting this sworn statement. (Please indicate which statement applies.)

8. Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, nor



Request for Qualification (RFQ) - Design-Build - Amendment to the Request for Qualification Contract - Bid No. 1622200  
 City of St. Johns has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

The entity submitting this sworn statement, or one of more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989, and (Please indicate which additional statement applies.)

There has been a proceeding concerning the conviction before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the Hearing Officer did not place the person or affiliate on the convicted vendor list. (Please attach a copy of the final order.)

The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer determined that it was in the public interest to remove the person or affiliate from the convicted vendor list. (Please attach a copy of the final order.)

The person or affiliate has not been placed on the convicted vendor list. (Please describe any action taken by or pending with the Department of General Services.)

*George Roland*  
 Signature

9/22/2022

Date

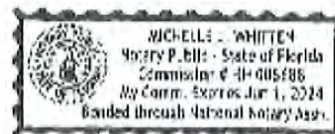
State of: Florida

County of: St. Johns

Sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 22nd day of September, 2022 by George Roland who is ☒ personally known to me or ☐ produced as identification.

*M. J. Whitte*  
 Notary Public

My commission expires: 6/1/2024





Architectural Division (R022) Design Services Construction and Resurfacing C & L Final Contract CK- Add No. 00000000

**ATTACHMENT "D"**  
**DRUG FREE WORKPLACE**  
**CERTIFICATE**


I, the undersigned, in accordance with Florida Statute 287.087, hereby certify that  
\_\_\_\_\_ Kimley-Horn and Associates, Inc. \_\_\_\_\_ (print or type name of firm)

3. Publishes a written statement notifying that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance in the workplace named above, and specifying actions that will be taken against violations of such prohibition.
4. Informs employees about the dangers of drug abuse in the workplace, the firm's policy of maintaining a drug free working environment, and available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug use violations.
5. Gives each employee engaged in providing commodities or contractual services that are under bid or proposal, a copy of the statement specified above.
6. Notifies the employees that as a condition of working on the commodities or contractual services that are under bid or proposal, the employee will abide by the terms of the statement and will notify the employer of any conviction, plea of guilty or nolo contendere to, any violation of Chapter 1893, or any controlled substance law of the State of Florida or the United States, for a violation occurring in the workplace, no later than five (5) days after such conviction, and requires employees to sign copies of such written statement to acknowledge their receipt.
7. Imposes a sanction on, or requires the satisfactory participation in, a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
8. Makes a good faith effort to continue to maintain a drug free workplace through the implementation of a drug free workplace program.



Request for Qualification (RFQ)Design Services - Sample ContractNC22-005

"As a person authorized to sign a statement, I certify that the above named business, firm, or corporation complies fully with the requirements set forth herein."



Authorized Signature

9/19/2022

Date Signed

State of: FloridaCounty of: St. JohnsSworn to and subscribed before me this 22nd day of September, 2022Personally known: ☒or Produced Identification                     

(Specify type of Identification)

  
Notary Public6/1/2024  
My commission expires





September 21, 2022

Design Services – Reconstruction and Resurfacing CR 121 Duval County to CR-119  
Board of County Commissioners, Nassau County

Re: Kimley-Horn and Associates, Inc. | Insurance Confirmation Request | Bid No. NC22-019

To Whom It May Concern:

This letter is to inform that Kimley-Horn and Associates, Inc. (KHA) maintains all of the required insurance with coverage values that meet minimum requirements as outlined in the captioned Request for Qualifications "General Information and Minimum Insurance Requirements".

Please feel free to contact me if you have any questions or concerns. Thank You.

Sincerely,

A handwritten signature in black ink that reads "Nina Vicario".

Nina Vicario, Broker  
(Insurance broker for Kimley-Horn and Associates, Inc.)  
[Nina.Vicario@greyling.com](mailto:Nina.Vicario@greyling.com)





## SCOPE OF DESIGN SERVICES

**Bid No. NC22-019**

### ***Identification of Project:***

Client: **Nassau County Board of County Commissioners**

Project: **County Road 121: from Duval County line to CR 119**

### ***Project Understanding:***

The Project consists of providing design survey, geotechnical investigation, flexible pavement design, roadway design, drainage cross drain analysis, temporary traffic control design, signing & pavement marking design and bidding phase support services for the reconstruction/resurfacing of CR 121 from the Duval County line to CR 119. The project is approximately 7.5 miles in length. The funding for this project is based on a State Funded Grant Agreement between the Florida Department of Transportation (FDOT) and Nassau County. Based on the funding provided in the grant agreement it is understood that the scope of work for this project is limited to improvements to the roadway pavement structure and shoulders. These improvements will serve to improve long term safety through correction of pavement rutting, cross slope and shoulder build up to more effectively remove rainfall from the pavement.

The design for this project will be prepared under the design criteria defined in the 2018 Edition of the "Manual of Uniform Minimum Standards for Design, Construction and Maintenance" (Florida Greenbook). The pavement design will be prepared using the methodology outlined in the FDOT's 2023 "Flexible Pavement Design Manual"

### ***Specific Scope of Basic Services:***

#### **Task 1 – Design Survey Services**

The CONSULTANT will subcontract with SAM, LLC to provide survey services as described below:

- a.) Horizontal Project Control (HPC) - Establish HPC at approximately 1 mile spacing. Utilize NGS Benchmarks when possible.
- b.) Vertical Project Control - Level run from NGS Monument B 600 (DG9720) to NGS Monument J 592 through R 592, then close to NGS Monument 74 94 GPS1 (AB4006). Establish secondary vertical control as needed.
- c.) Alignment & Right-of-Way Lines - Non-curve PIs at beginning of project without State Road Department (SRD) monuments. SRD monuments exist at most PCs & PTs.. Calculate a Baseline of Survey from available SRD monuments and R/W Maps. Show Baseline and R/W lines of Stokes Road and CR 119 per DOT Mapping. Staking of Baselines are not included.
- d.) LiDAR Targets - Set targets at 1000 foot spacing, alternating on each side of roadway.
- e.) Reference Points - Show station/offset ties from calculated Baseline of Survey to HPC. No reference points to be field staked.
- f.) Topography 3D - Mobile LiDAR data to be augmented at 1 triple cross drain culvert. Limits are 20 feet each side of extended centerline of culvert, from edge of pavement to R/W of CR 121.
- g.) Roadway Cross-Sections - Test cross-sections at 1000 foot spacing. Two cross-sections near MOC of 6 curves, exact location TBD by Engineer once Baseline is calculated. Total of 46 cross-sections. Cross-sections to extend left and right of Baseline to limits of scan data.



- h.) Side Street Surveys - Topography 3D on Stokes Road and CR 119 extended to 100 feet from centerline of CR 121, from R/W to R/W of Stokes Road.
- i.) Underground Utilities - Utility designation at 1 triple culvert and 3 box culverts. Known utility providers are: Florida Power & Light; Okefenokee Rural Electric Membership Corp.; AT&T Distribution; Southern Natural Gas Co.
- j.) Drainage Survey - Location of side drains not included. Location of cross drain limited to the one triple 48" culvert located just north of the Duval County line
- k.) Jurisdiction Line Survey - Locate flags set by others at 1 triple cross drain culvert.
- l.) Geotechnical Support - Geotech to located borings using handheld GPS. SAM to obtain elevations from scan data.
- m.) Work Zone Safety - One hour per day to set & retrieve safety signs.

Based on the nature of this pavement reconstruction/rehabilitation only the specific survey services listed above are included in this scope of work. The following survey services are not included: Outfall Survey, Pond Site Survey, Mitigation Survey, Sectional/Grant Survey, Subdivision Location, Maintained R/W, Boundary Survey, R/W Staking / R/W Lines, R/W Monumentation, Misc. Survey coverage outside the limits of the LIDAR coverage area.

## **Task 2 – Geotechnical Explorations**

The CONSULTANT will subcontract with Environmental and Geotechnical Specialists Inc. (EGS) to provide geotechnical investigation and analysis for the project. All geotechnical work will be performed in accordance with the **FDOT's** Soils and Foundations Handbook. Our geotechnical scope of services for this project will consist of the following:

The following basic geotechnical services will be provided under this project:

- **Field Services**
  - Install 1 Pavement Core coupled with 1-5 Ft hand auger on 500 Ft centers throughout the length of the corridor, to evaluate the pavement thickness and structure, and to evaluate the type, thickness, and composition of the existing base, subgrade and embankment, to a depth of 5 Ft below the ground surface;
  - Install 1-20 Ft SPT boring at 5 areas of severe distress throughout the corridor, in order to run advanced geotechnical analysis of the subsoils to determine if compressible soils (highly organic) are present within the influence zone of the proposed pavement structure;
  - Install 1-5 Ft hand auger on 100 Ft centers in the area of the proposed roadway widening, which is estimated as 1,000 Ft of widening.
- **Laboratory Services**
  - Perform general geotechnical laboratory testing to classify the subsoils in respect to USCS and AASHTO Classifications;
  - Perform 1 Limerock Bearing Ratio (**LBR**) Test per mile of roadway, to evaluate the strength characteristics of the existing embankment soils;
- **Design Services**
  - Provide a Report of Soil Survey sheet and Boring Plan Sheet to be included in the report;
  - Provide a data file of each boring for inclusion in the cross sections and plan sheets;
  - Provide the Existing Structural Number (**SN<sub>E</sub>**) of the asphalt at the locations tested in this Project;
  - Provide asphalt thickness and asphalt type based on the **FDOT** Visual Classification Method;
  - Provide geotechnical findings and recommendations as to why the severe pavement distress is being observed throughout the corridor, and provide remedial design recommendations to repair these sections;



**Task 3 – Project Management**

The CONSULTANT shall investigate the status of the project and become familiar with previous design and safety study information provided by Nassau County. The CONSULTANT will coordinate with subconsultants to secure contract agreements and insurance between parties as well as monitor schedule progress. The CONSULTANT will prepare monthly progress and invoicing to be submitted to the County project manager for approval and payment over the anticipated 12-month duration of the design and bidding phase of this project. The CONSULTANT will meet with the County Project Manager over the course of this project to review project progress, get concurrence of design recommendations and to review comments following formal design submittals. A total of five (5) meetings has been included.

Public Involvement during this design phase is not included.

**Task 4 – Roadway Design Analysis**

The project is understood to be a pavement and shoulder rehabilitation project. The intent is for the existing rural roadway typical section which to be retained. The existing typical section includes two 12ft travel lanes with 6ft – 8ft grass shoulders. The design speed to be used for the project will be 60mph. The CONSULTANT will review the roadway pavement and shoulder conditions throughout the project corridor in coordination with the geotechnical analysis/recommendations to develop pavement and shoulder rehabilitation designs which meet current design criteria and provide a pavement structure which will support the projected traffic loading for a predicted 15 -20 year design service life. The following roadway design analysis will be provided:

- 1) Pavement Rehabilitation Selection – The Consultant will coordinate with the geotechnical subconsultant to develop pavement rehabilitation options. The options to be considered include full depth reconstruction, full depth pavement reclamation, subgrade geogrid reinforcement as well as milling and resurfacing. Design analysis and recommendations for the various options listed will be documented in a preliminary 30% Engineering Report. County approval of the rehabilitation method will be required prior to advancing the design beyond 30% completion.
- 2) Pavement Design – Two pavement designs have been included which will use FDOT Flexible Pavement Design Manual methodologies. One design will be for the areas identified in item 1 as requiring full depth rehabilitation and one design will be prepared for milling and resurfacing areas.
- 3) Cross Slope Correction – The existing cross slope conditions throughout the project will be analyzed. Those areas identified for milling and resurfacing will include the development of cross slope correction design details as may be required to meet current criteria thru roadway tangents and super-elevated curve sections.
- 4) Horizontal/Vertical Master Design – The CONSULTANT will review and analyze the design survey coverage data and prepare AutoCad design files for the pavement and shoulder areas.
- 5) Cross Sections – Analysis of existing pavement and shoulder conditions will be reviewed. Cross sections will be provided at an approximately 1000ft interval as well as two cross sections provided through each of the horizontal curves within the project limits.
- 6) Temporary Traffic Control Design – Level II detail temporary traffic control plans (TTCP) will be provided for the project limits which are determined to require full depth pavement rehabilitation. In areas of milling and resurfacing no plan detail sheets will be provided, a simple reference to the applicable FDOT Standard Plans.



- 7) Engineering Report – The CONSULTANT will prepare an engineering report to be provided at each of the design delivery milestones (30%, 90%, 100% and Final). The report will document the existing pavement/shoulder conditions against current design criteria as well as rehabilitation and/or other corrective measures to be recommended/taken to bring the existing conditions up to current standard. The report will include opinions of probable construction costs for all alternatives considered.
- 8) Quantities – The CONSULTANT will develop bid items and quantities based on the FDOT's specifications and pay item structure as defined in the FDOT's "Basis of Estimates Manual". The exception to this will be Temporary Traffic Control Quantities. Temporary Traffic Control will be set up in the plans to be bid as an all-inclusive lump sum bid item.
- 9) Cost Estimates - The CONSULTANT will prepare opinions of probable construction costs with the 30%, 90%, 100% and Final plans. The estimated unit prices will be based on historical unit price data as well as predicted price trends as published by the FDOT.

*Note: The CONSULTANT has no control over the cost of labor, materials, equipment, over the Contractor's methods of determining prices, over competitive bidding, or market conditions. Opinions of probable costs provided in accordance with this AGREEMENT are based on the information known at the time the opinions of cost are developed and represent only the ENGINEER's judgment as a design professional familiar with the construction industry. Actual costs for proposals, bids, or actual construction costs will be different.*

- 10) Specifications – The construction specifications for the improvements to be called for in the construction plans will be governed by the FDOT's Standard Specifications. It is anticipated that a maximum of two (2) Technical Special Provisions (TSP) may be required to address innovative pavement rehabilitation methods to be approved by Nassau County as part of the design development.

The analysis of existing roadside conditions outside the basic survey coverage will not be included in this project since the intent for this project is pavement rehabilitation focused. It is understood that a Safety Study was completed for the CR 121 corridor previously. The CONSULTANT will review the recommendations from that previous study as provided by Nassau County and include any missing recommendations into this project subject to project funding limits

#### **Task 5 – Roadway Plans**

The CONSULTANT will prepare roadway design plans on 11"x17" sheets depicting the proposed improvements. The roadway design plans will be prepared in accordance with applicable FDOT design standards and specifications. The roadway design will be developed in an AutoCad format. Construction plans will consist of the following sheets:

- A. Key Sheet.
- B. Typical Sections/Details – Separate mainline typical sections will be developed to illustrate the full depth pavement rehabilitation areas and the milling and resurfacing areas. Misc. typical section details will be provided for cross slope and superelevation correction and driveway aprons..
- C. General Notes/Bid Items – A general notes sheet(s) will be provided to communicate general and pay item requirements. These sheets will also include a tabulation of all bid items and quantities.
- D. Project Layout – Plans sheets will be provided at a +/- 1"=500ft scale to depict the baseline survey alignment and curve data as well as to show the construction plan sheet clip limits.
- E. Roadway Plan Sheets – The plan sheets will be double panel and will be prepared at a 1" = 50ft scale



- F. Special Profiles - In general grading for any new pavement construction will be provided via spot elevations to be labeled on the plan sheets. If need superelevation transition profiles will be provided for any existing curves that require cross slope correction.
- G. Intersection Layout Details - Separate plan sheet details will be provided for the Stokes Road and CR 119 intersections. These detail sheets will be prepared at a 1"=20ft scale and will detail the pavement construction/widening and grading necessary to accommodate design vehicle turning movements.
- H. Cross Sections - Roadway pavement/shoulder cross sections will be developed at 1000' intervals with additional sections provide through existing horizontal curves and at the triple 48-inch cross drain culvert crossing.
- I. Temporary Traffic Control Plan (TTCP) - In areas of pavement reconstruction, level II temporary traffic control plans will be provided for all phases of construction. In areas of milling and resurfacing TTCP will be provided using general notes and reference to the FDOT Standard Plans for Road Construction (102-600 Series).
- J. Erosion Control / SWPPP Plans - Erosion control features will be shown and labeled on the roadway plans sheets. Separate notes sheets will be included defining the Stormwater Pollution Prevention Plan (SWPPP). It is assumed that soil disturbing activities will be of a magnitude which triggers the need for the contractor to secure a NPDES permit for construction.

#### **Task 6 – Drainage Analysis and Plans**

The CONSULTANT will perform drainage analysis for the existing triple 48" cross drain located just north of the Duval County line. The analysis will be performed using HY-8 evaluation in accordance with FDOT criteria for a major collector roadway. The design analysis will be documented in a summary memo format outlining the methodology/criteria used as well as documenting the results and recommendations based on the analysis performed.

The CONSULTANT will prepare a working drainage map defining the tributary area to be used in the cross-drain analysis. Drainage construction drawings are also included for the replacement/extension of the existing cross drain should that improvement be warranted and authorized by Nassau County.

#### **Task 7 – Utility Coordination**

The CONSULTANT will submit a design ticket request through sunshine 811 to identify existing utility owners (UAO's) in the project limits. Project plans will be submitted to the identified UAO's at 30% plans for the purpose of them identifying the location of their existing facilities. The CONSULTANT will incorporate the existing utility locations provided and note the line size/type in the roadway construction plans.

If needed based on the utility mark-ups provided and the roadway improvements proposed the CONSULTANT will schedule one utility coordination meeting with the UAO's to resolve any identified utility conflicts. Plans will be submitted again to the UAO's following the 90% plans submittal for final review and concurrence related to any potential utility conflicts.

The CONSULTANT will work with the UAO's to secure Utility Work Schedules for inclusion in the construction contract documents.

#### **Task 8 – Environmental Permits**

The CONSULTANT will provide jurisdictional wetland flagging in the field for location by the project surveyor. The location of this flagging is limited to the existing triple 48-inch cross drain location.



It is anticipated that the roadway pavement rehabilitation work will qualify for a permit exemption with the St Johns River Water Management District (SJRWMD). The CONSULTANT will coordinate with the SJRWMD to confirm this understanding as well as secure written confirmation that the project is exempt from permitting.

If the replacement and/or extension of the triple 48-inch cross drain culvert is authorized, we have included effort for general permitting. It is anticipated that a culvert replacement will qualify for a nationwide general permit. Should additional environmental evaluation and/or permit sketches be required beyond the wetland flagging and plan details to be provided in the construction drawings those services would be considered outside this scope of work.

Any application fees required as part of the permitting review process will be paid directly by Nassau County.

#### **Task 9 – Design Traffic and Signing and Pavement Markings**

The Consultant will utilize the services of a subconsultant, Peggy Malone and Associates, to collect traffic classification count data along the corridor. Counts will be taken at three (3) strategic locations to best understand existing traffic patterns and types of vehicles using the roadway. The vehicle classification count distinguishes the vehicle types using the roadway into 13 vehicle types based on the number of axles. The vehicle classification coupled with the count data will be used to develop the design traffic loading by converting the traffic to Equivalent Single Axle Loading (ESAL). The design year traffic volumes will be developed using three tools that include the Northeast Florida Regional Planning Model Activity-Based (NERPM-AB), historic traffic counts and the Bureau of Economic and Business Research (BEBR) data which collects economic and demographic data for Florida.

A traffic design summary memo will be prepared which documents the traffic count data collected and the methodology used to project existing traffic volumes to the design year volumes and calculation design year ESAL's.

Signing and Pavement Marking Plan Sheets – Separate signing and pavement marking plan sheets will be provided and included in the construction plan set. Centerline striping will be re-established based on the existing striping pattern. A No-passing study to confirm the centerline striping no-passing zones is not included

Signing and striping will be in accordance with the "Manual on Uniform Traffic Control Devices" (MUTCD) as well as FDOT Standard Plan details and specifications.

#### **Task 10 – Design Deliverables**

The CONSULTANT will submit all deliverables in an electronic format (pdf) as well as up to four (4) paper copies as may be requested by Nassau County. Deliverables will include Engineering Reports, Geotechnical Reports, Drainage Design Memo, Design Traffic Memo and Construction Plans at 30%, 90%, 100% and Final completion stages. At Final completion a copy of the AutoCad files for the project will be delivered to Nassau County

#### **Task 11 – Bid Phase Services**

The CONSULTANT will support Nassau County in the preparation of bid documents for Contractor bidding. The CONSULTANTS services are limited to the following:

- A. Bid Form Tabulation – Bid Items and Quantities
- B. Specifications
- C. Response to Contractor Questions during Bidding Phase
- D. Review / Comment on Bids Received



**Task 12 – Optional Geotechnical Services**

The CONSULTANT has included optional geotechnical services in the scope of work as may be needed. These optional services are to support innovative pavement rehabilitation options and to provide supplemental design data which would potentially reduce overall construction costs by providing a more focused design. The below are optional services which will not be completed unless a specific and separate work authorization is issued by Nassau County.

- **Field Services**

- Install 1-20 Ft SPT Soil Boring at the headwall of each cross drain that may be extended (To Be Determined). Based on 3 Cross Drains;
  - 3 Cross Drains x 2 Borings = 6-20 Ft SPT
- Perform a Ground Penetrating Radar (GPR) Survey of the project corridor, in an effort to delineate the thickness of the existing pavement and Full Depth Reclamation (FDR) on a 2-Dimensional Plan sheet, with accuracy to the nearest inch.

- **Laboratory Services**

- Perform general geotechnical laboratory testing to classify the subsoils in respect to USCS and AASHTO Classifications;

- **Design Services**

- Update the Report covered under Basic Services, with the following:
  - Provide 2-Dimensional Plan Sheet of the project limits, showing the asphalt thickness and FDR thickness throughout the project, in an effort to delineate each area of pavement distress/failure, and to provide more accurate design recommendations to repair each severely distressed area;
  - Provide bedding information and geotechnical design parameters for each of the three (3) proposed Cross Drains.

**Task 13 – Construction Phase Services - NOT INCLUDED****PROJECT SCHEDULE:**

A preliminary project schedule has been submitted as a separate attachment with this scope of services. This schedule is an expedited one in which the phase II (60%) design submittal has been deleted to meet a final plans delivery date of December 2023 based on an anticipated Notice to Proceed date of March 15, 2023. This schedule is heavily dependent on the review times by Nassau County and very limited to no review by FDOT.

**METHOD OF COMPENSATION:**

Services under this scope of services will be provided on a lump sum basis in accordance with accordance with the staffhour/fee summary attached dated Feb 9, 2023. The total basic fee to complete this project is **\$788,106.65**. **Optional Fees of \$42,054.11** are also included for Geotechnical Services if needed and separately authorized by Nassau County. **The total fee amount for this project for both basic and optional fees is \$830,160.76.**

Services provided under this scope of work will be invoiced monthly.



## PROJECT SCHEDULE

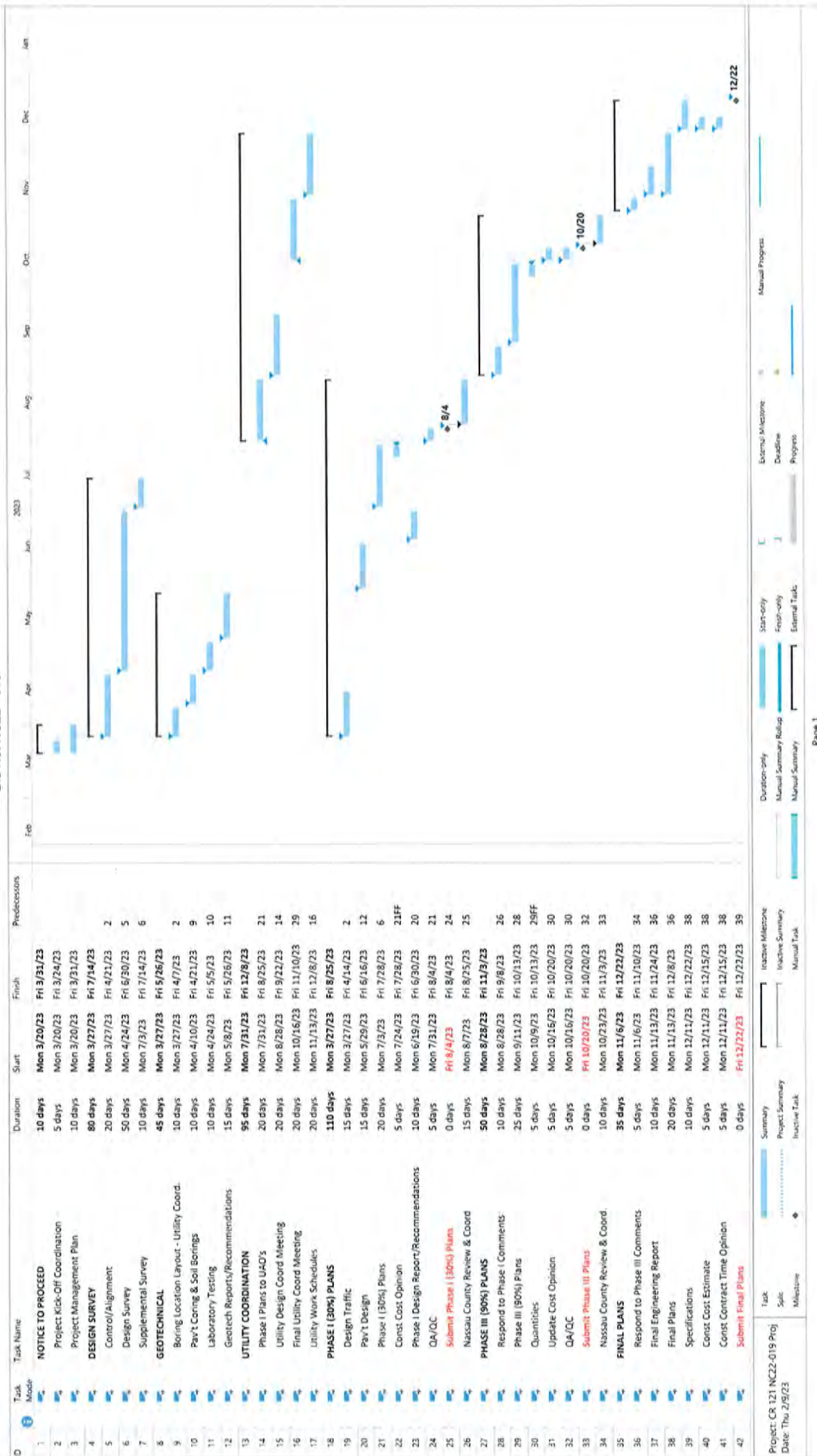




EXHIBIT "B"

ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: CR 121 from Duval County Line to CR 119		Consultant Name: Kimley-Horn and Associates, Inc.										
County: Nassau		Consultant No.: enter consultants proj. number										
FPN: NC22-019		Date: 2/9/2023										
FAP No.: N/A		Estimator: insert name										
Staff Classification	Hours From Summary - Firm	Chief Engineer 1	Senior Engineer 1	Engineer 2	Engineer 1	Engineering Intern	Secretary /Clerical			SH By Activity	Salary Cost By Activity	Average Rate Per Task
3. Project General and Project Common Tasks	96	\$52.47	\$77.30	\$61.47	\$49.78	\$39.33	\$28.90	\$0.00	\$0.00	0	\$5,052	\$52.83
4. Roadway Analysis	1,763	176	88	441	617	264	88	0	0	0	\$101,456	\$57.58
5. Roadway Plans	681	34	34	136	170	238	34	0	0	0	\$35,894	\$52.79
6a. Drainage Analysis	74	4	11	15	26	15	0	0	0	0	\$4,373	\$58.31
6b. Drainage Plans	39	1	4	5	10	14	2	0	0	0	\$2,178	\$54.45
7. Utilities	30	2	0	6	11	8	5	0	0	0	\$1,561	\$48.78
8. Environmental Permits and Env. Clearances	28	1	0	6	10	4	3	0	0	0	\$1,513	\$54.02
19. Signing & Pavement Marking Analysis	187	9	19	28	65	56	0	0	0	0	\$10,242	\$55.07
20. Signing & Pavement Marking Plans	80	2	8	16	20	32	0	0	0	0	\$4,216	\$52.70
Total Staff Hours	2,978	243	141	676	953	641	156	0	0	0		
Total Staff Cost		\$22,470.21	\$13,063.70	\$41,553.72	\$47,440.34	\$25,248.99	\$4,508.40	\$0.00	\$0.00	0	\$166,486.09	\$55.89
Check = \$166,486.09												
SALARY RELATED COSTS:												
OVERHEAD: 154.32%												
OPERATING MARGIN: 25%												
FCCM (Facilities Capital Cost Money): 0.166%												
EXPENSES: 3.59%												
Survey (Field - if by Prime) 0 4-person crew days @ \$ / day												
SUBTOTAL ESTIMATED FEE: \$543,637.02												
Subconsultant: SAM LLC - Survey												
Subconsultant: Env. & Geotech Specialists Inc. - Geotech												
Subconsultant: Peggy Malone - Traffic Counts												
Subconsultant: Sub 4												
Subconsultant: Sub 5												
Subconsultant: Sub 6												
SUBTOTAL ESTIMATED FEE: \$788,106.65												
Geotechnical Field and Lab Testing												
SUBTOTAL ESTIMATED FEE: \$788,106.65												
Optional Services - Geotech (GPR) \$42,054.11												
GRAND TOTAL ESTIMATED FEE: \$830,160.76												

Notes:

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.

2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

Survey Field Days by Subconsultant  
4 - Person Crew:

- Notes:
1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
  2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

## Project Activity 3: General Tasks

Estimator:		CR 121 from Duval County Line to CR 119 NC22-019				
Representing		Print Name		Signature / Date		
FDOT District						
Consultant Name						
<b>NOTE: Signature Block is optional, per District preference</b>						
Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
3.1	Public Involvement					NOT INCLUDED
3.1.1	Community Awareness Plan	LS	1	0	0	
3.1.2	Notifications	LS	1	0	0	
3.1.3	Preparing Mailing Lists	LS	1	0	0	
3.1.4	Median Modification Letters	LS	1	0	0	
3.1.5	Driveway Modification Letters	LS	1	0	0	
3.1.6	Newsletters	LS	1	0	0	
3.1.7	Renderings and Fly Throughs	LS	1	0	0	
3.1.8	PowerPoint Presentation	LS	1	0	0	
3.1.9	Public Meeting Preparations	LS	1	0	0	
3.1.10	Public Meeting Attendance/Followup	LS	1	0	0	
3.1.11	Other Agency Meetings	LS	1	0	0	
3.1.12	Web Site	LS	1	0	0	
<b>3.1 Public Involvement Subtotal</b>					<b>0</b>	



## Project Activity 3: General Tasks

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
3.2	Joint Project Agreements	EA	0	0	0	
3.3	Specifications & Estimates					
3.3.1	Specifications Package Preparation	LS	1	24	24	Specifications Pkg prep plus bid phase support services (Bid questions, pre-bid mtg, etc.)
3.3.2	Estimated Quantities Report Preparation	Report Components	0	Calculated Hours 0	0	NOT INCLUDED - Quantities Calculation effort included in Rdwy Activity
3.4	Contract Maintenance and Project Documentation	LS	1	44	44	8hrs Contract set-up + 3hrs/month maintenance x 12 months
3.5	Value Engineering (Multi-Discipline Team) Review	LS	1	0	0	NOT INCLUDED
3.6	Prime Consultant Project Manager Meetings	LS	1	28	28	See listing below
3.7	Plans Update	LS	1	0	0	NOT INCLUDED
3.8	Post Design Services	LS	1	0	0	NOT INCLUDED
3.9	Digital Delivery	LS	1	0	0	
3.10	Risk Assessment Workshop	LS	1	0	0	
3.11	Railroad, Transit, and/or Airport Coordination	LS	1	0	0	N/A
3.11.1	Aeronautical Evaluation	LS	1	0	0	N/A
3.12	Landscape and Existing Vegetation Coordination	LS	1	0	0	NOT INCLUDED
3.13	Other Project General Tasks	LS	1	0	0	
3. Project Common and Project General Tasks Total					96	

## Project Activity 3: General Tasks

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
<b>3.6 - List of Project Manager Meetings</b>						
Roadway Analysis		EA	0	0	0	Pav't Design alternatives, cost containment options
Drainage		EA	0	0	0	
Utilities		EA	0	0	0	
Environmental		EA	0	0	0	
Structures		EA	0	0	0	
Signing & Pavement Marking		EA	0	0	0	
Signalization		EA	0	0	0	
Lighting		EA	0	0	0	
Landscape Architecture		EA	0	0	0	
Survey		EA	0	0	0	
Photogrammetry		EA	0	0	0	
ROW & Mapping		EA	0	0	0	
Terrestrial Mobile LIDAR		EA	0	0	0	
Architecture		EA	0	0	0	
Noise Barriers		EA	0	0	0	
ITS Analysis		EA	0	0	0	
Geotechnical		EA	1	4	4	Pav't Design options
Progress Meetings		EA	4	4	16	Progress meeting with County following formal submittal (30%, 60%, 90% & 100%)
Phase Reviews		EA	0	0	0	
Field Reviews		EA	2	4	8	Site review following design survey completion and Phase III plans submittal
<b>Total Project Manager Meetings</b>			7		28	Total PM Meeting Hours carries to Task 3.6 above

## Notes:

1. If the hours per meeting vary in length (hours) enter the average in the hour/unit column.
2. Do not double count agency meetings between permitting agencies.
3. Project manager meetings are calculated in each discipline sheet and brought forward to Column D, except for Photogrammetry.



## Project Activity 4: Roadway Analysis

Estimator:

CR 121 from Duval County Line to CR 119  
NC22-019

Representing	Print Name	Signature / Date
Nassau County		
Kimley-Horn		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
4.1	Typical Section Package	LS	1	0	0	NOT INCLUDED - Existing two lane rural typical to be maintained. Details will be included in const plans only for approval by Nassau County
4.2	Pavement Type Selection Report	LS	1	40	40	Review and develop pavt design options for areas requiring pavt reconstruction (Full Depth Reclamation, Subgrade Geogrid reinforcement, full depth reconstruction, limiting to Asphalt Base Only, Etc.)
4.3	Pavement Design Package	LS	1	34	34	Two anticipated pavement designs - Reconstruction plus Resurfacing [24hrs for reconstruction design (1st) + 10hrs resurfacing for (2nd)]
4.4	Cross-Slope Correction	LS	1	40	40	Resurfacing Areas only (Assumed 6 lane miles). X-slope correction on tangents and in super-elevated curves #1 and #3 thru #6
4.5	Horizontal /Vertical Master Design Files	LS	1	850	850	Low range: 200 hrs for first mile, 100hrs/mi for remaining 6.5miles.
4.6	Access Management	LS	1	0	0	NOT INCLUDED
4.7	Roundabout Final Design Analysis	LS	1	0	0	N/A
4.8	Cross Section Design Files	LS	1	52	52	No full cross sections only Pavt/SHldr sections at 1000ft interval. 1.0hrs/section X [40 tangent sections +12 super-elev sections = 52]
4.9	Temporary Traffic Control Plan Analysis	LS	1	40	40	Level II for reconstruction (4.5mi). Level I for resurfacing area (3 mi)
4.10	Master TTCOP Design Files	LS	1	230	230	Low Range - Level II TTCOP. Two Phases. Assume detailed MOT for reconstruction area only (4.5mi). 24hrs/mi X 4.5mi X 2 phases = 216hrs. Resurfacing areas will be only guided by reference to FDOT Std Plans (12hrs)
4.11a	Selective Clearing and Grubbing of Existing Vegetation/Field Assessment	LS	1	0	0	NOT INCLUDED
4.11b	Selective Clearing and Grubbing Site Inventory of Existing Vegetation and Cross-Discipline Coordination (OPTIONAL SERVICES)	LS	1	0	0	NOT INCLUDED
4.11c	Selective Clearing and Grubbing- Existing Vegetation Maintenance Report	LS	1	0	0	NOT INCLUDED
4.12	Tree Disposition Plan	LS	1	0	0	NOT INCLUDED
4.13	Design Variations and Exceptions	LS	1	0	0	None Included - assumes pavement rehabilitation only w/o analysis of any substandard existing roadside conditions
4.14	Design Report	LS	1	60	60	Development of Phase 1 Engineering Report
4.15	Roadway Quantities for EQ Report	Length (Miles) Complexity Interchanges Rest Areas	7.50 Below Range 0	Calculated Hours 92	60	

## Project Activity 4: Roadway Analysis

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
4.16	TTCP Quantities for EQ Report	Complexity Major Phases	0	0	0	NOT INCLUDED. MOT to be addressed as lump sum bid item
4.17	Cost Estimate	LS	1	64	64	Cost estimate for each submittal (30, 60, 90, 100, final) 8hrs avg/estimate x 5 estimates = 40hrs + Cost options for 3 alternate pavement rehab options (3 x 8hrs)
4.18	Technical Special Provisions and Modified Special Provisions	LS	1	32	32	Assumes TSP's for FDR and subgrade geogrid reinforcement ( 2 x 16hrs/ea)
4.19	Other Roadway Analyses	LS	1	0	0	-----
<b>Roadway Analysis Technical Subtotal</b>						<b>1502</b>
4.20	Field Reviews	LS	1	20	20	2 field reviews x 2 people/review X 5 hours per review
4.21	Monitor Existing Structures	LS	1	0	0	-----
4.22	Technical Meetings	LS	1	40	40	Meetings are listed below
4.23	Quality Assurance/Quality Control	LS	%	5%	75	
4.24	Independent Peer Review	LS	%	0%	0	
4.25	Supervision	LS	%	5%	75	
<b>Roadway Analysis Nontechnical Subtotal</b>						<b>210</b>
4.26	Coordination	LS	%	3%	51	
<b>4. Roadway Analysis Total</b>						<b>1763</b>

Technical Meetings	Units	No of Units	Hours/ Unit	Total Hours	Comments	PM Attendance at Meeting Required?	Number
Typical Section	EA	0	0	0			0
Pavement	EA	2	4	8	Pavt reconstruction options		0
Access Management	EA	0	0	0			0
15% Line and Grade	EA	0	0	0			0
Driveways	EA	0	0	0			0
Local Governments (cities, counties, MPO)	EA	0	0	0			0
Work Zone Traffic Control	EA	1	4	4	Discuss MOT options w/ County		0
30/60/90/100% Comment Review Meetings	EA	4	4	16			0
Other Meetings	EA	0	0	0			0
<b>Subtotal Technical Meetings</b>				<b>28</b>	<b>Subtotal Project Manager Meetings</b>		<b>0</b>
Progress Meetings (if required by FDOT)	EA	3	4	12	<i>PM attendance at Progress Meetings is manually entered on General Task 3</i>		--
Phase Review Meetings	EA	0	0	0	<i>PM attendance at Phase Review Meetings is manually entered on General Task 3</i>		--
<b>Total Meetings</b>				<b>40</b>	<b>Total Project Manager Meetings (carries to Tab 3)</b>		<b>0</b>



## Project Activity 5: Roadway Plans

Estimator:

CR 121 from Duval County Line to CR 119  
NC22-019

Representing	Print Name	Signature / Date
Nassau County		
Kimley-Horn		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Scale	Units	No. of Units or Sheet	Hours/ Unit or Sheet	Total Hours	Comments
5.1	Key Sheet		Sheet	1	8	8	
5.2	Typical Section Sheets						
5.2.1	Typical Sections		EA	2	6	12	Reconstruction and Resurfacing
5.2.2	Typical Section Details		EA	5	8	40	development of cross slope correction typical details (tangent and superelev). D-way apron paving detail. Stokes Rd and CR 119 paving/widening details
5.3	General Notes/Pay Item Notes		Sheet	2	10	20	general notes + pay item notes. Summary of bid/pay items and quantities included.
5.4	Project Layout		Sheet	2	12	24	double panel sheets (4 panels x 6 hours per panel)
5.5	Plan/Profile Sheet		Sheet	0	0	0	N/A
5.6	Profile Sheet		Sheet	0	0	0	N/A
5.7	Plan Sheet	50	Sheet	36	8	288	11"x17" Plan sheets @50 scale; Dbl panel sheets - 72 panels x 4hrs/panel = 288hrs
5.8	Special Profile		Sheet	4	8	32	Superelevations transition profiles for 4 horizontal curves 8hrs x 4 ea = 32
5.9	Back-of-Sidewalk Profile Sheet		Sheet	0	0	0	N/A
5.10	Interchange Layout Sheet		Sheet	0	0	0	N/A
5.11	Ramp Terminal Details (Plan View)		Sheet	0	0	0	N/A
5.12	Intersection Layout Details		Sheet	2	10	20	2 intersections (Stokes Rd and CR 119)
5.13	Special Details		EA	3	5	15	misc special details
5.14	Cross-Section Pattern Sheets		Sheet	0	0	0	N/A
5.15	Roadway Soil Survey Sheets		Sheet	1	1	1	from Geotech
5.16	Cross Sections		EA	52	0.5	26	1000' XS, plus 2 additional in curves

## Project Activity 5: Roadway Plans

Task No.	Task	Scale	Units	No. of Units or Sheet	Hours/ Unit or Sheet	Total Hours	Comments
5.17	Temporary Traffic Control Plan Sheets	50	Sheet	72	1.5	108	Level II TTCP in reconst area. TTCP to be driven by FDOT Standard Plans 102 Series for resurfacing areas
5.18	Temporary Traffic Control Cross Section Sheets		EA	0	0	0	NOT INCLUDED
5.19	Temporary Traffic Control Detail Sheets		Sheet	3	7	21	details - general MOT notes, construction sequencing notes, typical section details
5.20	Utility Adjustment Sheets		Sheet	0	0	0	NOT INCLUDED
5.21	Selective Clearing and Grubbing Sheets						NOT INCLUDED
5.21.1	Selective Clearing and Grubbing		Sheet	0	0	0	----
5.21.2	Selective Clearing and Grubbing Details		Sheet	0	0	0	----
5.22	Tree Disposition Sheets						NOT INCLUDED
5.22.1	Tree Disposition Plan Sheets		Sheet	0	0	0	-----
5.22.2	Tree Disposition Plan Tables and Schedules		Sheet	0	0	0	-----
5.23	Project Control Sheets		Sheet	2	2	4	Provided by Surveyor
5.24	Environmental Detail Sheets		Sheet	0	0	0	Wetland lines at major culvert crossings only. Wetland lines to be shown on roadway plan sheets
5.25	Utility Verification Sheets (SUE Data)		Sheet	0	0	0	NOT INCLUDED
Roadway Plans Technical Subtotal							619
5.26	Quality Assurance/Quality Control		LS	%	5%	31	
5.27	Supervision		LS	%	5%	31	
5. Roadway Plans Total							681



## Project Activity 6a: Drainage Analysis

Estimator:

CR 121 from Duval County Line to CR 119  
NC22-019

Representing	Print Name	Signature / Date
Nassau County		
Kimley-Horn		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
6a.1	Drainage Map Hydrology	Per Map	1	4	4	Tributary area for 3-48" cross drain only
6a.2	Base Clearance Calculations	Per Location	0	0	0	
6a.3	Pond Siting Analysis and Report	Per Basin	0	0	0	
6a.4	Design of Cross Drains	EA	1	16	16	Mid-range, HY-8 analysis, 3-48" Pipes
6a.5	Design of Ditches	Per Ditch Mile	0	0	0	
6a.6	Design of Stormwater Management Facility (Offsite or Infield Pond)	EA	0	0	0	
6a.7	Design of Stormwater Management Facility (Roadside Treatment Swales and Linear Ponds)	Per Cell	0	0	0	Document design for SJRWMD's ERP General Permit Application
6a.8	Design of Floodplain Compensation	Per Floodplain Basin	0	0	0	
6a.9	Design of Storm Drains	EA	0	0	0	
6a.10	Optional Culvert Material	EA	0	0	0	
6a.11	French Drain Systems	Per Cell	0	0	0	
6a.11.1	Existing French Drain Systems	Per Cell	0	0	0	
6a.12	Drainage Wells	EA	0	0	0	
6a.13	Drainage Design Documentation Report	LS	1	24	24	
6a.14	Bridge Hydraulic Report	EA	0	0	0	
6a.15	Temporary Drainage Analysis	LS	1	0	0	
6a.16	Drainage Quantities for EQ Report	Drainage Structures	1	Calculated Hours 8	1	
6a.17	Cost Estimate	LS	1	4	4	
6a.18	Technical Special Provisions / Modified Special Provisions	LS	1	0	0	
6a.19	Hydroplaning Analysis	LS	1	0	0	
6a.20	Existing Permit Analysis	LS	1	4	4	

## Project Activity 6a: Drainage Analysis

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
6a.21	Other Drainage Analysis	LS	1	0	0	
6a.22	Noise Barrier Evaluation	LS	1	0	0	
6a.23	Erosion Control Plan	Per Mile	1	4	4	1 Plan Sheet per culvert location
Drainage Analysis Technical Subtotal						57
6a.24	Field Reviews	LS	1	5	5	1 review x 1 person x 5 hours (coordinate with Roadway Review)
6a.25	Technical Meetings	LS	1	4	4	Meetings are listed below
6a.26	Environmental Look-Around (ELA) Meeting	LS	1	0	0	
6a.27	Quality Assurance/Quality Control	LS	%	5%	3	
6a.28	Independent Peer Review	LS	%	0%	0	
6a.29	Supervision	LS	%	5%	3	
Drainage Analysis Nontechnical Subtotal						15
6a.30	Coordination	LS	%	3%	2	
6a. Drainage Analysis Total						74

Technical Meetings	Units	No of Units	Hours/ Unit	Total Hours	Comments	PM Attendance at Meeting Required?	Number
Base Clearance Water Elevation	EA	0	0	0			0
Pond Siting	EA	0	0	0			0
Agency	EA	0	0	0			0
Local Governments (cities, counties)	EA	0	0	0			0
FDOT Drainage	EA	0	0	0			0
Other Meetings	EA	1	4	4	Teams Mtg. with SJRWMD for permit determination, includes 1 hr preparation, 1 hour meeting minutes		0
Subtotal Technical Meetings							0
Progress Meetings (if required by FDOT)	EA	0	0	0	PM attendance at Progress Meetings is manually entered on General Task 3		--
Phase Review Meetings	EA	0	0	0	PM attendance at Phase Review Meetings is manually entered on General Task 3		--
Total Meetings						Total Project Manager Meetings (carries to Tab 3)	0

Carries to 6a.25

Carries to Tab 3



## 6b. Drainage Plans

CR 121 from Duval County Line to CR 111  
NC22-019

6b. Drainage Plans Staff Hours										
Representing		Print Name			Signature / Date					
Nassau County										
Kinley-Horn										
NOTE: Signature Block is optional, per District preference										
Task No.	Task	Project Parameter			Staff Hours			Negotiated	Documentation	
		Description	Units	Complexity	Calculated	Department	Consultant			
6b.1	Drainage Map (including Interchanges)	Length (Miles)	4.00	Low Range	40	0	10	10	Includes border, project survey and proposed plan, topographic contours, S/T/R, drainage basin divides, any existing structures and flood data	
6b.2	Bridge Hydraulics Recommendation Sheets	Bridges	0		0	0	0	0		
6b.3	Drainage Structures	Drainage Structures	4		16	0	4	4	Replacement/extension of 3-48" X-drain only	
		Details	4		12	0	3	3	Riprap armoring limits (Plan View) at cross drains, riprap typical section	
6b.4	Lateral Ditches	Ditches	0	Standard	0	0	0	0		
			0	Complex	0	0	0	0		
		Cross Section Alignments	0		0	0	0	0		
		Ponds	0	Standard	0	0	0	0		
6b.5	Retention/Detention/Floodplain Compensation Ponds		0	Complex	0	0	0	0		
			0		0	0	0	0		
6b.6	Erosion Control Plan	Cross Section Alignments	0		0	0	0	0		
6b.6	Erosion Control Plan	Length (Miles)	7.50	Low Range	8	0	8	8		
			1	Standard	6	0	6	6		
6b.7	SWPPP									
Drainage Plans Technical Subtotal					82	0	31	31		
6b.8	Quality Assurance/Quality Control	%	1	5%	2			4		
6b.9	Supervision	%	1	5%	2			4		
					6. Drainage Plans Total			39		

## Project Activity 7: Utilities

Estimator:

CR 121 from Duval County Line to CR 119  
NC22-019

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
7.1	Utility Kickoff Meeting	LS	1	0	0	Meeting is listed below
7.2	Identify Existing Utility Agency Owner(s)	LS	1	2	2	Design Ticket thru Sunshine 1 call
7.3	Make Utility Contacts	LS	1	4	4	Anticipate 4 UAO's
7.4	Exception Processing	LS	1	0	0	NOT INCLUDED
7.5	Preliminary Utility Meeting	LS	1	0	0	Meeting is listed below
7.6	Individual/Field Meetings	LS	1	0	0	Meetings are listed below
7.7	Collect and Review Plans and Data from UAO(s)	LS	1	8	8	2hrs / UAO x 4 UAO's
7.8	Subordination of Easements Coordination	LS	1	0	0	NOT INCLUDED
7.9	Utility Design Meeting	LS	1	4	4	Meeting is listed below
7.10	Review Utility Markups & Work Schedules, and Processing of Schedules & Agreements	LS	1	8	8	2hrs / UAO x 4 UAO's
7.11	Utility Coordination/Followup	LS	1	0	0	
7.12	Utility Constructability Review	LS	1	0	0	
7.13	Additional Utility Services	LS	1	0	0	
7.14	Processing Utility Work by Highway Contractor (UWHC)	LS	1	0	0	
7.15	Contract Plans to UAO(s)	LS	1	4	4	
7.16	Certification/Close-Out	LS	1	0	0	
7. Utilities Total					30	



Project Activity 7: Utilities

Technical Meetings	Units	No of Units	Hours/ Unit	Total Hours	Comments	PM Attendance at Meeting Required?	Number
Kickoff (see 7.1)	EA	0	0	0			0
Preliminary Meeting (see 7.5)	EA	0	0	0			0
Individual UAO Meetings (see 7.6)	EA	0	0	0			0
Field Meetings (see 7.6)	EA	0	0	0			0
Design Meeting (see 7.9)	EA	1	4	4			0
Other Meetings (this is automatically added into Utilities Total (cell F27))	EA	0	0	0			0
<b>Total Meetings</b>				<b>4</b>	<b>Total Project Manager Meetings (carries to Tab 3)</b>		<b>0</b>

Carries to Tab 3

## Project Activity 8: Environmental Permits

Estimator: CR 121 from Duval County Line to CR 119  
NC22-019

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Units	No. of Units	Hours/ Units	Total Hours	Comments
<b>Environmental Permits and Environmental Clearances</b>						
8.1	Preliminary Project Research	LS	1	4	4	
<b>Permits</b>						
<b>Field Work</b>						
8.2.1	Pond Site Alternatives	per pond site	0	0	0	
8.2.2	Establish Wetland Jurisdictional Lines and Assessments	LS	1	9	9	4Hrs office Prep + 5hrs travel and site flags for 1 cross drain location (Existing triple 48")
8.2.3	Species Surveys	LS	1	0	0	
8.3	Agency Verification of Wetland Data	LS	1	6	6	Meet review agencies in field to confirm wetland location flagging
<b>Complete And Submit All Required Permit Applications</b>						
8.4.1	Complete and Submit All Required Wetland Permit Applications	LS	1	6	6	Assumes pavt reconstruction and resurfacing qualifies for permit exemption. General Permit application for 1 culvert replacement/extension
8.4.2	Complete and Submit All Required Species Permit Applications	LS	1	0	0	
8.5	Coordinate and Review Dredge and Fill Sketches	LS	1	0	0	
<b>Complete and Submit Documentation for Coordination and/or USCG Permit Application</b>						
8.6.1	Prepare and submit required documents for USCG coordination	LS	1	0	0	
8.6.2	Complete and submit USCG Bridge Application	LS	1	0	0	
8.7	Prepare Water Management District or Local Water Control District Right of Way Occupancy Permit Application	LS	1	0	0	
8.8	Prepare Coastal Construction Control Line (CCCL) Permit Application	LS	1	0	0	



## Project Activity 8: Environmental Permits

Task No.	Task	Units	No. of Units	Hours/ Units	Total Hours	Comments
8.9	Prepare USACE Section 408 Application to Alter a Civil Works Project	LS	1	0	0	
8.10	Compensatory Mitigation Plan	LS	1	0	0	
8.11	Mitigation Coordination and Meetings	LS	1	0	0	
8.12	Regulatory Agency Support	LS	1	0	0	
	<b>Environmental Clearances/Reevaluations</b>					
8.13	<b>Technical support to Department for Environmental Clearances and Reevaluations (use when consultant provides technical support only)</b>					
8.13.1	NEPA or SEIR Reevaluation	LS	1	0	0	
8.13.2	Archaeological and Historical Resources	LS	1	0	0	
8.13.3	Wetland Impact Analysis	LS	1	0	0	
8.13.4	Essential Fish Habitat Impact Analysis	LS	1	0	0	
8.13.5	Protected Species and Habitat Impact Analysis	LS	1	0	0	
8.14	<b>Preparation of Environmental Clearances and Reevaluations (use when consultant prepares all documents associated with reevaluation)</b>					
8.14.1	NEPA or SEIR Reevaluation	LS	1	0	0	
8.14.2	Archaeological and Historical Resources	LS	1	0	0	
8.14.3	Wetland Impact Analysis	LS	1	0	0	
8.14.4	Essential Fish Habitat Impact Analysis	LS	1	0	0	
8.14.5	Protected Species and Habitat Impact Analysis	LS	1	0	0	
8.15	Other Environmental Permits	LS	1	0	0	
8.16	Contamination Impact Analysis	LS	1	0	0	
8.17	Asbestos Survey	LS	1	0	0	
	<b>Environmental Permits and Environmental Clearances/Reevaluations Technical Subtotal</b>			<b>25</b>		
8.18	Technical Meetings	LS	1	0	0	Meetings are listed below

## Project Activity 8: Environmental Permits

Task No.	Task	Units	No. of Units	Hours/ Units	Total Hours	Comments
8.19	Quality Assurance/Quality Control	LS	%	5%	1	
8.20	Supervision	LS	%	5%	1	
Environmental Permits and Environmental Clearances Nontechnical Subtotal						2
8.21	Coordination	LS	%	3%	1	
8. Environmental Permits and Environmental Clearances Total						28

Technical Meetings	Units	No of Units	Hours/ Unit	Total Hours	Comments	PM Attendance at Meeting Required?	Number
WMD	EA	0	0	0			0
NMFS	EA	0	0	0			0
USACE	EA	0	0	0			0
USCG	EA	0	0	0			0
USFWS	EA	0	0	0			0
FFW/CC	EA	0	0	0			0
FDOT	EA	0	0	0			0
Other Meetings	EA	0	0	0			0
<b>Subtotal Technical Meetings</b>				<b>0</b>	<b>Subtotal Project Manager Meetings</b>		<b>0</b>
Progress Meetings (if required by FDOT)	EA	0	0	0	PM attendance at Progress Meetings is manually entered on General Task 3		--
Phase Review Meetings	EA	0	0	0	PM attendance at Phase Review Meetings is manually entered on General Task 3		--
<b>Total Meetings</b>				<b>0</b>	<b>Total Project Manager Meetings (carries to Tab 3)</b>		<b>0</b>

Carries to 8.18

Carries to Tab 3



## Project Activity 19: Signing and Pavement Marking Analysis

Estimator:

CR 121 from Duval County Line to CR 119  
NC22-019

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Units	No. of Units	Hours/Units	Total Hours	Comments
19.1	Traffic Data Analysis	LS	1	40	40	Review Traffic Count data collected by subconsultant. Develop traffic volumes for opening year 2024 and design year 2040. Calculate ESAL values for pavement design
19.2	No Passing Zone Study	LS	1	0	0	NOT INCLUDED. Existing centerline striping configuration will be recreated following resurfacing
19.3	Signing and Pavement Marking Master Design File	LS	1	110	110	Low Range: 20hrs set-up + 12hrs/mile x 7.5 miles. Assumes Audible and Vibratory treatment will not be required.
19.4	Multi-Post Sign Support Calculations	EA	1	0	0	NOT INCLUDED
19.5	Sign Panel Design Analysis	EA	1	0	0	-----
19.6	Sign Lighting/Electrical Calculations	EA	1	0	0	-----
19.7	S&PM Quantities for EQ Report	Length (Miles) Complexity Interchanges Rest Areas	7.50 Low Range 0	Calculated Hours 29	16	
19.8	Cost Estimate	LS	1	0	0	included in roadway analysis cost estimate (4.17)
19.9	Technical Special Provisions and Modified Special Provisions	LS	1	0	0	-----
19.10	Other Signing and Pavement Marking	LS	1	0	0	-----
Signing and Pavement Marking Analysis Technical Subtotal						166
19.11	Field Reviews	LS	1	0	0	included in roadway analysis (4.20)
19.12	Technical Meetings	LS	1	0	0	Meetings are listed below
19.13	Quality Assurance/Quality Control	LS	%	5%	8	
19.14	Independent Peer Review	LS	%	0%	0	
19.15	Supervision	LS	%	5%	8	
Signing and Pavement Marking Analysis Nontechnical Subtotal						16
19.16	Coordination	LS	%	3%	5	
19. Signing and Pavement Marking Analysis Total						187

## Project Activity 19: Signing and Pavement Marking Analysis

Task No.	Task	Units	No. of Units	Hours/ Units	Total Hours	Comments
<b>Technical Meetings</b>						
	Sign Panel Design	EA	0	0	0	
	Queue Length Analysis	EA	0	0	0	
	Local Governments (cities, counties)	EA	0	0	0	
	Other Meetings	EA	0	0	0	
	<b>Subtotal Technical Meetings</b>				<b>0</b>	<b>Subtotal Project Manager Meetings</b>
	Progress Meetings (if required by FDOT)	EA	0	0	0	PM attendance at Progress Meetings is manually entered on General Task 3
	Phase Review Meetings	EA	0	0	0	PM attendance at Phase Review Meetings is manually entered on General Task 3
	<b>Total Meetings</b>				<b>0</b>	<b>Total Project Manager Meetings (carries to Tab 3)</b>

Carries to Tab 3

Carries to 19.12

CM3335



20. Signing and Pavement Marking Plans											
Representing		Print Name			Signature / Date						
FDOT District											
Consultant Name											
NOTE: Signature Block is optional, per District preference											
Task No.	Task	Project Parameter			Staff Hours			Documentation			
		Description	Units	Complexity	Calculated	Department	Consultant	Negotiated			
20.1	Key Sheet		0		0	0	0	0	not needed - signing and pavement markings will be included in roadway plan set		
20.2	Signature Sheet		0		0	0	0	0	not needed - signing and pavement markings will be included in roadway plan set		
20.3	General Notes/Pay Item Notes		0		0	0	0	0	not needed - signing and pavement markings will be included in roadway plan set		
20.3	Project Layout		0		0	0	0	0	not needed - signing and pavement markings will be included in roadway plan set		
	Length (Miles)		7.50	Low Range	105	0	60	60	Below Low range: 8hrs /mi		
20.4	Plan Sheet	Sig Intersection	0		0	0	0	0	----		
		Mid-Block Xing	0		0	0	0	0	----		
		Interchange	0		0	0	0	0	----		
		Roundabout	0		0	0	0	0	----		
		Rest Area	0		0	0	0	0	----		
		Toll Facility	0		0	0	0	0	----		
20.5	Special Details		3	Simple	12	0	12	12	4hrs/detail x 3 Details (Intersecting St details)		
		Details	0	Standard	0	0	0	0	----		
			0	Complex	0	0	0	0	----		
20.6	Service Point Details		0	Simple	0	0	0	0	----		
		Service Point	0	Standard	0	0	0	0	----		
20.7	Guide Sign Data		0		0	0	0	0	----		
		Sign Panel	0		0	0	0	0	----		
		Multi-post signs	0		0	0	0	0	----		
20.8	Cross Sections (Sign Installations)		0	Standard	0	0	0	0	----		
		Overhead Sign Structures	0	Complex	0	0	0	0	----		
S&PM Plans Technical Hours Subtotal					117	0	72	72			
20.9	Quality Assurance/Quality Control	%	1	5%	4			4			
20.10	Supervision	%	1	5%	4			4			
S&PM Plans Total					80						

Click to Summary Tab

Notes:

1. This sheet to be used by Subconsultant to calculate its fee.



27. Survey

Estimator:

CR 121 from Duval County Line to CR 119  
NC22-019

Representing	Print Name	Signature / Date
FOOT District		
Consultant Name		

**NOTE: Signature Block is optional, per District preference**

Task No.	Task	Units	No of Units	Field Crew Days/Unit	Crew Days	Field Support Hours / Crew Days	Field Support Hours	Office Support Hours / Crew Days	Office Support Hours	Comments
27.1	Horizontal Project Control (HPC)									
	2-Lane Roadway	Mile	9.00	0.33	3.00	1.50	4.50	5.00	14.99	Utilize NGS Bench Run monumentation along CR 121. Static GPS sessions to produce horizontal coordinate values for project control points.
	Multi-lane Roadway	Mile			0.00		0.00		0.00	
	Interstate	Mile			0.00		0.00		0.00	
27.2	Vertical PC / Bench Line									
	2-Lane Roadway	Mile	9.00	0.75	6.75	1.50	10.13	5.00	33.75	Level to run from B 600 (DG9720) to J 592 through R 592, then close to 74 94 GPS1 (AB4006.) Differential levels thru mobile targets and check points. Adjustment and publication.
	Multi-lane Roadway	Mile			0.00		0.00		0.00	
	Interstate	Mile			0.00		0.00		0.00	
27.3	Alignment and Existing RW Lines									
		Mile	9.00	0.33	3.00	1.50	4.50	5.00	14.99	Tie found monumentation per existing RW maps and private properties as needed to create project alignment. Calculate a Baseline of Survey from available SRD monuments and RW Maps. Show Baseline and R/W of Stokes Road and CR 119 per DOT Mapping. Staking of Baselines not included.
27.4	Aerial Targets			Units/Day						
	2-Lane Roadway	EA	96.00	15.00	6.40	1.25	8.00	5.00	32.00	Set, paint and protect 48 mobile targets at 1000 ft intervals, 48 intermittent check points at 1000 foot intervals in zipper pattern. Double-lie targeting and checks at 180 epoch intervals for horizontal solution.
	Multi-lane Roadway	EA			0.00		0.00		0.00	
	Interstate	EA			0.00		0.00		0.00	
27.5	Reference Points	"A"		Units/Day						
	2-Lane Roadway	EA			0.00		0.00		0.00	Show ties from calculated Baseline of Survey to HPC. No reference points to be staked.
	Multi-lane Roadway	EA			0.00		0.00		0.00	
	Interstate	EA			0.00		0.00		0.00	
	Reference Points	"B"		Units/Day						
	Non Alignment Points/Approximate	EA			0.00		0.00		0.00	
27.6	Topography/DTM (3D)									Scan to be augmented at 1 triple culvert at begin of project. Limits are 20 feet each

27. Survey

Task No.	Task	Units	No of Units	Field Crew Days/Unit	Crew Days	Field Support Hours / Crew Days	Field Support Hours	Office Support Hours / Crew Days	Office Support Hours	Comments
27.7	Planimetric (2D)	Mile	0.0125	30.00	0.38	1.25	0.47	4.00	1.50	side of extended centerline of culvert, R/W to R/W.
		Mile			0.00		0.00		0.00	
27.8	Roadway Cross-Sections/Profiles	Mile			0.00		0.00		0.00	
3.0	Side Street Surveys	Mile			0.00		0.00		0.00	3D topo on Stokes Road and CR 119 to 100 feet from centerline of CR 121.
27.10	Underground Utilities	Mile			0.00		0.00		0.00	
	Designates	Mile/Point	5.00	0.30	1.50	1.00	1.50	3.00	4.50	
	Locates	Point			0.00		0.00		0.00	
	Survey		15%	1.50	0.23	1.00	0.23	4.00	0.90	Utility designation at 3D topo areas in 27.6. AT&T markers exist along right side. No other indicators of UG Utilities.
27.11	Outfall Survey	Mile			0.00		0.00		0.00	N/A
27.12	Drainage Survey	EA	1.00	8.00	0.13	1.25	0.16	4.00	0.50	Location of triple 48" culvert at begin of project. Other drainage not included.
27.13	Bridge Survey	EA			0.00		0.00		0.00	To be included in scan data with no additional field effort. Bridge deck and guardrail data only.
27.14	Channel Survey	EA			0.00		0.00		0.00	N/A
27.15	Pond Site Survey	EA			0.00		0.00		0.00	N/A
27.16	Mitigation Survey	Mile			0.00		0.00		0.00	N/A
27.17	Jurisdiction Line Survey	Mile	0.125	15.00	1.88	1.00	1.88	4.00	7.50	Locate flags set by others at 1 area in 27.6.
27.18	Geotechnical Support	EA	5	10	0.50	1.00	0.50	4.00	2.00	Geotech to located borings using handheld GPS. SAM to obtain elevations from scan.
27.19	Sectional / Grant Survey	Corner			0.00		0.00		0.00	N/A
27.20	Subdivision Location	Block			0.00		0.00		0.00	N/A



## 27. Survey

Task No.	Task	Units	No of Units	Field Crew Days/Unit	Crew Days	Field Support Hours / Crew Days	Field Support Hours	Office Support Hours / Crew Days	Office Support Hours	Comments
27.21	Maintained R/W	Mile			0.00		0.00		0.00	N/A
27.22	Boundary Survey	EA			0.00		0.00		0.00	N/A
27.23	Water Boundary Survey	EA			0.00		0.00		0.00	N/A
27.24	R/W Staking / R/W Line	EA			0.00		0.00		0.00	N/A
		Mile			0.00		0.00		0.00	
27.25	R/W Monumentation	Point			0.00		0.00		0.00	N/A
27.26	Line Cutting	Mile			0.00					N/A
27.27	Work Zone Safety		1	3.00	3.00					1 hour per day to set & retrieve signs
27.28	Vegetation Survey	LS								N/A
27.29	Tree Survey	LS							0	N/A
27.30	Miscellaneous Surveys				0.00		0.00		0.00	N/A
Survey Subtotal										
27.31	Supplemental Surveys		15%	27	4		5		19	SUPPLEMENTAL Survey days to be used to supplement LIDAR data in critical areas. THIS ITEM CAN ONLY BE USED IF AUTHORIZED IN WRITING.
27.32	Document Research	Units							0	
27.33	Field Reviews	Units	4.00						4	Field review of conventional topography.
27.34	Technical Meetings	LS							13	
27.35	Quality Assurance / Quality Control	LS							6	
								5%		

27. Survey

Task No.	Task	Units	No of Units	Field Crew Days/Unit	Crew Days	Field Support Hours / Crew Days	Field Support Hours	Office Support Hours / Crew Days	Office Support Hours	Comments
27.36	Supervision	LS						5%	8	
27.37	Coordination	LS						3%	3	
27. Survey Total										
SPLS =										
Office Support =										
Total Hours =										165

Technical Meetings	Units	No of Units	Hours/ Unit	Total Hours	PM Attendance at Meeting Required?	Number	Comments
Kickoff Meeting with FDOT	EA	0	0	0		0	
Baseline Approval Review	EA	0	0	0		0	
Network Control Review	EA	1	4	4		0	Geospatial review of PNC
Vertical Control Review	EA	1	3	3		0	Internal review of Bench Levels.
Local Governments (cities, counties)	EA	0	0	0		0	
Final Submittal Review	EA	1	5	5		0	
Other Meetings	EA	0	0	0		0	
<b>Subtotal Technical Meetings</b>				<b>13</b>	<b>Subtotal PM Meetings</b>	<b>0</b>	
Progress Meetings (if required by FDOT)	EA	0	0	0	**	**	
Phase Review Meetings	EA	0	0	0	**	**	
<b>Total Meetings</b>				<b>13</b>	<b>Total PM Migs (carries to Tab 3)</b>	<b>0</b>	

Carries to Tab 3

Carries to Tab 34

\*\* Project Manager attendance at progress, phase and field review meetings are manually entered on General Task 3



**30. Terrestrial Mobile LiDAR**

Estimator:

CR 121 from Duval County Line to CR 119  
NC22-019

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name		

**NOTE: Signature Block is optional, per District preference**

Task No.	Task	Units	No. of Units	Hour / Unit	Hours				Total Range	Comments
					PSM	Senior LiDAR Technician	LiDAR Technician	LiDAR Operator	Field Technician	
30.1	Terrestrial Mobile LiDAR Mission Planning									
		Scan Miles	8.86	0.050	0.44				0.44	PSM Only
		Scan Miles	8.86	0.350		3.10			3.10	Sr. LiDAR Tech Only
		Scan Miles	8.86	0.350			3.10		3.10	LiDAR Technician Only
30.2	Project Control Point Coordination									
		0 Point	96	0.010	0.96				0.96	PSM Only
		Point	96	0.020		1.92			1.92	Sr. LiDAR Tech Only
		Point	96	0.020			1.92		1.92	LiDAR Technician Only
30.3	Terrestrial Mobile LiDAR Mobilization									
		0 Personnel	1	10.0				10.00	10.00	LiDAR Operator Only
		Personnel	2	10.0					20.00	Field Technician Only
30.4	Terrestrial Mobile LiDAR Mission									
		0 Scan Miles	8.86	0.100				0.89	0.89	LiDAR Sensor Operator
		Scan Miles	8.86	0.100				2.00	0.89	1-Technician to drive vehicle, 1-base station
30.5	Terrestrial Mobile LiDAR Processing									
		0 Scan Miles	8.86	0.050	0.44				0.44	PSM Only
		Scan Miles	8.86	0.200		1.77			1.77	Sr. LiDAR Tech Only
		Scan Miles	8.86	0.300				2.66	2.66	LiDAR Operator
30.6	Terrestrial Mobile Photography Processing									
		0 Scan Miles	8.86	0.000	0.00				0.00	PSM Only
		Scan Miles	8.86	0.000		0.00			0.00	Sr. LiDAR Tech Only

30. Terrestrial Mobile LIDAR

Task No.	Task	Units	No. of Units	Hour / Unit	Hours					Total Range	Comments
					PSM	Senior LIDAR Technician	LIDAR Technician	LIDAR Operator	Field Technician		
30.7	Transformation / Adjustment	Scan Miles	8.86	0.000			0.00			0.00	LIDAR Technician Only
		0 Scan Miles	8.86	0.200	1.77					1.77	PSM Only
		Scan Miles	8.86	0.700		6.20				6.20	Sr. LIDAR Tech Only
		Scan Miles	8.86	0.000			0.00			0.00	LIDAR Technician Only
30.8	Classification / Editing										
		0 Corridor Miles	8.86	0.200	1.77					1.77	PSM Only
		Corridor Miles	8.86	1.500		13.29				13.29	Sr. LIDAR Tech Only
		Corridor Miles	8.86	1.500			13.29			13.29	LIDAR Technician Only
30.9	Specific Surface Reporting										
		0 Corridor Miles	0.00	0.000	0.00					0.00	PSM Only
		Corridor Miles	0.00	0.000		0.00				0.00	Sr. LIDAR Tech Only
		Corridor Miles	0.00	0.000			0.00			0.00	LIDAR Technician Only
30.10	Topographic (3D) Mapping										
		0 Corridor Miles	8.86	0.200	1.77					1.77	PSM Only
		Corridor Miles	8.86	8.000		70.88				70.88	Sr. LIDAR Tech Only
		Corridor Miles	8.86	8.000			70.88			70.88	LIDAR Technician Only
30.11	Topographic (2D) Planimetric Mapping										
		0 Corridor Miles	8.86	0.200	1.77					1.77	PSM Only
		Corridor Miles	8.86	0.300		2.66				2.66	Sr. LIDAR Tech Only
		Corridor Miles	8.86	2.000			17.72			17.72	LIDAR Technician Only
30.12	CADD Edits										
		0 Corridor Miles	8.86	0.100	0.89					0.89	PSM Only
		Corridor Miles	8.86	0.300		2.66				2.66	Sr. LIDAR Tech Only
		Corridor Miles	8.86	1.500			13.29			13.29	LIDAR Technician Only
30.13	Data Merging										



### 30. Terrestrial Mobile LiDAR

Page 3 of 4

\* The low end of the range is for rural 2-lane; medium range is for typical Multi-Lane; the high end of the range is for urban/interstate.

Carries to 10.16

\*\*\* Project Manager attendance at progress, phase and field review meetings are manually entered on General Task 3



**TOTAL PROJECT ESTIMATE****BASIS SERVICES - CR 121 FROM DUVAL COUNTY TO CR 119**

**CONTRACT No.:** TBD  
**LOCATION:** NASSAU

**BID No.:** NC22-019  
**DATE:** 1/12/2023

Description	Units	Number of Units	Unit Price	Cost For This Period
<b>LABOR SUMMARY</b>				
MAT Secretary / Clerical	Hour	5	\$99.82	\$499.10
MAT CADD / Computer Technician	Hour	32	\$92.98	\$2,975.36
MAT Chief Engineer	Hour	11	\$216.01	\$2,376.11
MAT Engineer	Hour	33	\$133.37	\$4,401.21
MAT Engineering Intern	Hour	54	\$93.28	\$5,037.12
MAT Senior Engineer	Hour	28	\$206.19	\$5,773.32
MAT Senior Engineering Technician	Hour	36	\$135.82	\$4,889.52
MOT Qualified Worksite Traffic Supervisor (TS)	Hour	4	\$101.46	\$405.84
MAT Engineering Technician	Hour	64	\$49.09	\$3,141.76
<b>TOTAL LABOR</b>		<b>267</b>		<b>\$29,499.34</b>
<b>FIELD UNIT SUMMARY</b>				
209-Asphalt Pavement Coring - 4in dia with Base Depth Check	Each	80	\$250.00	\$20,000.00
427-Geo Extra SPT Samples-Truck/Mud Bug 0-50 Ft	Each	20	\$68.00	\$1,360.00
440-Geo Grout Boreholes- Truck/Mud Bug 0-50 Ft	LF	100	\$8.00	\$800.00
447-Geo Hand Auger with SCP (0-50Ft) ASTM D1453	LF	450	\$22.00	\$9,900.00
478-Geo SPT Truck/Mud Bug 0-50 Ft	LF	100	\$18.00	\$1,800.00
531-Geo Truck/Mud Bug Drill Rig and Crew (2-person)	Hour	3	\$300.00	\$900.00
612-Mobilization Drill Rig Truck Mount	Each	1	\$600.00	\$600.00
706-MOT Portable Sign	Each	65	\$50.00	\$3,250.00
708-MOT Provide Channelizing Devices - Cone (Each Cone)	Each	70	\$10.00	\$700.00
<b>TOTAL FIELD</b>				<b>\$39,310.00</b>
<b>LABORATORY UNIT SUMMARY</b>				
810-Soils Limerock Bearing Ratio (LBR) FM 5-515	Test	8	\$462.00	\$3,696.00
811-Soils Liquid Limit AASHTO T89	Test	55	\$75.00	\$4,125.00
819-Soils Organic Content Ignition FM 1 T-267	Test	55	\$58.00	\$3,190.00
822-Soils Particle Size Anlys AASHTO T88 (No Hydrometer)	Test	110	\$94.00	\$10,340.00
826-Soils Plastic Limit & Plasticity Index AASHTO T90	Test	55	\$75.00	\$4,125.00
<b>TOTAL LABORATORY</b>				<b>\$25,476.00</b>

**LABOR TOTAL: \$29,499.34**

**FIELD TOTAL: \$39,310.00**

**LAB TOTAL: \$25,476.00**

**TOTAL PROJECT ESTIMATE: \$94,285.34**

## ESTIMATE OF WORK EFFORT AND COST - SUBCONSULTANT

Name of Project: Basic Services - CR 121 From Duval County Line to CR 119																	
County: Nassau																	
FPN: 0																	
FAP No.: 11019000																	
Staff Classification		Total Staff Hours From 'SH Summary Form'	MAT Secretary / Clerical	MAT CADD Comp. Tech	MAT Chief Engineer	MAT Engineer	MAT Engineer Intern	MAT Senior Engineer	MAT Senior Eng. Tech	MOT Qualified Worksite T.S.	MAT Eng. Tech	Staff Classification 10	Staff Classification 11	Staff Classification 12	SH	Salary	Average
			599.92	\$22.56	\$216.01	\$193.37	\$93.26	\$206.19	\$195.82	\$101.46	\$49.09				0	\$0	#DNV01
3. Project General and Project Common Tasks		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
4. Roadway Analysis		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
5. Roadway Plans		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
6a. Drainage Analysis		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
6b. Drainage Plans		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
7. Utilities		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
8. Environmental Permits and Env. Clearances		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
9. Structures - Misc. Tasks, Dws, Non-Tech.		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
10. Structures - Bridge Development Report		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
11. Structures - Temporary Bridge		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
12. Structures - Short Span Concrete Bridge		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
13. Structures - Medium Span Concrete Bridge		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
14. Structures - Structural Steel Bridge		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
15. Structures - Segmental Concrete Bridge		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
16. Structures - Movable Span		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
17. Structures - Retaining Walls		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
18. Structures - Miscellaneous		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
19. Signing & Pavement Marking Analysis		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
20. Signing & Pavement Marking Plans		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
21. Signalization Analysis		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
22. Signalization Plans		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
23. Lighting Analysis		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
24. Lighting Plans		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
25. Landscape Analysis		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
26. Landscape Plans		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
27. Survey (Field & Office Support)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
28. Photogrammetry		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
29. Mapping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
30. Terrestrial Mobile LIDAR		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
31. Architecture Development		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
32. Noise Barriers Impact Design Assessment		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
33. Intelligent Transportation Systems Analysis		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
34. Intelligent Transportation Systems Plans		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
35. Geotechnical		267	5	32	11	33	54	28	36	4	54	0	0	0	267	\$29,499	#110.48
36. 3D Modeling		0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DNV01
Total Staff Hours		267	5	32	11	33	54	28	36	4	54	0	0	0	267	\$29,499.34	\$110.48
Total Staff Cost			\$499.10	\$2,975.36	\$2,376.11	\$4,401.21	\$5,037.12	\$5,773.32	\$4,889.52	\$405.84	\$3,141.76	\$0.00	\$0.00	\$0.00		\$29,499.34	\$110.48
Notes:																	
1. This sheet to be used by Subconsultant to calculate its fee																	



**35. Geotechnical**

Estimator:

Basic Services - CR 121 From Duval County Line to CR 119  
0

<b>Representing</b>	<b>Print Name</b>	<b>Signature / Date</b>
<b>FDOT District</b>		
<b>Consultant Name</b>	T. Hayden, P.E., EGS	1/12/2023

**NOTE: Signature Block is optional, per District preference**

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
<b>Roadway</b>						
35.1	Document Collection and Review	LS	1	4	4	LOW DIFFICULTY - BASED ON MINIMUM TIME NEEDED FOR TASK
35.2	Develop Detailed Boring Location Plan	LS	1	4	4	LOW DIFFICULTY - BASED ON MINIMUM TIME NEEDED FOR TASK
35.3	Stake Borings/Utility Clearance	Boring	1	8	8	MODERATE DIFFICULTY - BASED ON TIME TO TRAVEL TO SITE TO MARK BORINGS, THEN RE-MOB TO EVALUATE UTILITY CONFLICTS
35.4	Muck Probing	Crew Day	1	16	16	MODERATE DIFFICULTY - BASED ON 1 DAY OF MUCK DELINEATION
35.5	Coordinate and Develop MOT Plans for Field Investigation	EA	2	2	4	LOW DIFFICULTY - BASED ON SHOULDER TTC (SP 102-602 - 3 DAYS) AND TRAVEL LANE TTC (102-603 - 4 DAYS)
35.6	Drilling Access Permits	Location			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.7	Property Clearances	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.8	Groundwater Monitoring	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.9	LBR/Resilient Modulus Sampling	EA	1	12	12	MODERATE DIFFICULTY - BASED ON TIME TO COLLECT 8 LBR SAMPLES (1 SAMPLE PER MILE)
35.10	Coordination of Field Work	100 lf of boring	5.5	0.75	4	MODERATE DIFFICULTY - BASED ON 95 SOIL BORINGS (5,500 FT) - ROADWAY INVESTIGATION, PAVEMENT INVESTIGATION
35.11	Soil and Rock Classification - Roadway	100 lf of boring	5.5	2.25	12	MODERATE DIFFICULTY - BASED ON 95 SOIL BORINGS (5,500 FT) - ROADWAY INVESTIGATION, PAVEMENT INVESTIGATION
35.12	Design LBR	LS			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.13	Laboratory Data	100 lf of boring	5.5	0.75	4	MODERATE DIFFICULTY - BASED ON 95 SOIL BORINGS (5,500 FT) - ROADWAY INVESTIGATION, PAVEMENT INVESTIGATION
35.14	Seasonal High Water Table	Boring	95	0.2	19	LOW DIFFICULTY - DUE TO REDUNDANCY
35.15	Parameters for Water Retention Areas	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.16	Delineate Limits of Unsuitable Material	Cross-section	5	2.5	13	MODERATE DIFFICULTY - BASED ON 5 PAGES
35.17	Electronic Files for Cross-Sections	100 lf of boring	5.5	1.5	8	MODERATE DIFFICULTY - BASED ON 95 SOIL BORINGS (5,500 FT) - ROADWAY INVESTIGATION, PAVEMENT INVESTIGATION
35.18	Embankment Settlement and Stability	Embankment Boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.19	Monitor Existing Structures	LS			0	*** COSTS NOT INCLUDED FOR THIS TASK ***

**35. Geotechnical**

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
35.20	Stormwater Volume Recovery and/or Background Seepage Analysis	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.21	Geotechnical Recommendations	LS	1	10	10	LOW-MODERATE DIFFICULTY - BASED ON RECOMMENDATIONS FOR PAVEMENT PREMATURE FAILURE
35.22	Pavement Condition Survey and Pavement Evaluation Report	LS			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.23	Preliminary Roadway Report	LS			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.24	Final Report	EA	1	40	40	LOW-MODERATE DIFFICULTY - BASED ON ROADWAY SOIL SURVEY REPORT
35.25	Auger Boring Drafting	100 lf boring	4.5	4	18	MODERATE DIFFICULTY - BASED ON 450 FT OF AUGER FOOTAGE
35.26	SPT Boring Drafting	100 lf boring	1	5.5	6	MODERATE DIFFICULTY - BASED ON 100 FT OF SPT FOOTAGE
<b>Roadway Geotechnical Subtotal</b>					<b>182</b>	
<b>Structures</b>						
35.27	Develop Detailed Boring Location Plan	LS			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.28	Stake Borings/Utility Clearance	Boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.29	Coordinate and Develop MOT Plans for Field Investigation	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.30	Drilling Access Permits	Location			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.31	Property Clearances	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.32	Collection of Corrosion Samples	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.33	Coordination of Field Work	100 lf of boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.34	Soil and Rock Classification - Structures	100 lf of boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.35	Tabulation of Laboratory Data	100 lf of boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.36	Estimate Design Groundwater Level for Structures	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.37	Selection of Foundation Alternatives (BDR)	Bridge boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.38	Detailed Analysis of Selected Foundation Alternate(s)	Bridge boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.39	Bridge Construction and Testing Recommendations	Bridge boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.40	Lateral Load Analysis (Optional)	Bridge boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.41	Walls	Wall Boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.42	Sheet Pile Wall Analysis (Optional)	Wall Boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.43	Design Soil Parameters for Signs, Signals, High Mast Lights, and Strain Poles and Geotechnical Recommendations	Boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***



**35. Geotechnical**

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
35.44	Box Culvert Analysis	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.45	Preliminary Report - BDR	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.46	Final Report - Bridge and Associated Walls	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.47	Final Reports - Signs, Signals, Box Culvert, Walls and High Mast Lights	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.48	SPT Boring Drafting	100 lf of boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.49	Other Geotechnical	LS	1	64	64	Temporary Traffic Control (TTC) Flagmen and On-Site AMOT Officer - See Page 1 For Breakdown - 64 Hrs For Flagmen Services
		<b>Structural Geotechnical Subtotal</b>			<b>64</b>	
		<b>Geotechnical Technical Subtotal</b>			<b>246</b>	
35.50	Technical Special Provisions and Modified Special Provisions	EA			0	
35.51	Field Reviews	LS	1	4	4	BASED ON 1 FIELD REVIEW
35.52	Technical Meetings	LS			0	
35.53	Quality Assurance/Quality Control	LS	%	3%	7	LOW-MODERATE DIFFICULTY
35.54	Supervision	LS	%	2%	5	LOW-MODERATE DIFFICULTY
		<b>Geotechnical Nontechnical Subtotal</b>			<b>16</b>	
35.55	Coordination	LS	%	2%	5	LOW-MODERATE DIFFICULTY
		<b>35. Geotechnical Total</b>			<b>267</b>	

Technical Meetings	Units	No of Units	Hours/ Unit	Total Hours	Comments	PM Attendance at Meeting Required?	Number
Kickoff Meeting with FDOT	EA	0	0	0			0
Boring Layout Approval	EA	0	0	0			0
Attend in BDR Review Meeting	EA	0	0	0			0
30/60/90% Submittal Review	EA	0	0	0			0
Other Meetings	EA	0	0	0			0
<b>Subtotal Technical Meetings</b>				<b>0</b>	<b>Subtotal Project Manager Meetings</b>		<b>0</b>
Progress Meetings (if required by FDOT)	EA	0	0	0	PM attendance at Progress Meetings is manually entered on General Task 3		--
Phase Review Meetings	EA	0	0	0	PM attendance at Phase Review Meetings is manually entered on General Task 3		--
<b>Total Meetings</b>				<b>0</b>	<b>Total Project Manager Meetings (carries to Tab 3)</b>		<b>0</b>

Carries to Tab 3

Carries to 35.52

## TOTAL PROJECT ESTIMATE

### OPTIONAL SERVICES - CR 121 FROM DUVAL COUNTY TO CR 119

CONTRACT No.: TBD  
LOCATION: NASSAU

BID No.: NC22-019  
DATE: 1/12/2023

Description	Units	Number of Units	Unit Price	Cost For This Period
<b>LABOR SUMMARY</b>				
MAT Secretary / Clerical	Hour	2	\$99.82	\$199.64
MAT CADD / Computer Technician	Hour	9	\$92.98	\$836.82
MAT Chief Engineer	Hour	7	\$216.01	\$1,512.07
MAT Engineer	Hour	24	\$133.37	\$3,200.88
MAT Engineering Intern	Hour	21	\$93.28	\$1,958.88
MAT Senior Engineer	Hour	18	\$206.19	\$3,711.42
MAT Senior Engineering Technician	Hour	8	\$135.82	\$1,086.56
MOT Qualified Worksite Traffic Supervisor (TS)	Hour	4	\$101.46	\$405.84
<b>TOTAL LABOR</b>		<b>93</b>		<b>\$12,912.11</b>
<b>FIELD UNIT SUMMARY</b>				
422-Geo Extra SPT Samples-Barge/Track/Amphibious 0-50 Ft	Each	24	\$77.00	\$1,848.00
434-Geo Ground Penetrating Radar (GPR Equipment Only)	Hour	16	\$437.00	\$6,992.00
435-Geo Grout Boreholes- Barge/Track/Amphibious 0-50 Ft	LF	120	\$11.00	\$1,320.00
473-Geo SPT Barge/Track/Amphibious 0-50 Ft	LF	120	\$29.00	\$3,480.00
706-MOT Portable Sign	Each	14	\$50.00	\$700.00
708-MOT Provide Channelizing Devices – Cone (Each Cone)	Each	40	\$10.00	\$400.00
710-MOT Shadow Vhcle w/ Adv. Warning Arrow & Attenuator	Hour	32	\$250.00	\$8,000.00
<b>TOTAL FIELD</b>				<b>\$22,740.00</b>
<b>LABORATORY UNIT SUMMARY</b>				
805-Soils Corrosion Series FM 5-550 Through 5-553	Test	6	\$275.00	\$1,650.00
811-Soils Liquid Limit AASHTO T89	Test	12	\$75.00	\$900.00
819-Soils Organic Content Ignition FM 1 T-267	Test	12	\$58.00	\$696.00
822-Soils Particle Size Anlys AASHTO T88 (No Hydrometer)	Test	24	\$94.00	\$2,256.00
826-Soils Plastic Limit & Plasticity Index AASHTO T90	Test	12	\$75.00	\$900.00
<b>TOTAL LABORATORY</b>				<b>\$6,402.00</b>

**LABOR TOTAL: \$12,912.11**

**FIELD TOTAL: \$22,740.00**

**LAB TOTAL: \$6,402.00**

**TOTAL PROJECT ESTIMATE: \$42,054.11**



## ESTIMATE OF WORK EFFORT AND COST - SUBCONSULTANT

Name of Project: Optional Services - CR 121 From Duval County Line to CR 119

County: Nassau

FPN: 0

FAP No.: 110/1900

Consultant Name: Kinley-Horn / EGS

Consultant No.: enter consultants proj. number

Date: 1/13/2023

Estimator: insert name

Staff Classification	Total Staff Hours From Summary Form	MAT Secretary / Clerical	MAT CADD Comp. Tech	MAT Chief Engineer	MAT Engineer	MAT Engineer Intern	MAT Senior Engineer	MAT Senior Eng. Tech	MOT Qualified Worksite T.S.	MAT Eng. Tech	Staff Classification 10	Staff Classification 11	Staff Classification 12	SH	Salary	Cost By Activity	Rate Per Task	Average
3. Project General and Project Common Tasks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4. Roadway Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5. Roadway Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6a. Drainage Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6b. Drainage Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7. Utilities	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8. Environmental Permits and Env. Clearances	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9. Structures - Misc. Tasks, Dwg. Non-Tech.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10. Structures - Bridge Development Report	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11. Structures - Temporary Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12. Structures - Short Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13. Structures - Medium Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14. Structures - Structural Steel Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15. Structures - Segmental Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16. Structures - Movable Span	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17. Structures - Retaining Walls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18. Structures - Miscellaneous	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19. Signing & Pavement Marking Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20. Signing & Pavement Marking Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21. Signalization Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22. Signalization Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23. Lighting Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24. Lighting Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25. Landscape Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26. Landscape Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27. Survey (Field & Office Support)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28. Photogrammetry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29. Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30. Terrestrial Mobile LIDAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31. Architecture Development	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32. Noise Barriers Impact Design Assessment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33. Intelligent Transportation Systems Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34. Intelligent Transportation Systems Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35. Geotechnical	93	2	9	7	24	21	18	8	4	0	0	0	0	93	\$12,912.11	\$12,912.11	\$138.84	\$138.84
36. 3D Modeling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Staff Hours</b>	<b>93</b>	<b>2</b>	<b>9</b>	<b>7</b>	<b>24</b>	<b>21</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>\$12,912.11</b>	<b>\$12,912.11</b>	<b>\$138.84</b>	<b>\$138.84</b>

<b>SALARY RELATED COSTS:</b>																		
OVERHEAD:																		
OPERATING MARGIN:																		
FCM (Facilities Capital Cost Money):																		
EXPENSES:																		
SUBTOTAL ESTIMATED FEE:																		
Survey (Field)																		
4-person crew																		
/ day																		
Geotechnical Field and Lab Testing																		
SUBTOTAL ESTIMATED FEE:																		
Optional Services																		
GRAND TOTAL ESTIMATED FEE:																		

Notes:

1. This sheet to be used by Subconsultant to calculate its fee

**35. Geotechnical**

Optional Services - CR 121 From Duval County Line to CR 119

0

Estimator:

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name	T. Hayden, P.E., EGS	1/12/2023

**NOTE: Signature Block is optional, per District preference**

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
<b>Roadway</b>						
35.1	Document Collection and Review	LS			0	N/A - COVERED IN BASIC SERVICES
35.2	Develop Detailed Boring Location Plan	LS	1	1	1	LOW DIFFICULTY - BASED ON A MINIMUM OF 1 HR FOR TASK
35.3	Stake Borings/Utility Clearance	Boring	1	8	8	MODERATE DIFFICULTY - BASED ON TIME TO TRAVEL TO SITE, MARK BORINGS, AND REMOB FOR UTILITY CONFLICTS
35.4	Muck Probing	Crew Day			0	N/A - COVERED IN BASIC SERVICES
35.5	Coordinate and Develop MOT Plans for Field Investigation	EA	2	2	4	LOW DIFFICULTY - BASED ON 1 TTC MOBILE OPERATION (GPR SURVEY) AND 2 DAYS OF SHOULDER TTC (SP 102-602)
35.6	Drilling Access Permits	Location			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.7	Property Clearances	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.8	Groundwater Monitoring	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.9	LBR/Resilient Modulus Sampling	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.10	Coordination of Field Work	100 lf of boring	1.2	0.75	1	LOW DIFFICULTY - BASED ON A MINIMUM OF 1 HR FOR TASK
35.11	Soil and Rock Classification - Roadway	100 lf of boring	1.2	2.25	3	OPTIONAL SERVICES - BASED ON 6-20 FT BORINGS FOR CULVERT EXTENSIONS (120 FT)
35.12	Design LBR	LS			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.13	Laboratory Data	100 lf of boring	1.2	0.75	1	LOW DIFFICULTY - BASED ON A MINIMUM OF 1 HR FOR TASK
35.14	Seasonal High Water Table	Boring	6	0.2	1	LOW DIFFICULTY - BASED ON A MINIMUM OF 1 HR FOR TASK
35.15	Parameters for Water Retention Areas	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.16	Delineate Limits of Unsuitable Material	Cross-section	3	2.5	8	MODERATE DIFFICULTY - BASED ON 3 PAGES
35.17	Electronic Files for Cross-Sections	100 lf of boring	1.2	1.5	2	OPTIONAL SERVICES - BASED ON 6-20 FT BORINGS FOR CULVERT EXTENSIONS (120 FT)
35.18	Embankment Settlement and Stability	Embankment Boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.19	Monitor Existing Structures	LS			0	*** COSTS NOT INCLUDED FOR THIS TASK ***



**35. Geotechnical**

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
35.20	Stormwater Volume Recovery and/or Background Seepage Analysis	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.21	Geotechnical Recommendations	LS	1	10	10	OPTIONAL SERVICES - BASED ON 10 HRS TO EVALUATE GPR SURVEY RESULTS TO DETERMINE THICKNESS OF ASPHALT AND FDR BASE
35.22	Pavement Condition Survey and Pavement Evaluation Report	LS			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.23	Preliminary Roadway Report	LS			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.24	Final Report	EA	1	40	40	OPTIONAL SERVICES - BASED ON GPR SURVEY OF PAVEMENT AND BASE, AS WELL AS 3 CULVERT EXTENSIONS
35.25	Auger Boring Drafting	100 lf boring			0	
35.26	SPT Boring Drafting	100 lf boring	1.2	5.5	7	OPTIONAL SERVICES - BASED ON 6-20 FT BORINGS FOR CULVERT EXTENSIONS (120 FT)
<b>Roadway Geotechnical Subtotal</b>						<b>86</b>
<b>Structures</b>						
35.27	Develop Detailed Boring Location Plan	LS			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.28	Stake Borings/Utility Clearance	Boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.29	Coordinate and Develop MOT Plans for Field Investigation	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.30	Drilling Access Permits	Location			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.31	Property Clearances	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.32	Collection of Corrosion Samples	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.33	Coordination of Field Work	100 lf of boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.34	Soil and Rock Classification - Structures	100 lf of boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.35	Tabulation of Laboratory Data	100 lf of boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.36	Estimate Design Groundwater Level for Structures	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.37	Selection of Foundation Alternatives (BDR)	Bridge boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.38	Detailed Analysis of Selected Foundation Alternate(s)	Bridge boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.39	Bridge Construction and Testing Recommendations	Bridge boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.40	Lateral Load Analysis (Optional)	Bridge boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.41	Walls	Wall Boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.42	Sheet Pile Wall Analysis (Optional)	Wall Boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.43	Design Soil Parameters for Signs, Signals, High Mast Lights, and Strain Poles and Geotechnical Recommendations	Boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***

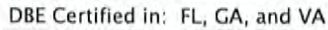
**35. Geotechnical**

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
35.44	Box Culvert Analysis	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.45	Preliminary Report - BDR	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.46	Final Report - Bridge and Associated Walls	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.47	Final Reports - Signs, Signals, Box Culvert, Walls and High Mast Lights	EA			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.48	SPT Boring Drafting	100 lf of boring			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
35.49	Other Geotechnical	LS			0	*** COSTS NOT INCLUDED FOR THIS TASK ***
		<b>Structural Geotechnical Subtotal</b>			<b>0</b>	
		<b>Geotechnical Technical Subtotal</b>			<b>86</b>	
35.50	Technical Special Provisions and Modified Special Provisions	EA			0	
35.51	Field Reviews	LS			0	
35.52	Technical Meetings	LS			0	
35.53	Quality Assurance/Quality Control	LS	%	3%	3	LOW-MODERATE DIFFICULTY
35.54	Supervision	LS	%	2%	2	LOW-MODERATE DIFFICULTY
		<b>Geotechnical Nontechnical Subtotal</b>			<b>5</b>	
35.55	Coordination	LS	%	2%	2	LOW-MODERATE DIFFICULTY
		<b>35. Geotechnical Total</b>			<b>93</b>	

Technical Meetings	Units	No of Units	Hours/ Unit	Total Hours	Comments	PM Attendance at Meeting Required?	Number
Kickoff Meeting with FDOT	EA	0	0	0			0
Boring Layout Approval	EA	0	0	0			0
Attend in BDR Review Meeting	EA	0	0	0			0
30/60/90% Submittal Review	EA	0	0	0			0
Other Meetings	EA	0	0	0			0
<b>Subtotal Technical Meetings</b>				<b>0</b>	<b>Subtotal Project Manager Meetings</b>		<b>0</b>
Progress Meetings (if required by FDOT)	EA	0	0	0	PM attendance at Progress Meetings is manually entered on General Task 3		--
Phase Review Meetings	EA	0	0	0	PM attendance at Phase Review Meetings is manually entered on General Task 3		--
<b>Total Meetings</b>				<b>0</b>	<b>Total Project Manager Meetings (carries to Tab 3)</b>		<b>0</b>

Carries to 35.52  
Carries to Tab 3





**Quote # :** Q23-011  
**Date:** January 12, 2023  
**Expiration Date:** July 12, 2023  
**Client:** Kimley-Horn & Associates  
**Contact:** Michelle Mecca  
**E-mail:** michelle.mecca@kimley-horn.com  
**State:** FL

**Job Description:**

Private

*Note: Additional fees may apply if permits are needed.*

**Sophia Williams, President**

Date \_\_\_\_\_

14286 Beach Blvd. Ste 19-345; Jacksonville FL 32250; Phone: 904-992-8072; Fax: 904-223-0021

**EXHIBIT "D"****GENERAL INFORMATION AND MINIMUM INSURANCE REQUIREMENTS****COMMERCIAL GENERAL LIABILITY INSURANCE**

The Contractor shall purchase and maintain at the Contractor's expense Commercial General Liability insurance coverage (ISO or comparable Occurrence Form) for the life of this Contract. Modified Occurrence or Claims Made forms are not acceptable.

The Limits of this insurance shall not be less than the following limits:

Each Occurrence Limit	\$1,000,000
Personal & Advertising Injury Limit	\$1,000,000
Products & Completed Operations Aggregate Limit	\$2,000,000
General Aggregate Limit (other than Products & Completed Operations) Applies Per Project	\$2,000,000

General liability coverage shall continue to apply to "bodily injury" and to "property damage" occurring after all work on the Site of the covered operations to be performed by or on behalf of the additional insureds has been completed and shall continue after that portion of "your work" out of which the injury or damage arises has been put to its intended use.

**WORKERS' COMPENSATION AND EMPLOYER'S LIABILITY INSURANCE**

The Contractor shall purchase and maintain at the Contractor's expense Workers' Compensation and Employer's Liability insurance coverage for the life of this Contract.

The Limits of this insurance shall not be less than the following limits:

Part One – Workers' Compensation Insurance – Unlimited  
Statutory Benefits as provided in the Florida Statutes and

Part Two – Employer's Liability Insurance

Bodily Injury By Accident	\$500,000 Each Accident
Bodily Injury By Disease	\$500,000 Policy Limit
Bodily Injury By Disease	\$500,000 Each Employee

\*If leased employees are used, policy must include an Alternate Employer's Endorsement

**AUTOMOBILE LIABILITY INSURANCE**

The Contractor shall purchase and maintain at the Contractor's expense Automobile Liability insurance coverage for the life of this Contract.

The Limits of this insurance shall not be less than the following limits:

Combined Single Limit – Each Accident	\$1,000,000
---------------------------------------	-------------

Covered Automobiles shall include any auto owned or operated by the insured Contractor, insured Sub-subcontractor including autos which are leased, hired, rented or borrowed, including autos owned by their employees which are used in connection with the business of the respective Contractor or Sub-subcontractor.

**UMBRELLA (EXCESS) LIABILITY INSURANCE**

The Subcontractor shall purchase and maintain at the Subcontractor's expense Excess Liability (Umbrella Form) insurance coverage for the life of this Subcontract.

The Limits of this insurance shall not be less than the following limits:

Each Occurrence Limit	\$3,000,000
Aggregate Limit	\$3,000,000



### **PROFESSIONAL LIABILITY (ERRORS & OMISSIONS)**

**This additional coverage will be required for all projects involving consultants, engineering services, architectural or design/build projects, independent testing firms and similar exposures**

The Contractor shall purchase and maintain at the Contractor's expense Professional Liability insurance coverage for the life of this Contract.

If the contract includes a requirement for Professional Liability or Errors and Omissions insurance, the minimum amount of such insurance shall be as follows:

Each Occurrence/Annual Aggregate	\$3,000,000
Project Specific	

Design Professional Liability coverage will be provided on an Occurrence Form or a Claims Made Form with a retroactive date to at least the first date of this Agreement. If provided on a Claims Made Form, the coverages must respond to all claims reported within three years following the period for which coverage is required and which would have been covered had the coverage been on an occurrence basis.

### **ENVIRONMENTAL LIABILITY INSURANCE**

**This additional coverage will be required by any Contractor performing environmental and/or other investigations involving testing, excavation, drilling, other site disturbance activities and similar exposures**

The Contractor shall purchase and maintain at the Contractor's expense Environmental Liability insurance (Contractors Pollution Liability) coverage for the life of this Contract.

The Limits of insurance shall not be less than the following limits: \$2,000,000 Each Loss/Aggregate

Such Coverage will include bodily injury, sickness, and disease, mental anguish or shock sustained by any person, including death; property damage including physical injury to destruction of tangible property including resulting loss of use thereof, cleanup costs, and the loss of use of tangible property that has not been physically injured or destroyed; defense including costs charges and expenses incurred in the investigation, adjustment or defense of claims for such compensatory damages; coverage for losses caused by pollution conditions that arises from the operations of the contractor including transportation.

Contractor shall require each of his Subcontractors to likewise purchase and maintain at their expense Commercial General Liability insurance, Workers' Compensation and Employer's Liability coverage and Automobile Liability insurance coverage meeting the same limit and requirements as the Contractors insurance.

#### **Certificates of Insurance and the insurance policies required for this Agreement shall contain –**

- Endorsement that coverage afforded under the policies will not be cancelled or allowed to expire until at least thirty (30) days prior written notice has been given to Nassau County Board of County Commissioners.
- Nassau County Board of County Commissioners must be named as an Additional Insured and endorsed onto the Commercial General Liability (CGL), Auto Liability policy (ies).
  - CGL policy Additional Insured Endorsement must include Ongoing and Completed
  - CGL policy shall not be endorsed with Exclusion - Damage to Work performed by Subcontractors on Your Behalf
  - CGL policy shall not be endorsed with Contractual Liability Limitation Endorsement or Amendment of Insured Contract Definition
  - CGL policy shall include broad form contractual liability coverage for the Contractors covenants to and indemnification of the Authority under this Contract
- Provision under General Liability, Auto Liability and Workers' Compensation to include a Waiver of Subrogation clause in favor of Nassau County Board of County Commissioners.
- Provision that policies, except Workers' Compensation, are primary and noncontributory.

All Insurers must be authorized to transact insurance business in the State of Florida as provided by Florida Statute 624.09(1) and the most recent Rating Classification/Financial Category of the insurer as published in the latest edition of "Best's Key Rating Guide" (Property-Casualty) must be at least A- or above.

All of the above referenced Insurance coverage is required to remain in force for the duration of this Agreement and for the duration of the warranty period. Accordingly, at the time of submission of final application for payment, Contractor/Vendor shall submit an additional Certificate of Insurance evidencing continuation of such coverage.

If the Contractor/Vendor fails to procure, maintain or pay for the required insurance, Nassau County Board of County Commissioners shall have the right (but not the obligation) to secure same in the name of and for the account of Contractor/Vendor, in which event, Contractor/Vendor shall pay the cost thereof and shall furnish upon demand, all information that may be required to procure such insurance. Nassau County Board of County Commissioners shall have the right to back-charge Contractor/Vendor for the cost of procuring such insurance. The failure of Nassau County Board of County Commissioners to demand certificates of insurance and endorsements evidencing the required insurance or to identify any deficiency in Contractor/Vendors coverage based on the evidence of insurance provided by the Contractor/Vendor shall not be construed as a waiver by Nassau County Board of County Commissioners of Contractor/Vendor's obligation to procure, maintain and pay for required insurance.

The insurance requirements set forth herein shall in no way limit Contractor/Vendors liability arising out of the work performed under the Agreement or related activities. The inclusions, coverage and limits set forth herein are minimum inclusion, coverage and limits. The required minimum policy limits set forth shall not be construed as a limitation of Contractor/Vendor's right under any policy with higher limits, and no policy maintained by the Contractor/Vendor shall be construed as limiting the type, quality or quantity of insurance coverage that Contractor/Vendor should maintain. Contractor/Vendor shall be responsible for determining appropriate inclusions, coverage and limits, which may be in excess of the minimum requirements set forth herein.

If the insurance of any Contractor/Vendor or any Sub-Contractor/Vendor contains deductible(s), penalty(ies) or self-insured retention(s), the Contractor/Vendor or Sub-Contractor/Vendor whose insurance contains such provision(s) shall be solely responsible for payment of such deductible(s), penalty(ies) or self-insured retention(s).

The failure of Contractor/Vendor to fully and strictly comply at all times with the insurance requirements set forth herein shall be deemed a material breach of the Agreement.



KIMLASS

ACORD™

## CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

2/14/2023

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 any rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> Greyling Ins. Brokerage/EPIC 3780 Mansell Road, Suite 370 Alpharetta, GA 30022		<b>CONTACT NAME:</b> Jerry Noyola <b>PHONE (A/C, No, Ext):</b> 770-220-7699 <b>E-MAIL:</b> jerry.noyola@greyling.com <b>ADDRESS:</b>		<b>FAX (A/C, No):</b>
<b>INSURED</b> Kimley-Horn and Associates, Inc. 421 Fayetteville Street, Suite 600 Raleigh, NC 27601		<b>INSURER(S) AFFORDING COVERAGE</b>		<b>NAIC #</b>
		<b>INSURER A:</b> National Union Fire Ins. Co.		<b>19445</b>
		<b>INSURER B:</b> Allied World Assurance Company (U.S.)		<b>19489</b>
		<b>INSURER C:</b> New Hampshire Ins. Co.		<b>23841</b>
		<b>INSURER D:</b> Lloyds of London		<b>085202</b>
		<b>INSURER E:</b>		
		<b>INSURER F:</b>		

## COVERAGES

CERTIFICATE NUMBER: 22-23

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.

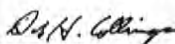
INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC OTHER:		GL5268169	04/01/2022	04/01/2023	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$500,000 MED EXP (Any one person) \$25,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY		CA4489663	04/01/2022	04/01/2023	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 \$10,000		03127930	04/01/2022	04/01/2023	EACH OCCURRENCE \$5,000,000 AGGREGATE \$5,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input checked="" type="checkbox"/> Y <input checked="" type="checkbox"/> N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	WC015893685 (AOS) WC015893686 (CA)	04/01/2022	04/01/2023	<input checked="" type="checkbox"/> PER STATUTE E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
D	Professional Liab		B0146LDUSA2204949	04/01/2022	04/01/2023	Per Claim \$2,000,000 Aggregate \$2,000,000

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

Re: NC22-019: CR 121 From Duval County Line to CR 119; Earl Wills. The Nassau County Board of County Commissioners are named as Additional Insureds with respects to General & Automobile Liability where required by written contract. Should any of the above described policies be cancelled by the issuing insurer before the expiration date thereof, 30 days' written notice (except 10 days for nonpayment of premium) will be provided to the Certificate Holder.

## CERTIFICATE HOLDER

## CANCELLATION

Nassau County Board of County Commission 96135 Nassau Place Yulee, FL 32097	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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**NASSAU COUNTY**  
**BOARD OF COUNTY COMMISSIONERS**  
 96135 Nassau Place, Suite 6  
 Yulee, Florida 32097

John Martin  
 Aaron C. Bell  
 Jeff Gray  
 Thomas R. Ford  
 Klynt Farmer

Dist. No. 1 Fernandina Beach  
 Dist. No. 2 Amelia Island  
 Dist. No. 3 Yulee  
 Dist. No. 4 Bryceville/Hilliard  
 Dist. No. 5 Callahan/West Yulee

JOHN A. CRAWFORD  
 Ex-Officio Clerk

MICHAEL S. MULLIN  
 County Attorney

TACO E. POPE, AICP  
 County Manager

## E-VERIFY FORM UNDER SECTION 448.095, FLORIDA STATUTES

Project Name: DESIGN SERVICES RECONSTRUCTION AND RESURFACING IMPROVEMENTS  
 TO COUNTY ROAD 121 FROM DUVAL COUNTY TO CR-119

Bid No./Contract No.: NC22-019

### DEFINITIONS:

“Contractor” means a person or entity that has entered or is attempting to enter into a contract with a public employer to provide labor, supplies, or services to such employer in exchange for salary, wages, or other remuneration. “Contractor” includes, but is not limited to, a vendor or consultant.

“Subcontractor” means a person or entity that provides labor, supplies, or services to or for a contractor or another subcontractor in exchange for salary, wages, or other remuneration.

“E-Verify System” means an internet-based system operated by the United States Department of Homeland Security that allows participating employers to electronically verify the employment eligibility of newly hired employees.

**Effective January 1, 2021, Contractors, shall register with and use the E-Verify System in order to verify the work authorization status of all newly hired employees. Contractor shall register for and utilize the U.S. Department of Homeland Security’s E-Verify System to verify the employment eligibility of:**

- a) All persons employed by a Contractor to perform employment duties within Florida during the term of the contract; and
- b) All persons (including subvendors/subconsultants/subcontractors) assigned by Contractor to perform work pursuant to the contract with Nassau County. The Contractor acknowledges and agrees that registration and use of the U.S. Department of Homeland Security’s E-Verify System during the term of the contract is a condition of the contract with Nassau County; and

(904) 530-6100

*An Affirmative Action / Equal Opportunity Employer*



- c) Should vendor become the successful Contractor awarded for the above-named project, by entering into the contract, the Contractor shall comply with the provisions of Section 448.095, Florida Statutes, "Employment Eligibility", as amended from time to time. This includes, but is not limited to, registration and utilization of the E-Verify System to verify the work authorization status of all newly hired employees. The Contractor shall also execute the attached affidavit (Exhibit "A") attesting that the Contractor does not employ, contract with, or subcontract with, an unauthorized alien. The Contractor shall maintain a copy of such affidavit for the duration of the contract; and
- d) Contractor shall also require all subcontractors to execute the attached affidavit (Exhibit "B") attesting that the subcontractor does not employ, contract with, or subcontract with, an unauthorized alien. The Contractor shall maintain a copy of such affidavit for the duration of the contract.

#### **CONTRACT TERMINATION:**

- a) If Nassau County has a good faith belief that a person or entity with which it is contracting has knowingly violated §448.09(1), Florida Statutes, the contract shall be terminated.
- b) If Nassau County has a good faith belief that a subcontractor knowingly violated §448.095(2), but the Contractor otherwise complied with §448.095(2), Florida Statutes, shall promptly notify the Contractor and order the Contractor to immediately terminate the contract with the subcontractor.
- c) A contract terminated under subparagraph a) or b) is not a breach of contract and may not be considered as such.
- d) Any challenge to termination under this provision must be filed in the Circuit Court no later than twenty (20) calendar days after the date of termination.
- e) If the contract is terminated for a violation of the Statute by the Contractor, the Contractor may not be awarded a public contract for a period of one (1) year after the date of termination.

**EXHIBIT "A"**  
**CONTRACTOR E-VERIFY AFFIDAVIT**

I hereby certify that Kimley-Horn and Associates, Inc. (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 Kimley-Horn and Associates, Inc. (Contractor Company Name) proof of registration in the E-Verify system is attached to this Affidavit.



Print Name: George Roland

Date: 9/22/2022

STATE OF FLORIDA

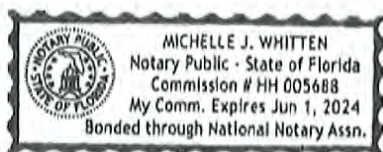
COUNTY OF St. Johns

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 9/22/2022 (Date) by George Roland, Assistant Secretary (Name of Officer or Agent, Title of Officer or Agent) of Kimley-Horn and Associates, Inc. (Name of Contractor Company Acknowledging), a Florida (State or Place of Incorporation) Corporation, on behalf of the Corporation. He/She is personally known to me or has produced \_\_\_\_\_ as identification.

  
Notary Public

Michelle J. Whitten  
Printed Name

My Commission Expires: 6/1/2024





**SUBCONTRACTOR VERIFICATION OF EMPLOYMENT ELIGIBILITY**

Per Florida Statute 448.095, public sector Contractors and Subcontractors must register with and use the E-Verify system to verify the work authorization status of all newly hired employees.

By signing below, EGS, Inc. ("Subcontractor"), a Subcontractor to Kimley-Horn, certifies that:

1. Subcontractor is aware of the requirements of Florida Statute 448.095.
2. Subcontractor is registered with and using the E-Verify system to verify the work authorization status of newly hired employees.
3. Subcontractor does not employ, contract with, or subcontract with an unauthorized alien.
4. Failure to comply to the requirements of Florida Statute 448.095 will result in immediate termination of Subcontractor's Agreement with Contractor.

SUBCONTRACTOR:

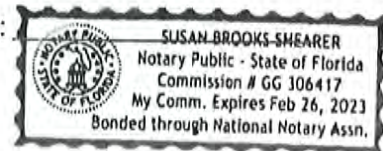
Thomas H. Hayden  
Authorized Signature  
Thomas H. Hayden  
Printed Name  
Vice President  
Title  
8-4-2022  
Date

STATE OF FLORIDA, COUNTY OF Leon  
The foregoing document was acknowledged before me  
on this 4th day of August, 2022.

Susan Brooks Shearer  
Notary Public

My Commission Expires:

SEAL:



## SUBCONTRACTOR VERIFICATION OF EMPLOYMENT ELIGIBILITY

Per Florida Statute 448.095, public sector Contractors and Subcontractors must register with and use the E-Verify system to verify the work authorization status of all newly hired employees.

By signing below, SAM, LLC ("Subcontractor"), a Subcontractor to Kimley-Horn, certifies that:

1. Subcontractor is aware of the requirements of Florida Statute 448.095.
2. Subcontractor is registered with and using the E-Verify system to verify the work authorization status of newly hired employees.
3. Subcontractor does not employ, contract with, or subcontract with an unauthorized alien.
4. Failure to comply to the requirements of Florida Statute 448.095 will result in immediate termination of Subcontractor's Agreement with Contractor.

SUBCONTRACTOR:

Authorized Signature

Printed Name

Title

Date

STATE OF FLORIDA, COUNTY OF Leon  
The foregoing document was acknowledged before me,  
on this 9th day of September, 2022.

Notary Public

My Commission Expires:

SEAL:

