



# US19-Marine Parkway Bicycle Pedestrian Bridge Feasibility Study

## City of New Port Richey, Florida



July 1, 2021 / RFQ 21-011





July 1, 2021

ATTN: Judy Meyers, CMC, City Clerk  
City of New Port Richey  
Economic Development Director  
5919 Main Street  
New Port Richey, FL 34652

**Reference: RFQ 21-011 US19-Marine Parkway Bicycle Pedestrian Bridge Feasibility Study**

Dear Members of the Selection Committee:

S&ME is pleased to submit this response to New Port Richey's Request for Qualifications (RFQ) for US19-Marine Parkway Bicycle Pedestrian Bridge Feasibility Study. S&ME Team members have lived and worked in Pasco County and the region for many years and have been a part of the success of many of the communities in Pasco County. We believe our recent experience and demonstrated passion to assist the City through our current Trail Feasibility Study work is an excellent example of the continued commitment to quality we would carry through the Engineering contract. We have thoroughly enjoyed our relationship with the City of New Port Richey and look forward to the opportunity to apply the extensive experience of our full team.

**S&ME, Inc. provides a full range of in-house professional services including:** Civil Engineering, Planning, GIS-Management, Landscape Architecture, Urban Design, Environmental, Historic Preservation, Economic Development, Transportation, Surveying, Construction Services and Geotechnical Services. Our firm is strongly committed to an interdisciplinary approach that enables us to produce holistic plans, designs and comprehensive reports to address the challenges associated with 21st century improvements. We have the tools and resources available to serve the City's needs. S&ME is Built for Versatility.

**Angelo Rao, P.E. will serve as Project Manager on this contract:** Mr. Rao joined S&ME in 2021 with over 40 years of combined public and private sector transportation engineering experience. Mr. Rao has chaired and/or attended over 600 public meetings and presentations to citizens, elected officials, and technical groups over his career. Angelo has made presentations to the former Pinellas County MPO, is a former voting member of the Hillsborough County MPO's Citizens Advisory Committee, as well as a former voting member of Polk County TPO's Transportation Advisory Committee. He understands the key roles and relationships between local governments, County representatives, TPO's, and the Florida Department of Transportation (FDOT).

**One Point of Contact:** Our communication approach involves maintaining a primary point of contact. Angelo, as Project Manager will maximize his availability to the City's staff via phone and text, 813.468.4658 and email, arao@smeinc.com.

Thank you for reviewing our materials and we look forward to answering any questions you may have.

Sincerely,

**S&ME, Inc.**

A blue ink signature of George M. Kramer.

George M. Kramer, AICP, LEED AP  
Principal-in-Charge  
Placemaking Area Manager

A blue ink signature of Angelo Rao.

Angelo Rao, P.E.  
Project Manager







At S&ME, we've built our company for versatility. To meet our clients' high standards — and anticipate emerging trends and technologies — we continually add new skills, perspectives, and capabilities to our award-winning team.

## A. Section 1 Qualifications



# A. SECTION 1 – QUALIFICATIONS

## **PARTNERSHIP / VALUES**

We intend to serve the City of New Port Richey and apply our values of:

- Listening First
- Working and Growing Together
- Doing the Right Things and Doing Them Right
- Doing What we Say
- Leading from Where We Are; and
- Being Safe

## **1.A Team Profile and Qualifications**

The combined experienced team of S&ME, Inc. and Horizon Engineering Group, Inc. provides the perfect blend of vision and services to help New Port Richey realize their idea of a bicycle/pedestrian bridge over US Hwy 19. Our team delivers engineering, planning, feasibility studies, cost estimating, along with familiarity with the City of New Port Richey.

### **S&ME Profile**

Founded in 1973 as a local geotechnical engineering firm, S&ME has grown to a 1,100-person corporation operating from 34 offices in the Southeast and Midwest. Employing a diversity of services and collaborative approaches, S&ME provides practical solutions to our clients' infrastructure, development, and environmental challenges. S&ME is owned by our employees who remain faithful to our core values of safety, quality, sustainability, and client service. We care about our clients and devote our abundant resources and technical expertise to helping them safely and efficiently meet their objectives.

S&ME's office located at 111 Kelsey Lane, Suite E, Tampa FL 33619 is the primary location of the key personnel that will be available to provide the City with the professional engineering and related services identified in this RFQ. Additional resources can be provided by our Orlando office as needed, located at 1615 Edgewater Drive, Suite 200, Orlando FL 32804.

### **Horizon Engineering Group Profile**

Horizon is committed to providing high-quality, professional service and delivering maximum value to our clients. Our Professional Engineers have extensive experience in Major Roadway Design, Minor Roadway Design, Design-Build, Structure Design, Multi-Use Trail design, Site Civil Design, and Major Stormwater Projects. We use the most advanced analysis techniques and innovative designs. We are dedicated to building long-term relationships based on integrity, performance, value, and client satisfaction. We hope we can be of service to you. Horizon has two offices located at 1051 Winderley Place, Suite 400, Maitland, FL 32751 and 104 Crandon Blvd #309, Key Biscayne, FL 33149.

### **S&ME Qualifications**

The S&ME team specifically prides itself on practicing the development of sound innovation. Disruptive innovations are realized when people are empowered to make bold and creative changes for the betterment of the ultimate users of a system! Recent examples of profound innovation include Genomics, Finance, and Transportation. The key to successful disruption is ensuring that these movements are founded on thoughtful conviction and passion with a commitment to learn from their implementation.

### **Urban Design and Landscape Architecture**

For over 20 years, S&ME staff members have provided urban design and landscape architecture services for numerous communities across Florida including the cities of Orlando, Clermont, Orange County, Lakeland, Haines



City and many more. We have completed numerous award-winning public realm projects such as: The West Orange Trail, Leu Gardens, Lake Eva Park, Lake Mirror Park, Hollis Garden, Lake Myrtle Park and Common Ground Park. Our team has a reputation of creating unique, successful, context sensitive designs which add lasting value to communities' parks, trails and open space systems. Our expertise includes trail and park system master planning and design, active and passive recreational facilities, streetscapes, urban design and both greenfield and brownfield development. We are also pre-qualified by FDOT in group 15-Landscape Architecture, to prepare landscape plans for the state highway system.

### **Transportation Planning /Impact Analysis**

Our multi-disciplinary team has worked on a variety of transportation planning projects, ranging from parking studies in Tampa, Kissimmee and Jacksonville, among others, to Complete Streets projects for the cities of Orlando and St. Augustine and Manatee County. For the City of St. Augustine, we have been working on a citywide mobility plan that will include five sections addressing Street Network, Land Use/ Urban Design, Parking, Transportation Demand Management and a Capital Improvements Program. The S&ME team has also reviewed and prepared transportation impact analyses (TIAs). Under continuing services agreements with the City of Daytona Beach and the Town of Oakland, we have been providing reviews of traffic impact analyses submitted in conjunction with applications for development approval.

### **Experience with Municipalities**

S&ME serves government clients at the federal, state and local levels with a wide variety of services to support pre-design, design, construction and post-construction needs. S&ME has the internal systems in place to support the special contracting needs of government agencies, including a DCAA auditable cost-accounting system, strict time-keeping practices, project scheduling software, documented and audited quality programs, and certified laboratory programs lead by highly experienced project managers.

S&ME recognizes the challenge of planning new infrastructure that will promote long-term growth and ensure environmental stability. We are committed to the principles of sustainable development in all our practices and have LEED accredited professionals on staff. We understand the regulations and the objectives behind the regulations to deliver sustainable solutions in an efficient and responsive manner. We routinely assist community leaders to effectively plan for smart growth, utilizing GIS, 3D Mapping, and other powerful visioning tools.

### **Horizon Engineering Group Qualifications**

Our structures analysis efforts will be led by Kevin Fischer, Senior Structures Engineer at Horizon with over 22 years of structures experience on projects throughout the State of Florida. He is experienced in working on a wide variety of structures projects for State and Local Agencies and Expressway Authorities. Mr. Fischer is currently serving as Project Manager and lead structural engineer for a grade separated crossing (bridges and tunnels) Feasibility Study at two busy intersection at-grade crossings of the multi-use Seminole Wekiva Trail in Altamonte Springs, Florida. He will use his knowledge and experience with Feasibility Study objectives to work with each discipline to evaluate the structural solutions at the crossing of US 19 adjacent to Marine Parkway. The analyses performed will include cost estimates for each developed alternative.

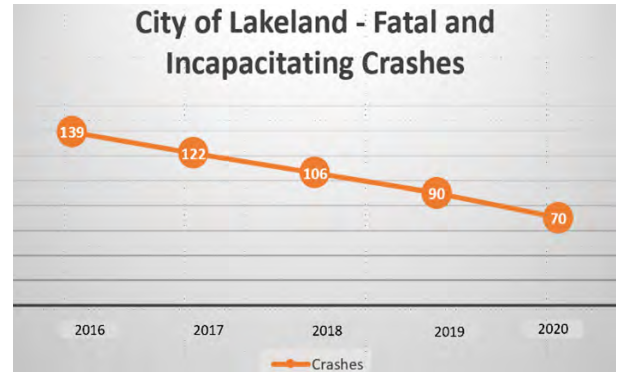
Our utility coordination efforts will be led by Pam Young, Utility Coordination Manager at Horizon with over 35 years of experience coordinating projects throughout the State of Florida. She is experienced in working on a wide variety of projects for State and Local Agencies, Turnpike and Expressway Authorities, private developers, and even utility agencies. Mrs. Young will use her experience to work with each utility to get a clear understanding of their facilities and any easements/compensable interest and work with them to assess their impacts based on the concepts, which will allow for the utilities impacts to be properly included in the study and cost estimates.

# A. SECTION 1 – QUALIFICATIONS

## Approach to US19-Marine Parkway Bicycle Pedestrian Bridge Feasibility Study

S&ME has developed a three-part approach to managing the US19-Marine Parkway Bicycle Pedestrian Bridge Feasibility Study opportunity. This approach includes a commitment to:

**Embracing Vision Zero** and our sincere drive to reducing fatal and incapacitating crashes to zero. The S&ME team has developed the S.A.M. system, Safety, Accessibility, and Mobility for ALL transportation users; particularly vulnerable users such as children, the elderly, persons with limited mobility, as well as pedestrians, bicyclists, and transit patrons. As Manager of Traffic Operations for the City of Lakeland, Angelo Rao, P.E., S&ME’s proposed Project Manager for the team, partnering with FDOT District 1, has successfully implemented speed management, data driven support, and access management techniques, that have reduced fatal and incapacitating crashes from 139 in 2016 to 70 in 2020. (Show Lakeland crash chart). This chart shows a linear reduction in such crashes over these past five years – a reduction in real human trauma.



**Identifying Existing Multi-Modal Assets** ensuring that all existing Bicycle/Pedestrian Trails, Multi-use Trails, Bicycle Lanes, and Sidewalks near the proposed bridge are considered for connectivity, right-of-way, and regional adaptation. It is our job to make sure that users feel welcomed and frankly, feel that utilizing the bridge is “the cool thing to do!”

**Developing a Cost-feasible “Cool” Bridge Concept** that attracts non-motorized and electric wheelchair users to cross US 19 as a matter of course. The most expensive and elaborate bridge is of no value if it does not “call on people” to use it! To this end, the S&ME team commits to boldly create a cost-affordable and elegant bridge concept that connects with existing assets, minimizes costly right-of-way acquisitions, and will act as a gateway treatment. This gateway treatment will give the city the opportunity to announce itself on the bridge for the over 60,000 motorists who travel US 19 every working day!

**This approach can be divided into three additional core objectives.**

- Convey pedestrians across US 19 in a safe, comfortable, and efficient way.
- Make progress in achieving one of the foundational goals of the 2020 Trail Feasibility Study – better connect citizens and visitors to the Gulf of Mexico.
- Create an iconic gateway element that signals one’s arrival or departure from New Port Richey

The pedestrian bridge would aid in the realization of each of these goals, helping to create a more connected New Port Richey.

### **Review of ROW, utility covenants, or other easements**

Upon award of the contract, our utility coordination efforts will be led by Pam Young, Utility Coordination Manager at Horizon, who will organize early and continuous coordination with the nine (9) UAOs present within the project’s limits. For the study, she will set-up individual meetings and /or site visits with the UAOs to aid determine the location of their facilities, determine any easements or compensable interest, request a mark-up/description of their facilities, discuss the potential impacts to their facilities based on the concepts and get ballpark estimates for the utility impacts for use in the evaluation of the concepts. The information gathered will be provided as part of the Feasibility Study.

The primary point of conflict will be the piers and their foundations on both sides of US 19. The west side of US 19 has the overhead Duke Energy Distribution lines and their joint tenants: CenturyLink (fka Level 3)’s aerial fiber and Charter’s aerial CATV and fiber. Also, there are a significant number of buried telecom/fiber and gas facilities within the project corridor like Frontier’s manhole duct system that crosses US 19 on the south side of Marine Parkway and feeds all the shopping centers/businesses on every quadrant of the project, Zayo’s 4-way duct run along the west side of US 19 and Clearwater Gas System’s 2”, 4” and 6” PE gas mains that cross US 19 south side of Marine Parkway and are on both sides of US 19. Additionally, there are a significant number of water/sewer providers at the intersection, which include: City of New Port Richey’s 12” DIP water main along the west side of US 19, their 8” water main that branches from the master meter at SW corner of Floramar Terrace and Marine Parkway, 6” HDPE water main on the east side of US 19, as well as their 6” PVC FM along the east side of Floramar Terrace and the 8” VCP that ties into their Lift Station on the east side Floramar Terrace; Pasco County’s 24” DIP FM along the west side of US 19 and the facilities from FGUA should handle the Lindrick Service area.

### **Economic Impact Analysis**

The S&ME Team will provide information on the overall economic impacts that cyclists and trail users can bring to a area in general terms and will examine the potential impact that the new facility (pedestrian/bicycle bridge) will have in particular upon the local economy.

#### **General Economic Impact-Cyclists and Trail Users**

S&ME will examine the current trail users and cyclists in the area to better understand the number and types of users of the existing facilities. The S&ME team will also evaluate the economic impact of cyclists and trails users within the State of Florida in general to demonstrate the historic economic impact associated with multi-use trail and cyclists activities. The S&ME Team will evaluate several case studies within the State of Florida and the United States to better understand the economic impacts associated with multi-purpose trail construction, siting and use within their communities.

#### **Economic impact Bicycle/Pedestrian Bridge**

S&ME will evaluate the potential impact of the development of a Bicycle/Pedestrian Bridge during the construction phase and subsequently during the operational phase of the structure.

#### **Construction Phase Economic Impacts**

S&ME will evaluate the economic impacts associated with the construction period of the Bicycle/Pedestrian Bridge. The purchase of construction materials, supplies and employment of construction workers will have impacts upon local businesses and the local economies. S&ME will utilize the Input/Output Model software ImPlan to evaluate the economic impacts associated with the construction period. S&ME will evaluate the local impact upon employment, earnings and economic activity. These impacts will be direct impacts (the number of construction workers/jobs and their earnings and purchases), indirect impacts (jobs/employment and earnings of construction suppliers and service providers) and induced economic impacts (jobs/employment and earnings of other suppliers and service providers) elsewhere throughout the community

# A. SECTION 1 – QUALIFICATIONS

and Pasco county. The capture of the construction phase economic impacts and the value of investments in the public realm will provide a more complete picture of the overall economic impact of a project than only measuring economic activity after the project is completed.

## **Operational Phase Impacts**

S&ME will evaluate the potential economic impact associated with the post-construction operational phase of the Bicycle/Pedestrian Bridge upon local businesses within the service area of the facility. S&ME will utilize historic ridership records and estimates to estimate the anticipated number of users of the Bicycle/Pedestrian Bridge. S&ME will also utilize the previously gathered economic impact and spending data associated with trail users and cyclists in Florida to estimate the anticipated spending and economic impact upon local businesses within the service area of the facility.

## **Holistic Economic Impacts Measured-Complete Picture**

The measurement of the economic impacts associated with the construction phase of the Bicycle/Pedestrian Bridge coupled with the anticipated economic impacts during the operational phase of the facility will provide the City of New Port Richey a more complete picture/measurement of the economic impact anticipated from the potential construction of the Bicycle/Pedestrian Bridge. This information will enable the City of New Port Richey to make an informed decision regarding the timing, cost and scope of the development of a potential Bicycle/Pedestrian Bridge to serve the City, its residents and visitors.

## **Analysis of Probably Funding Sources**

Economic Competitiveness Florida has long held the economic value of trails with significant importance. In fact, in 2010 the state passed the "Resolution of the Florida Greenways and Trails Council Recognizing the Economic Value of Trails and Greenways to Florida." In general, trails are considered a part of the outdoor recreation industry and according to Outdoor Industries Association, in 2017 Florida contributed \$58.6 billion in annual consumer spending, 485 thousand direct jobs, \$3.5 billion in state and local taxes and \$17.9 billion in wages. The outdoor recreation industry employs more Florida residents than the information technology sector and the aviation/aerospace sector combined.

According to the Florida Park Service, Florida State Parks have over 1,600 miles of trails and receive over 32 million visitors annually, creating 48,622 jobs. In fact, according to VISIT FLORIDA, visitors to Florida also desire access to nature-based activities while traveling, with 98% of visitors indicating outdoor recreation as very important. The most frequent information requested at VISIT FLORIDA's Welcome Centers is "Where can I bicycle in Florida?" Local impacts of trails to Florida communities has also been demonstrated with the West Orange, Little Econ, and Cady Way trails in Orange County generating 516 jobs and an estimated economic impact of \$42.6 million in 2010 according to the East Central Florida Regional Planning Council.

Pinellas County, Florida is immediately south of Pasco County and has demonstrated similar benefits with the implementation of the 47-mile Pinellas Trail through the small City of Dunedin downtown. Per Florida Department of Environmental Protection, this trail has become an economic engine increasing business occupancy rates from 30% in 1980 to 95% today. The proposed BiCounty Trail corridor encompasses several types of land use including rural, agricultural, residential, commercial, public, and industrial and will connect small rural towns and communities with all of these land uses.

This enables this facility to be more than just a place for recreation but a driver of economic development for the region. Some of the major bicycle/pedestrian generators in proximity to the trail include Pasco-Hernando State College, St. Leo University, the planned Pasco County Industrial Park and Connected City, the shopping areas of Wesley Chapel, and the residential communities of Land O' Lakes, Odessa, and Trinity.

According to the National Association of Home Builders, a 2012 survey demonstrated that trails are considered one of the most influential community feature homeowners seek when buying a home, which further supports the benefit of this trail's proximity to the various residential 18 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant – FY2018 Bi-County Bicycle/Pedestrian (aka Orange Belt) Trail PD&E Study Downtown Winter Garden West Orange Trail communities along the route. Additionally, according to a 2011 study from the University of Cincinnati, homes located within 1,000 feet of access to the Miami Scenic Trail witnessed increased value by \$9,000.

**Cost Implementation Strategy**

In the interest of giving the City the most cost-effective option while meeting all other stated requirements in the Scope, the S&ME Team will provide estimated construction costs that are representative of such projects with pedestrian bridges. The Team will look at options to reduce costs further as stated in the Structures Approach above through investigation of alternative concepts including moving the bridge location relative to the previous Feasibility Study conducted in 2016 so as to mitigate takes, utility conflicts and blockage local business frontages.

Further, S&ME will identify approaches to avoid higher than necessary bids if and when the City moves forward with a construction contract by identifying the proper class of Contractor for the work in accordance with FDOT Policy and Florida Administrative Code 14-22.

The S&ME Team can advise regarding involvement with the FDOT Office of Construction for the use of the most suitable work class of Contractor. This will ensure a base of qualified Contractors will have the opportunity to bid, thus giving the City the best and most economical bids to consider.

Considering that the project will span over an FDOT facility, it will be necessary to abide by FDOT policies, including using FDOT prequalified Contractors, as stated above as well as utilizing Professional Services per FAC 14-22 including engineering design as well as bridge inspection during construction and erection activities in accordance with 14-75 FAC and FDOT requirements. This will also require permits to be acquired through the FDOT as well.

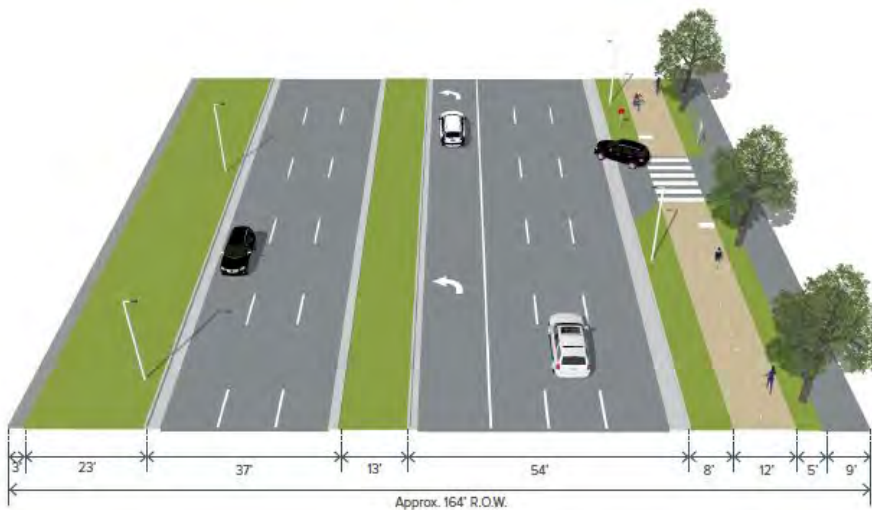


# A. SECTION 1 – QUALIFICATIONS

## Inventory and evaluation of adjacent bicycle and pedestrian trails, multiuse trails, bicycle lanes and sidewalks

Our experience drafting and completing the 2020 Trail Feasibility Plan has also allowed us to better prioritize certain actionable items from the plan. We found that the existing trail system is largely neighborhood-based, with a major lack of a north-south spine. One of the central recommendations of the plan was to incorporate this spine, thus allowing more east-west connectors to emanate from the US 19 corridor (at Marine Parkway, Main Street, and Avery Road). This Bicycle/Pedestrian bridge serves as a pivotal implementation strategy for realizing that goal. It's 'sister project' located at the Cotee River 'under bridge crossing' also serves as a bookend to the US 19 corridor and allows pedestrians and cyclists an additional means of crossing the thoroughfare safely.

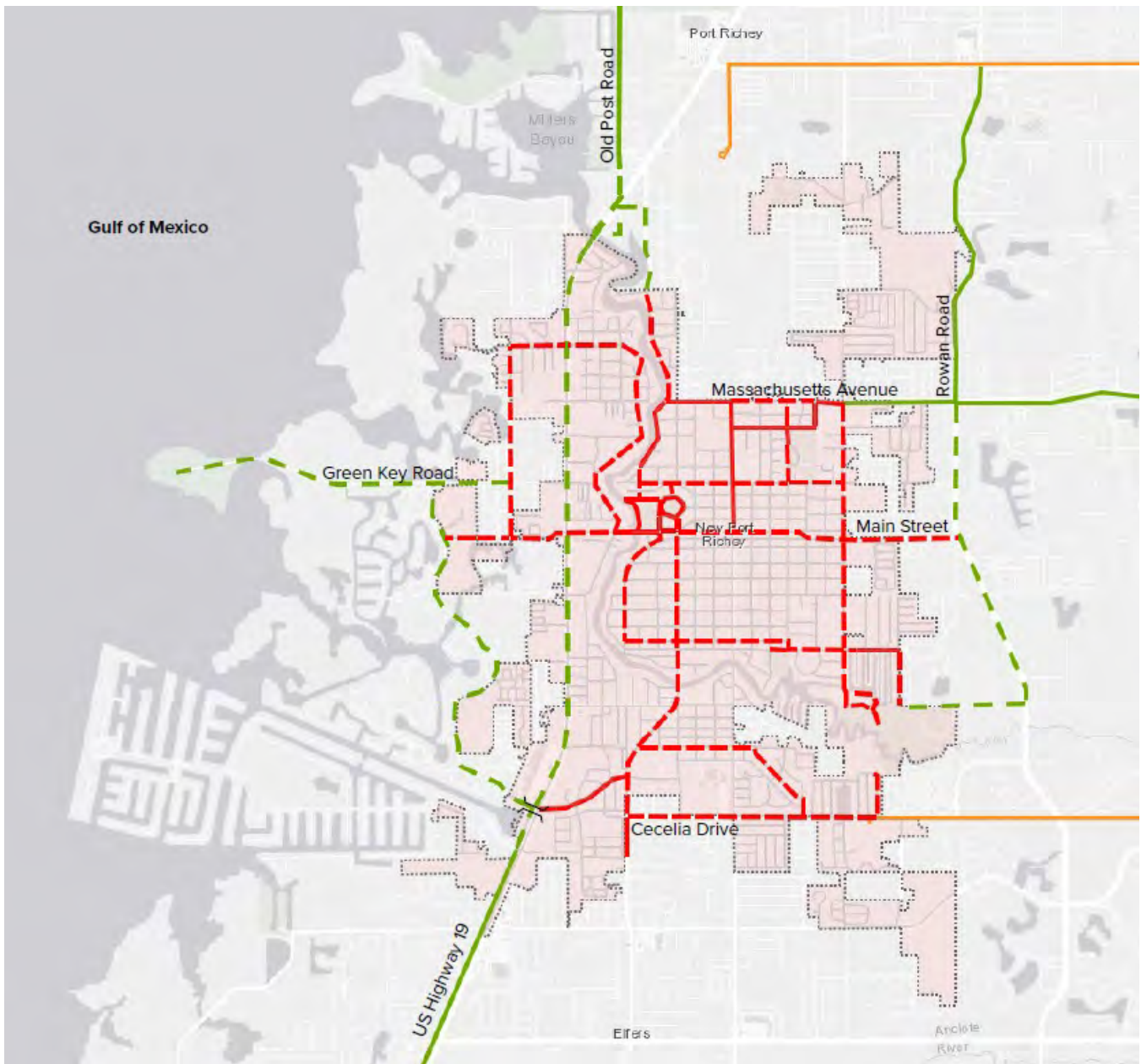
The Bicycle/pedestrian bridge would also serve as a catalyst for the completion of a proposed regional trail along Marine Parkway west of US 19. This trail already exists east of the corridor, making the pedestrian bridge not only a means of conveying pedestrians and cyclists across the street, but also an extension of an existing trail length that will one day traverse the entire downtown area.



### Regional Bicycle and Pedestrian Network Connections

The US 19 Corridor trail enhancements and Bicycle/Pedestrian Bridge enhancements also help to better connect the New Port Richey trail system with its nearby regional trail system. The bridge would be situated due north of the current terminus of the West Pasco Trail, providing a needed extension west (and hopefully a catalytic element for expansion north) of the regional trail. The east-west movement of the Bicycle and Pedestrian Bridge would also provide another

completed section of the City's eastern trails (along Cecelia Drive and Massachusetts Avenue) which tie into the SUN Trail and Coast to Coast Trail systems.

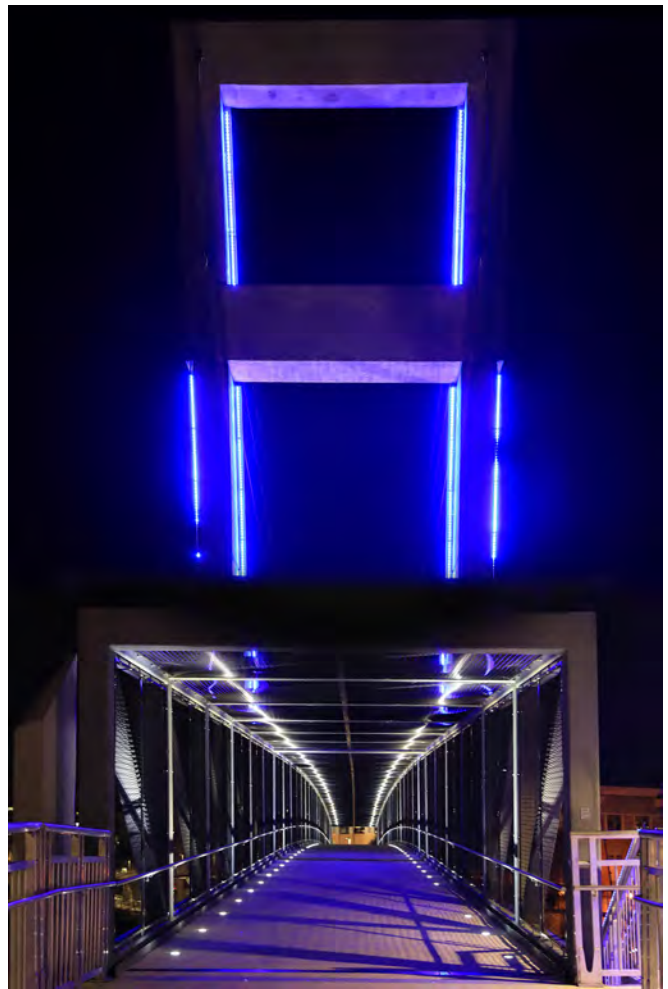


# A. SECTION 1 – QUALIFICATIONS

## Structures Approach

We will evaluate bridge alternatives that accommodate the feasible alignments while maintaining a focus on minimizing right-of-way takes and impacts to existing utilities. This is achieved by careful development of approach ramp alignments and profiles and setting pier locations for the main bridge span. The structure type of the main span in the 2016 study was specified to be a prefabricated steel truss. Truss systems are typically significantly shallower than conventional concrete deck on beam or girder superstructures for pedestrian bridges and may be more cost effective. Thus, we will utilize our existing relationships with proprietary bridge system manufacturers to provide updated structure depth and cost estimates. A thorough understanding of the main bridge span vertical clearances provided with each potential superstructure system will be essential to establishing the most suitable approach ramp geometry. Usage of pedestrian bridges is frequently increased through smooth approach ramp alignments and profiles.

We have also identified an opportunity to include additional alternative concepts within the study by shifting the SR 19 crossing to north of the intersection. These additional configurations would potentially avoid or minimize right-of-way takes, utility impacts and encroachment on frontages of existing businesses. The 2016 study estimated approximately \$500,000 would be needed for acquiring right-of-way. Right-of-way acquisition cost savings from an alignment shifted north could possibly be reallocated towards the unique opportunity presented here to develop a City gateway signature structure thru enhanced aesthetic features. There is also potential with stairways and/or elevators to introduce new opportunities for enhanced aesthetics as well as decrease the overall bridge footprint. Furthermore, increased accessibility with stairways and/or elevators in addition to or in lieu of ramps could invite increased usage.



## 1.B Knowledge of the City of New Port Richey & CRA Redevelopment

S&ME understands that the New Port Richey Community Redevelopment Area (CRA) was established pursuant to the requirements provided in Florida Statutes, Chapter 163, Part III. Updates to the plan were adopted in 2001 and 2012. The 2019 Community Redevelopment Plan Update contains seven chapters that outline the existing state of the area and the community’s input for the redevelopment of the New Port Richey CRA.

S&ME conducted the **Trail Feasibility Study for the City of New Port Richey**. The Trail Feasibility Study consisting of conducting a desktop review of potential trail routes and existing conditions; preparation of preliminary routing plan for off-road and on-road trail/bike facilities; identifying locations of nearby area trails and planned trails based on readily available information to inform future connectivity; meeting with City staff to review the findings of the desktop review and initial findings and recommendations including proposed routes and facility types; and conducting a field meeting with City staff, and on-site field confirmation of potential trail routes.

The Feasibility Study Document was completed and compiled comprising of:

- City Wide Trail Map
- Proposed Trail Routes with typical cross-sections
- Opportunities and Constraints; Opinion of Probable Construction Costs
- List of project priorities and preliminary implementation schedule
- Final GIS Shapefiles will be provided as part of the final document

Upon the acceptance of the final report by the City, S&ME developed a GIS map (digitally and in pdf formats) of the City’s existing and proposed trail network. The project was completed on time within the allotted 90 day schedule and on budget.



# A. SECTION 1 – QUALIFICATIONS

## 1.C Business Organization

S&ME, Inc. was founded in 1973 and has conducted business in the State of Florida for 26 years. S&ME has 1,100 employees in 36 offices and is headquartered in Raleigh, NC.

### Authorized Officer

The individual at S&ME who is authorized to negotiate contract terms and enter into legally binding commitments is Shannon Sweitzer, Senior Vice President.

### Resources Assigned

The following key team members will provide the professional and technical services requested by the City. **Resumes for each individual are included in the Appendix #1 – Resumes section.**

Resource	Role	Company	Years of Experience
Angelo Rao, P.E.	Project Manager	S&ME	40
John Jones, AICP, FRA-RP	Economic Development	S&ME	20
John Westphal, P.E.	Constructability and Construction Costs	S&ME	16
Carrie Read, PLA, ASLA, LEED AP	Bike Ped Inventory Lead	S&ME	15
Carter Gresham, PLA	Bike Ped Inventory	S&ME	7
George Kramer, AICP, LEED AP	Principal in Charge	S&ME	21
Nick Hill	GIS Mapping	S&ME	4.5
Kevin Fischer, PE	Structural Engineer	Horizon	22
Garth Thompson	Structures Utility Coordinator	Horizon	14
Pamela Young	Utility Coordinator	Horizon	35



## 1.D Project Management

The S&ME team understands the need for efficient and responsive project management to service this contract for the City of New Port Richey. S&ME has provided feasibility studies for numerous clients and has a proven method of success. Our most recent Trail Feasibility Study S&ME provided to the City of New Port Richey demonstrates our project management approach.

### **Project Management Approach**

The S&ME approach to project management recognizes the need for open communication and effective project oversight. Angelo Rao, P.E. will serve as Project Manager on this contract. Mr. Rao will utilize the approach of project management and reporting responsibilities as successfully demonstrated in S&ME's Trail Feasibility Study. Our communication approach for project management is maintaining a primary point of contact. Mr. Rao will be the singular point of contact between the City and the team. This will allow direct access and a clear communication pathway.

### **Project Management Methodology**

A successful project requires clear and effective communication. Each S&ME team member will communicate directly with the project manager, who will relay all information to the appropriate representative of the City of New Port Richey. Our project manager will also work directly with all sub-consultants and be their direct point of contact. S&ME will devote our resources and technical expertise appropriately through the life of the contract to deliver results to the City.

### **Project Management Deliverables**

The project manager is responsible for ensuring each task order is completed as expected and to the level of competency required. This starts by understanding the needs of the City and responding to task order in a timely and efficient manner. Task order objectives will be carried out by the S&ME team and the project manager will oversee all deliverables that are sent to the City. A thorough quality assurance and quality check is the responsibility of our team and will be directed for our Project Manager.

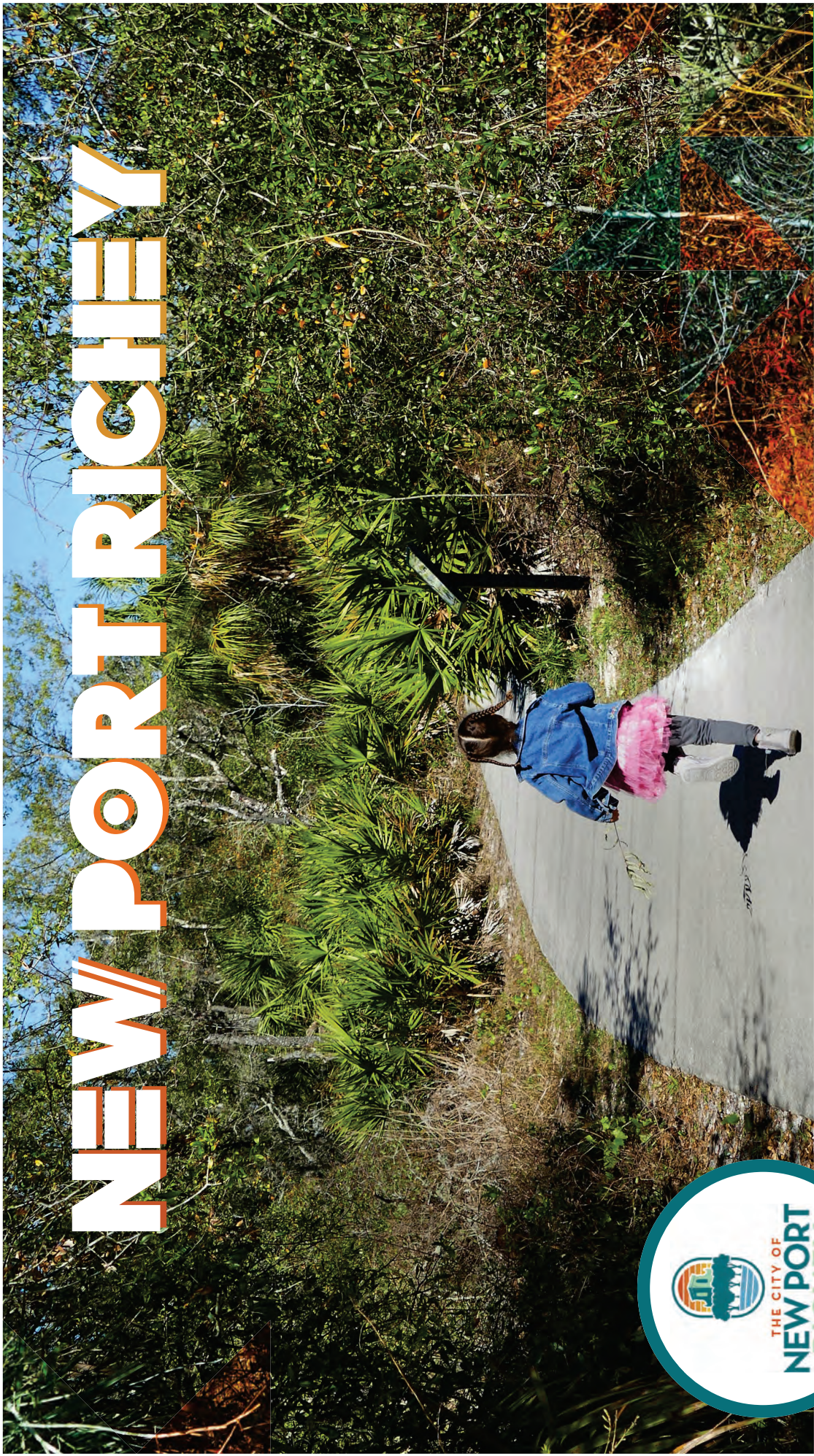
### **Project Management Client Meetings**

S&ME understands the importance of interfacing directly with our clients. Each phase of the project will include a client meeting to ensure our vision is on track with the vision of the City. The project manager will attend all meetings and has the responsibility of determining which design professional team member should be in attendance to allow for an effective and efficient meeting. Our project manager will also use discretion if additional meetings are needed to tackle any unforeseen issues. S&ME has full capabilities to use virtual formats when necessary.

## Samples of Previous Work

On the following pages, S&ME has provided a sample of a previous Feasibility Study for municipal and/or non-municipal entities.

# NEW PORT RICHEY



TRAIL FEASIBILITY STUDY | NOVEMBER 2020



# INTRODUCTION

The New Port Richey Trail Feasibility Study seeks to identify existing gaps within the City's trail system, prioritize trail improvements, and provide a framework to better connect neighborhoods to destination points within the City.

The proposed plan puts the focus on improving trail connectivity throughout the City - to parks, schools, and neighborhoods, as well as connecting residential areas to the broader regional and state-wide trail systems. Finally, additional regional trails are proposed to allow residents to better access regional destinations such as the Gulf of Mexico and the Cotee River.

This document is intended to be used as a road map for future trail planning and design, both at the community and regional scale, to create a more connected New Port Richey for all of its residents and visitors.

# ACKNOWLEDGMENTS

## CITY ELECTED OFFICIALS

- Rob Marlowe**, Mayor
- Jeff Starkey**, Deputy Mayor
- Chopper Davis**, Councilman
- Peter Altman**, Councilman
- Matt Murphy**, Councilman

## CITY STAFF

- Debbie L. Manns**, City Manager
- Elaine Smith**, Parks and Recreation Director
- Chris Borrnfleth**, Assistant Parks and Recreation Director
- Robert Rivera**, Public Works Director
- Barret Doe**, Public Works Assistant Director

## S&ME, INC.

- Jay Hood**, PLA Director of Landscape Architecture
- Carrie Read**, PLA Landscape Architecture Group Leader
- Carter Gresham**, PLA Landscape Architect
- Em Schaefer**, Senior Graphic Designer



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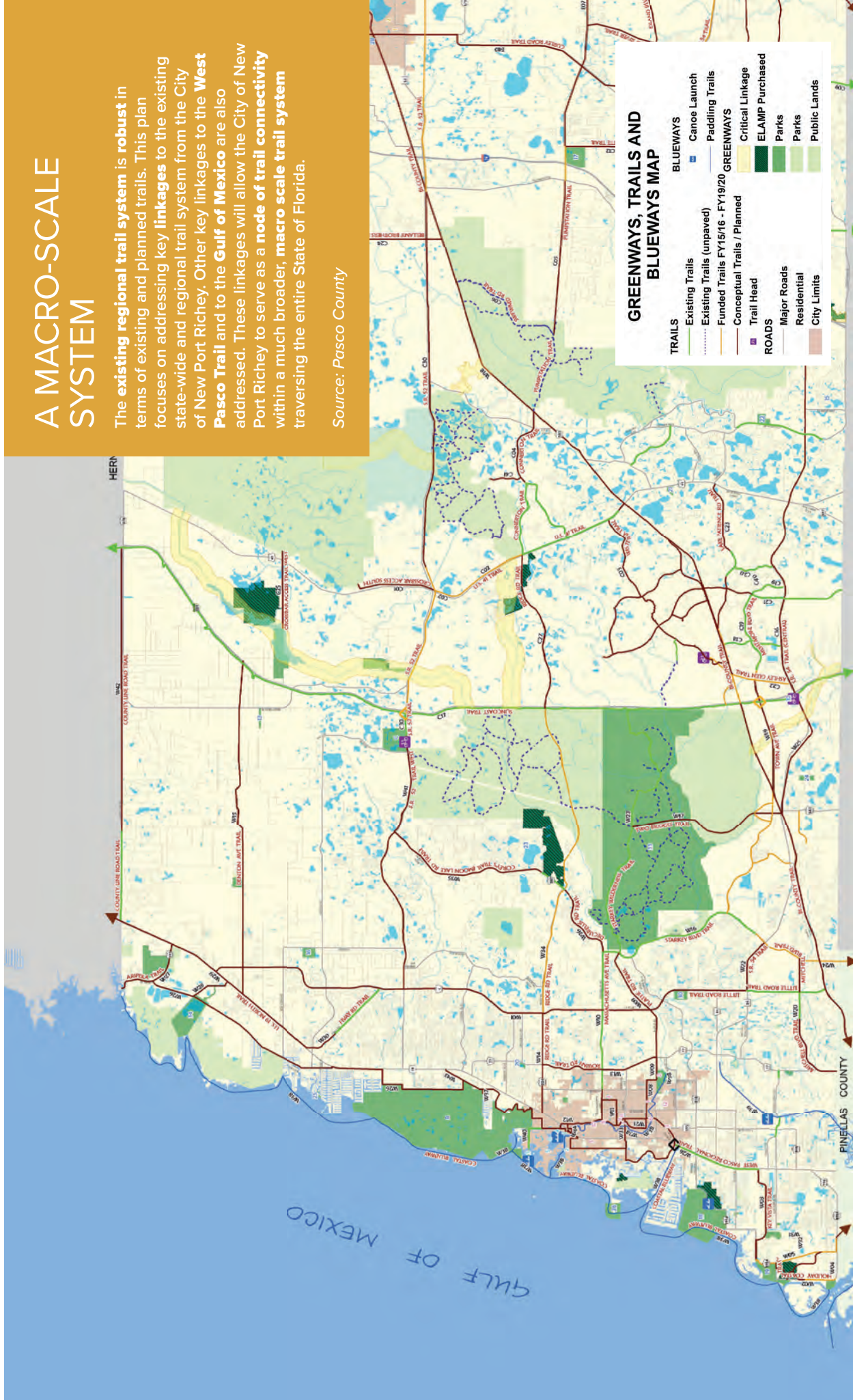
It is the desire of the City of New Port Richey to tie into the existing and proposed trails that are planned by other municipalities and agencies outside of the city limits. This document review highlights other projects that are planned in the area.



# A MACRO-SCALE SYSTEM

The **existing regional trail system** is **robust** in terms of existing and planned trails. This plan focuses on addressing key **linkages** to the existing state-wide and regional trail system from the City of New Port Richey. Other key linkages to the **West Pasco Trail** and to the **Gulf of Mexico** are also addressed. These linkages will allow the City of New Port Richey to serve as a **node of trail connectivity** within a much broader, **macro scale trail system** traversing the entire State of Florida.

Source: Pasco County



### GREENWAYS, TRAILS AND BLUEWAYS MAP

TRAILS	
Existing Trails	Canoe Launch
Existing Trails (unpaved)	Paddling Trails
Funded Trails FY15/16 - FY19/20	GREENWAYS
Conceptual Trails / Planned	Critical Linkage
Trail Head	ELAMP Purchased
ROADS	
Major Roads	Parks
Residential	Parks
City Limits	Public Lands

STRATEGIC DEVELOPMENT

## Shared-Use Nonmotorized (SUN) Trail Network

Statewide

State of Florida Department of Transportation  
Systems Implementation Office

**LEGEND**

- SUN Trail Network
- Existing Trails

**NOTES:**

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Additional trail information may be obtained by contacting your local government.

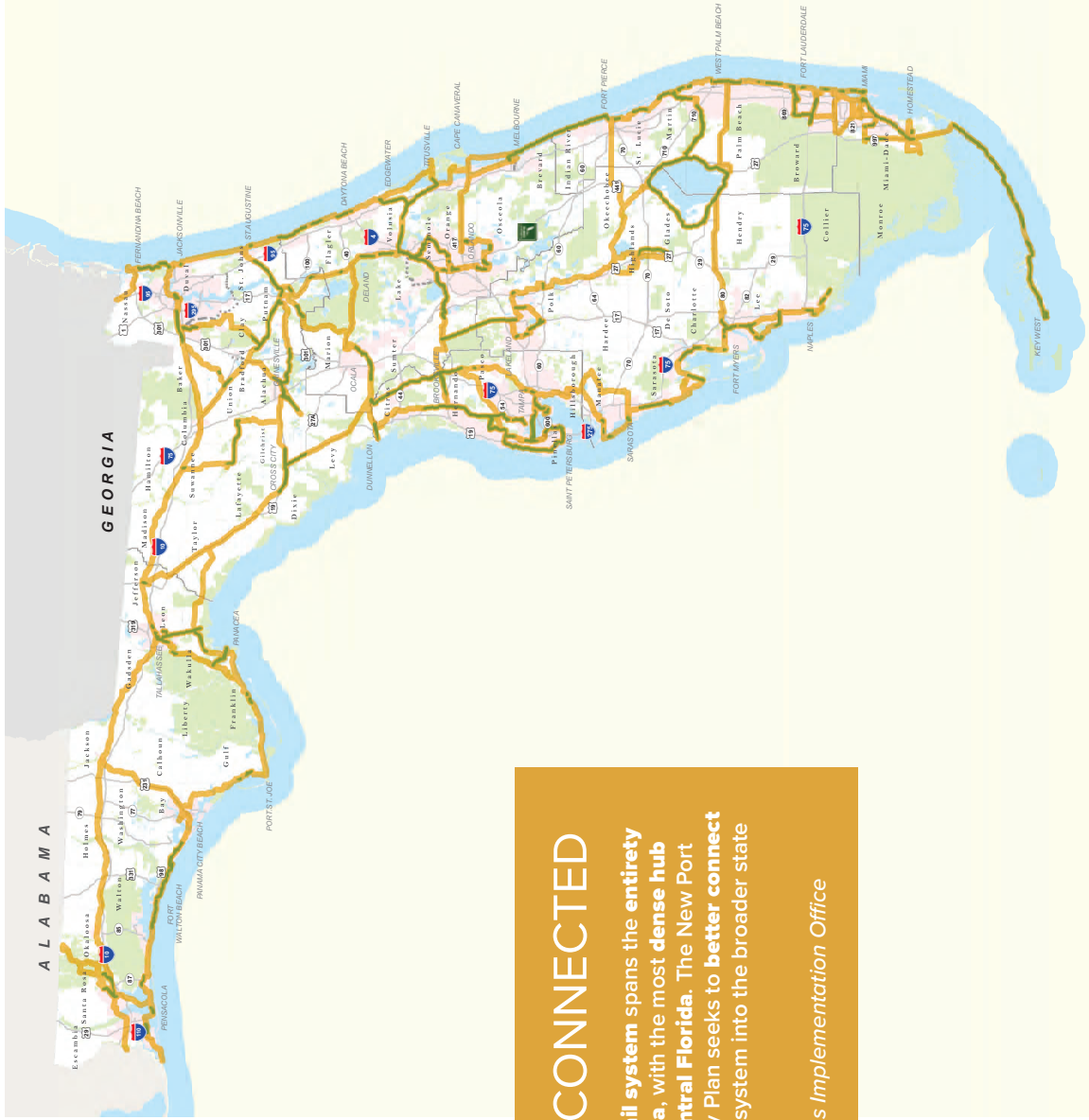
**Source:**

- Florida Department of Transportation
- Systems Implementation Office

Date: 1/7/2020

**Existing Conditions**

- Water
- SIS Highways
- Planned SIS roads
- Urban Areas
- Managed Lands
- FDOT District Boundaries



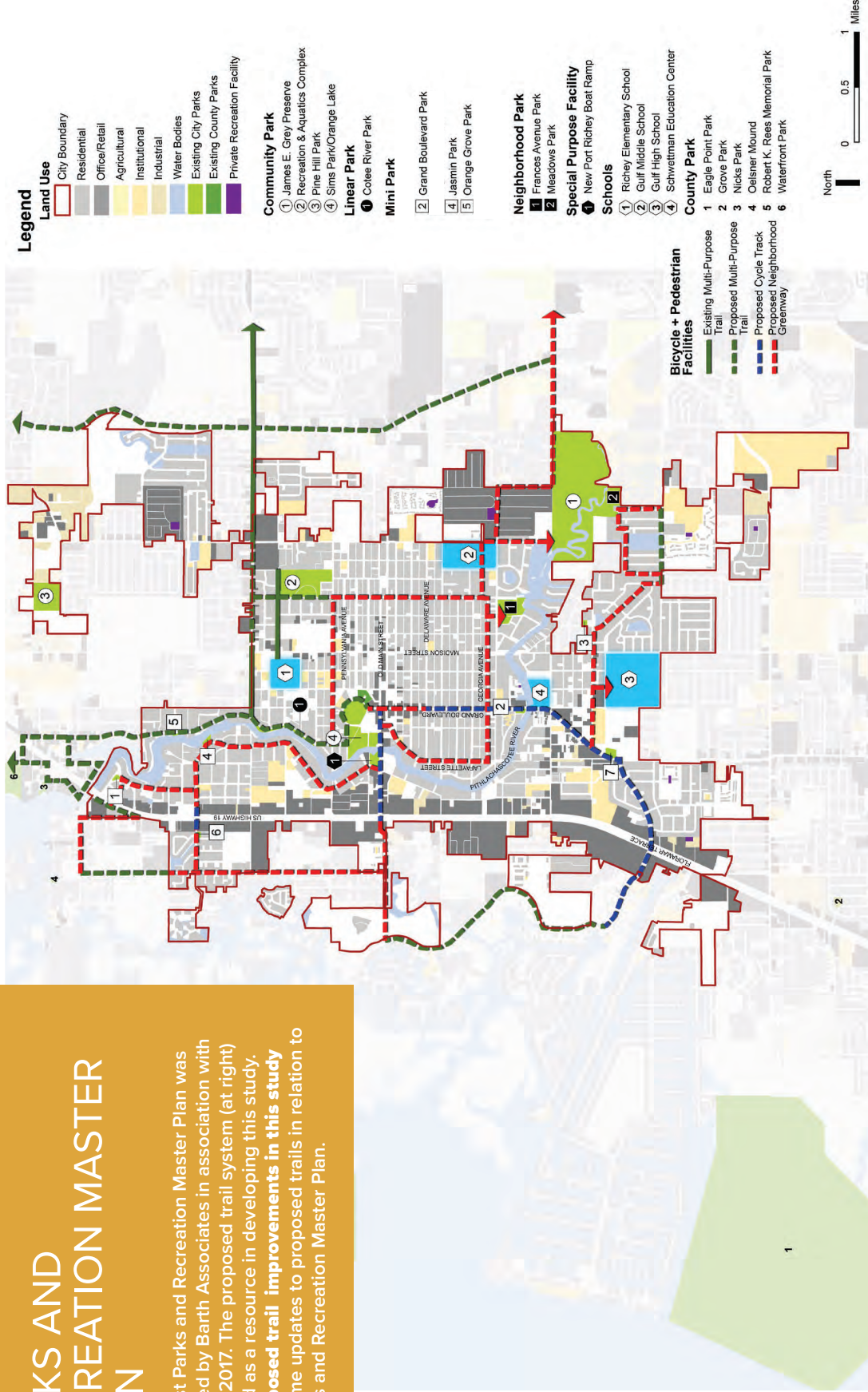
**FLORIDA, CONNECTED**

The existing SUN Trail system spans the entirety of the State of Florida, with the most dense hub of trails located in Central Florida. The New Port Richey Trail Feasibility Plan seeks to better connect the existing city trails system into the broader state system.

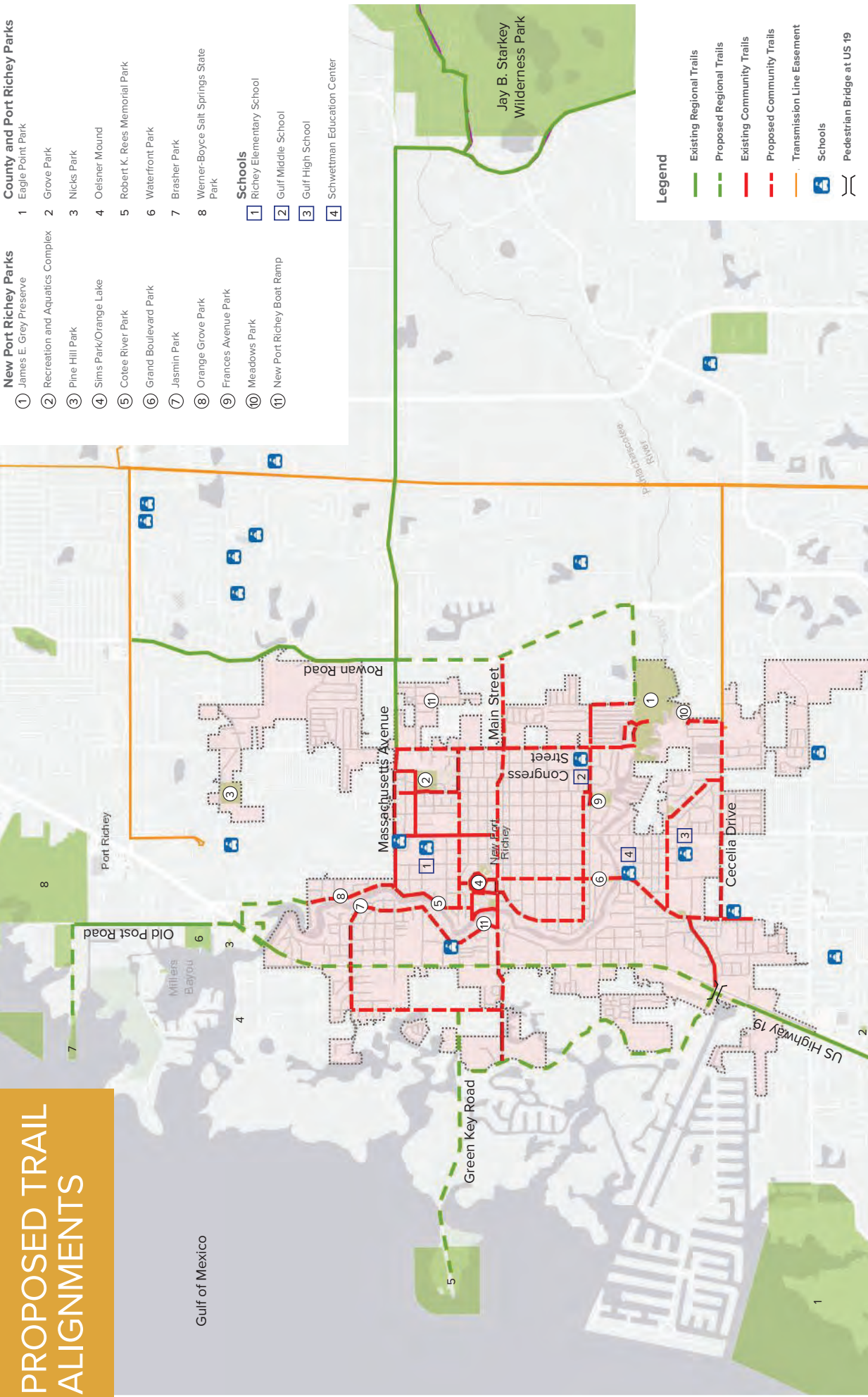
Source: FDOT Systems Implementation Office

# PARKS AND RECREATION MASTER PLAN

The latest Parks and Recreation Master Plan was completed by Barth Associates in association with S&ME in 2017. The proposed trail system (at right) was used as a resource in developing this study. The **proposed trail improvements in this study** show some updates to proposed trails in relation to the Parks and Recreation Master Plan.



# PROPOSED TRAIL ALIGNMENTS





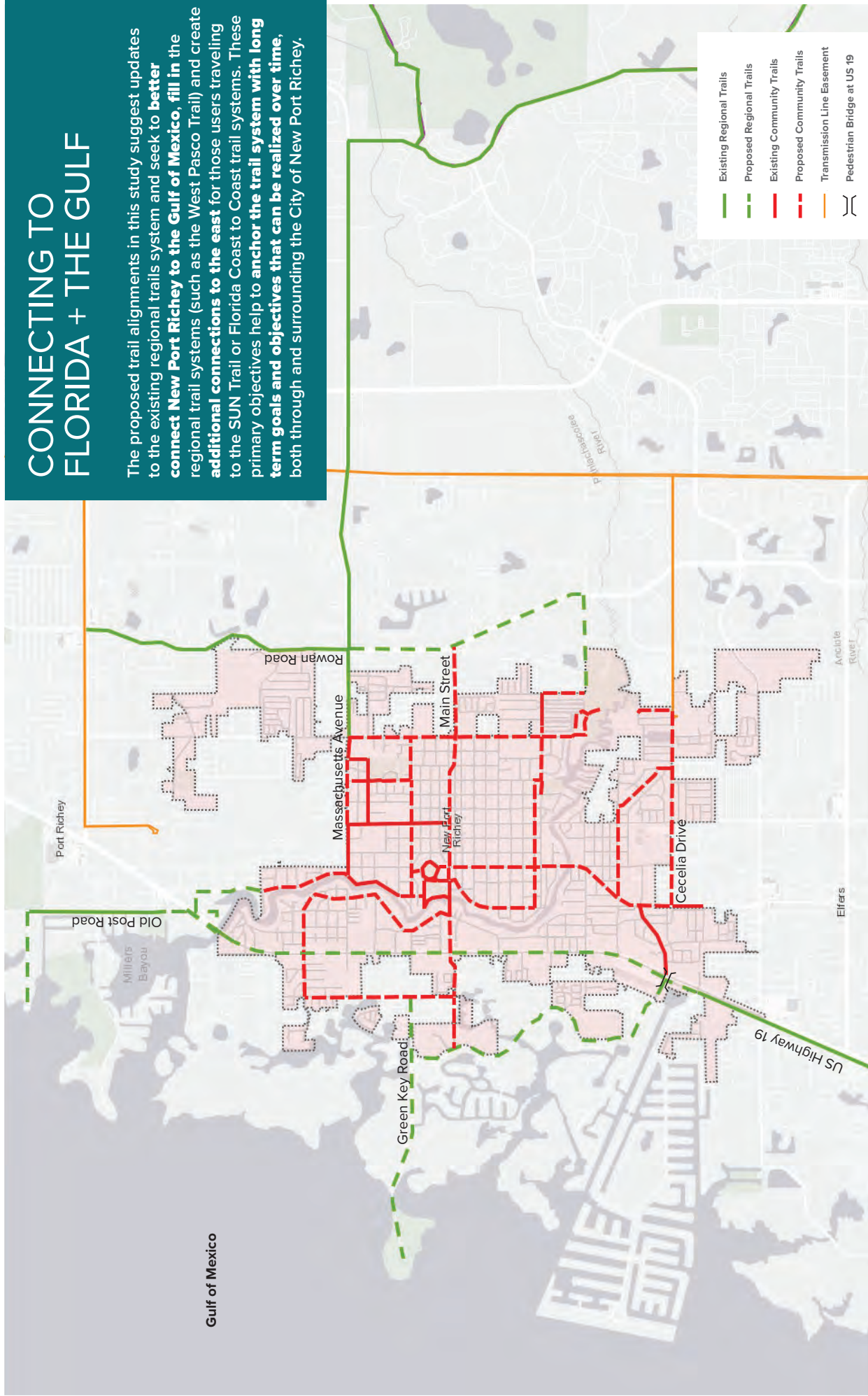
# REGIONAL TRAIL SYSTEM



# CONNECTING TO FLORIDA + THE GULF

The proposed trail alignments in this study suggest updates to the existing regional trails system and seek to **better connect New Port Richey to the Gulf of Mexico**, fill in the regional trail systems (such as the West Pasco Trail) and create **additional connections to the east** for those users traveling to the SUN Trail or Florida Coast to Coast trail systems. These primary objectives help to **anchor the trail system with long term goals and objectives that can be realized over time**, both through and surrounding the City of New Port Richey.

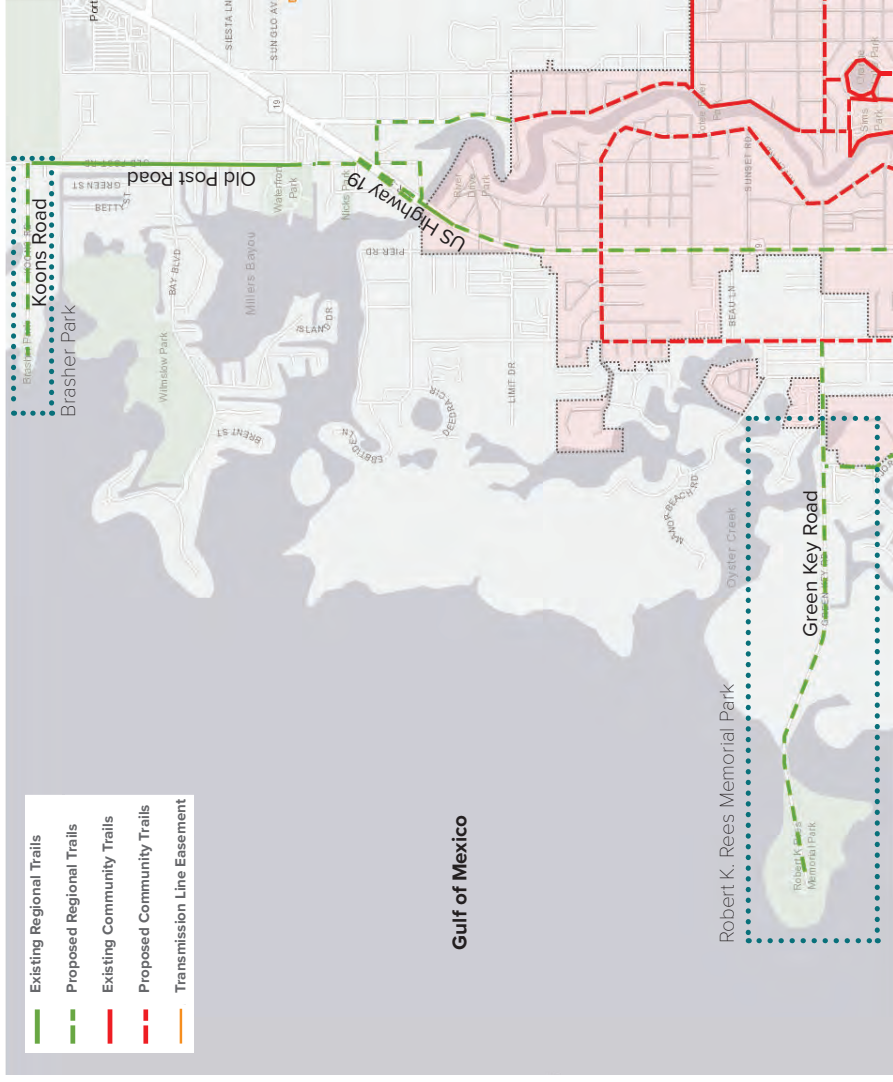
Gulf of Mexico



# CONNECTING TO THE GULF

The Cotee River serves as a waterfront resource within the City of New Port Richey, yet the City has little connection to the Gulf of Mexico, just west of the city boundary. Proposed updates to the Regional Trail framework connect the existing system to two of the waterfront park areas nestled along the coast.

A new **multipurpose path** along Green Key Road will connect the **Oelsner Street corridor to Robert K. Rees Memorial Park**, serving as a central connection west to the Gulf. A second proposed trail improvement will occur to the north to connect to **Brasher Park**. Additionally, an **existing multipurpose path** on Old Post Road can be **extended along Koons Road**, allowing visitors and residents to better access and enjoy the park open space. Future trail improvements could also provide a connection from Old Post Road east into Werner-Boyce Salt Springs State Park.



# NORTH/SOUTH CONNECTIVITY

At present, the New Port Richey trail system lacks north/south connectivity. The West Pasco Regional Trail traverses US Highway 19 in the southern portion of the City, but ends at Floramar Terrace. No trail currently exists along the span of US Highway 19 north of Floramar Terrace which runs through the western portion of the City of New Port Richey.

A multipurpose trail **extension** is proposed **along US Highway 19, ending at Old Post Road** (with the opportunity to extend trail improvements further north outside of the city limits). This terminus would serve to connect to the proposed trail along Old Post Road and connect to Brasher Park. In addition, the **proposed Cotee River Walk** will **help to connect the surrounding neighborhoods** into the trail system by providing a safe crossing under US Highway 19 just north of New Port Richey.

Ample, open right-of-way exists along both sides of the US Highway 19 road corridor, allowing for a wide multipurpose path and visible crossings. However, additional signalization and intersection improvements may be needed to improve safety in this area.

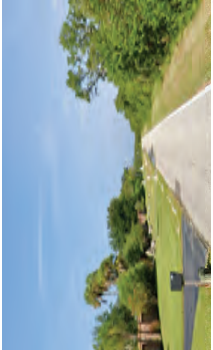


# TRAIL PROTOTYPES - REGIONAL



## GULF PARK CONNECTIONS

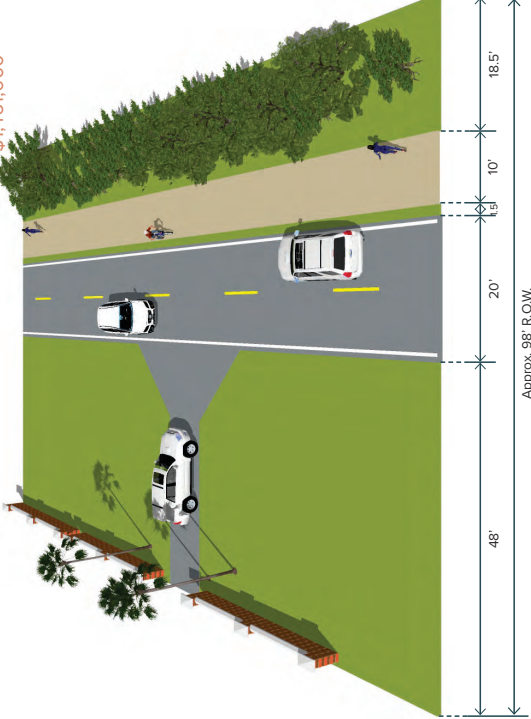
A 10' multipurpose path is proposed on the northern side of Green Key Road. This path will connect New Port Richey residents to the Robert Crown Wilderness Area as well as to K. Rees Memorial Park which overlooks the Gulf of Mexico. A similar treatment could be used along Koons Road toward Brasher Park. Here, the path would narrow to 8' wide to ensure ample space for the preservation of the wetland areas on either side of the roadway.



### PROJECT DATA

**Facility Type:**  
8'-10' Multi-Use Trail

**Order of Magnitude Cost:**  
Brasher Park Connector: \$475,000  
K Rees Memorial Park Connector: \$1,461,000



## NORTH/SOUTH CONNECTIVITY

A 12' multipurpose path is proposed along the eastern side of US Highway 19 and will serve as a major north/south connection through the western portion of New Port Richey. Having a prominent north/south trail segment will greatly improve the overall trail system network within New Port Richey and will also provide important connectivity to the surrounding region.

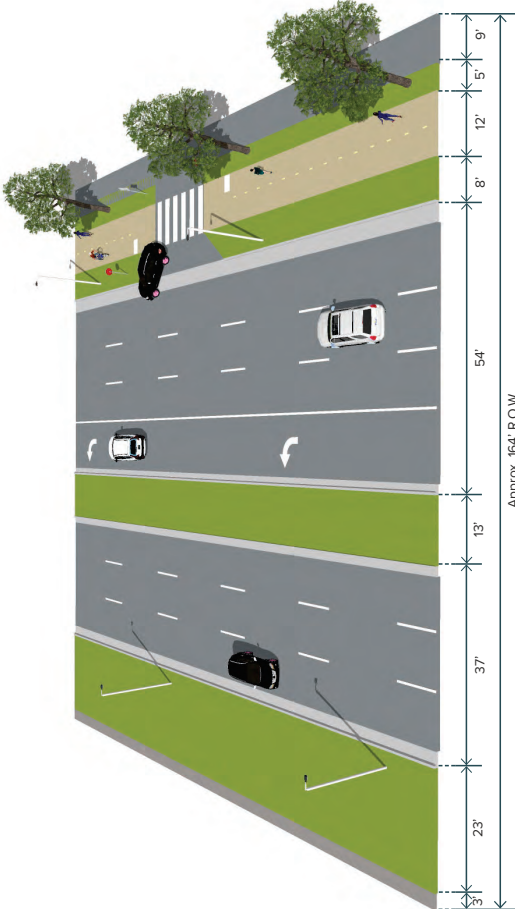
Road crossings will need to be signalized and crossing markings will be needed at each driveway curb cut to ensure the safety of bicycle and pedestrian users.



### PROJECT DATA

**Facility Type:**  
12' Multi-Use Trail

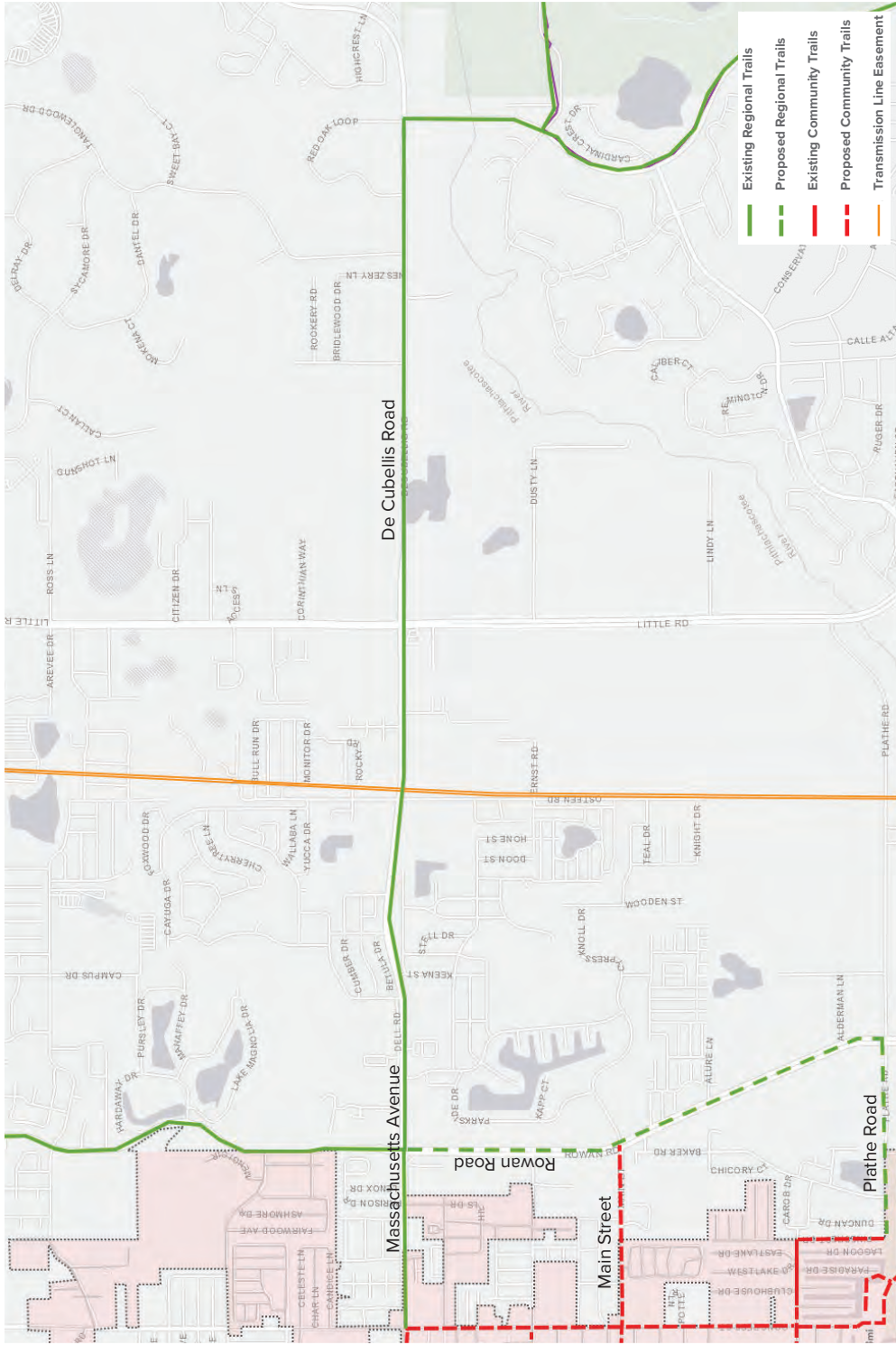
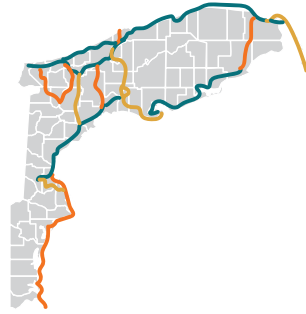
**Order of Magnitude Cost:**  
Floramar to Marine Pkwy: \$261,000  
Marine Pkwy. to Cotee: \$3,610,000



# EASTERN CONNECTIONS TO FLORIDA

Regional connections are also proposed to the east of downtown New Port Richey. The gateway to the statewide Florida Coast-to-Coast Trail and SUN Trail systems, the Starkey Wilderness Park Trail, is currently served by a multipurpose trail to the east along Massachusetts Avenue/De Cubellis Road. An additional connection is proposed along Rowan Street between Massachusetts Avenue and Plathe Road. This additional connection can also serve as a spur trail to the Starkey Wilderness Park Trail, better serving the residents living in the southern portions of the City.

From the Starkey Wilderness Park Trail, visitors have access to hundreds of miles of existing and proposed trails across the State of Florida, including the Coast-to-Coast Trail, a two hundred and fifty mile multipurpose trail connecting the Gulf of Mexico to the Atlantic Ocean. The Starkey Wilderness Park Trail is also part of the SUN Trail network of existing and proposed trails which traverse the entire state of Florida.



# TRAIL PROTOTYPES - REGIONAL

## EASTERN REGIONAL CONNECTIONS

James E. Grey Preserve is an important destination and wilderness resource within the City and the region. Trail connectivity to the Preserve is identified at both the regional and local level. Along the northern edge of the Preserve, a 10' boardwalk is proposed south of Plathe Road. At the eastern entrance to the Preserve the trail will cross to the north side of Plathe Road and continue east to Rowan Road, and on to the statewide trail system. The trail east of the Preserve would be a narrower 6' multipurpose path. An alternative option would be to implement a neighborhood greenway with on-street sharrows for the entire length of Plathe Road.



## PROJECT DATA

**Facility Type:**  
10' Multi-Use Trail

**Order of Magnitude Cost:**  
Boardwalk: \$893,000  
Plathe Rd: \$300,000

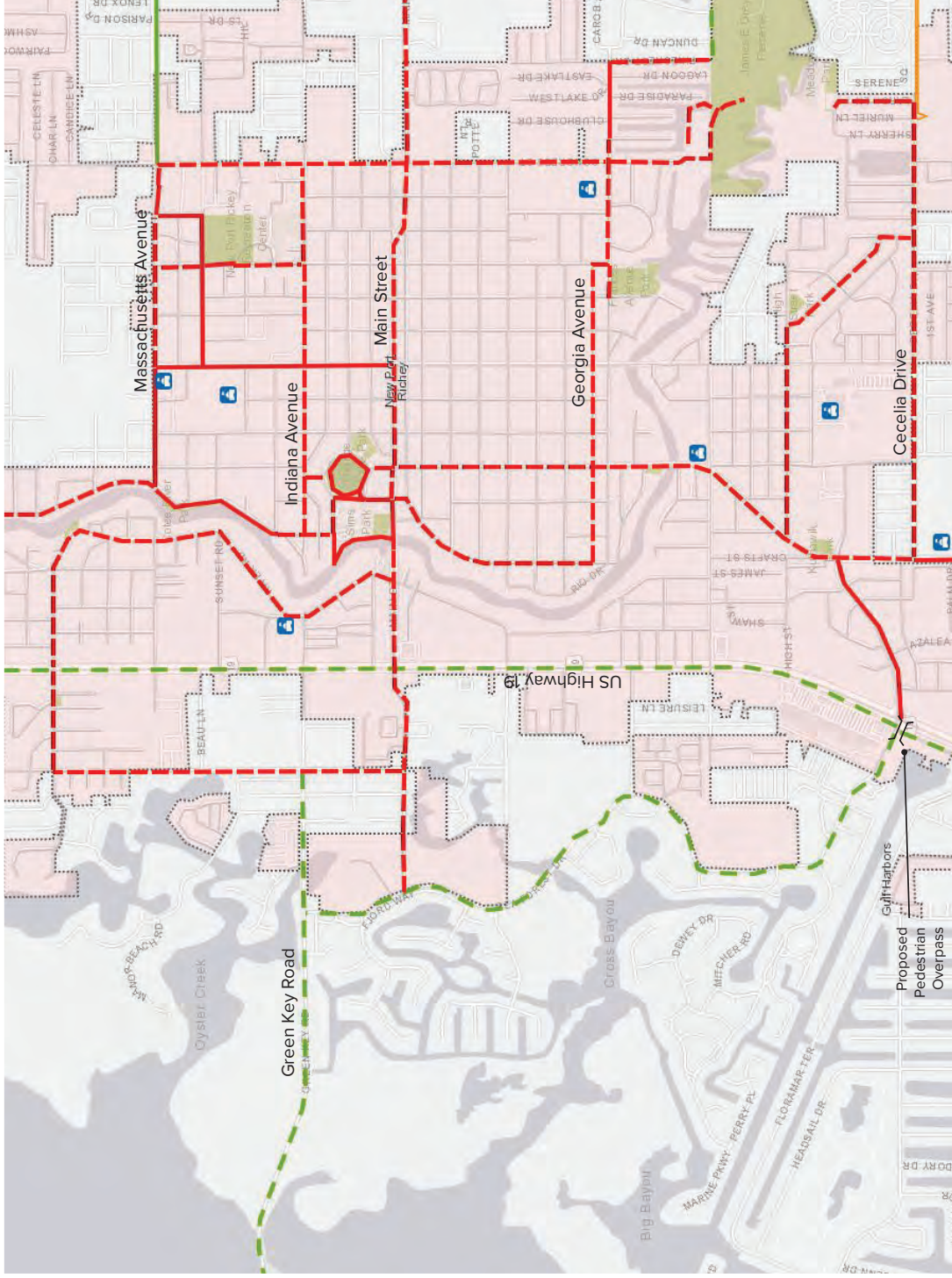




# COMMUNITY TRAIL SYSTEM

# SERVING OUR NEIGHBORHOODS + PARKS

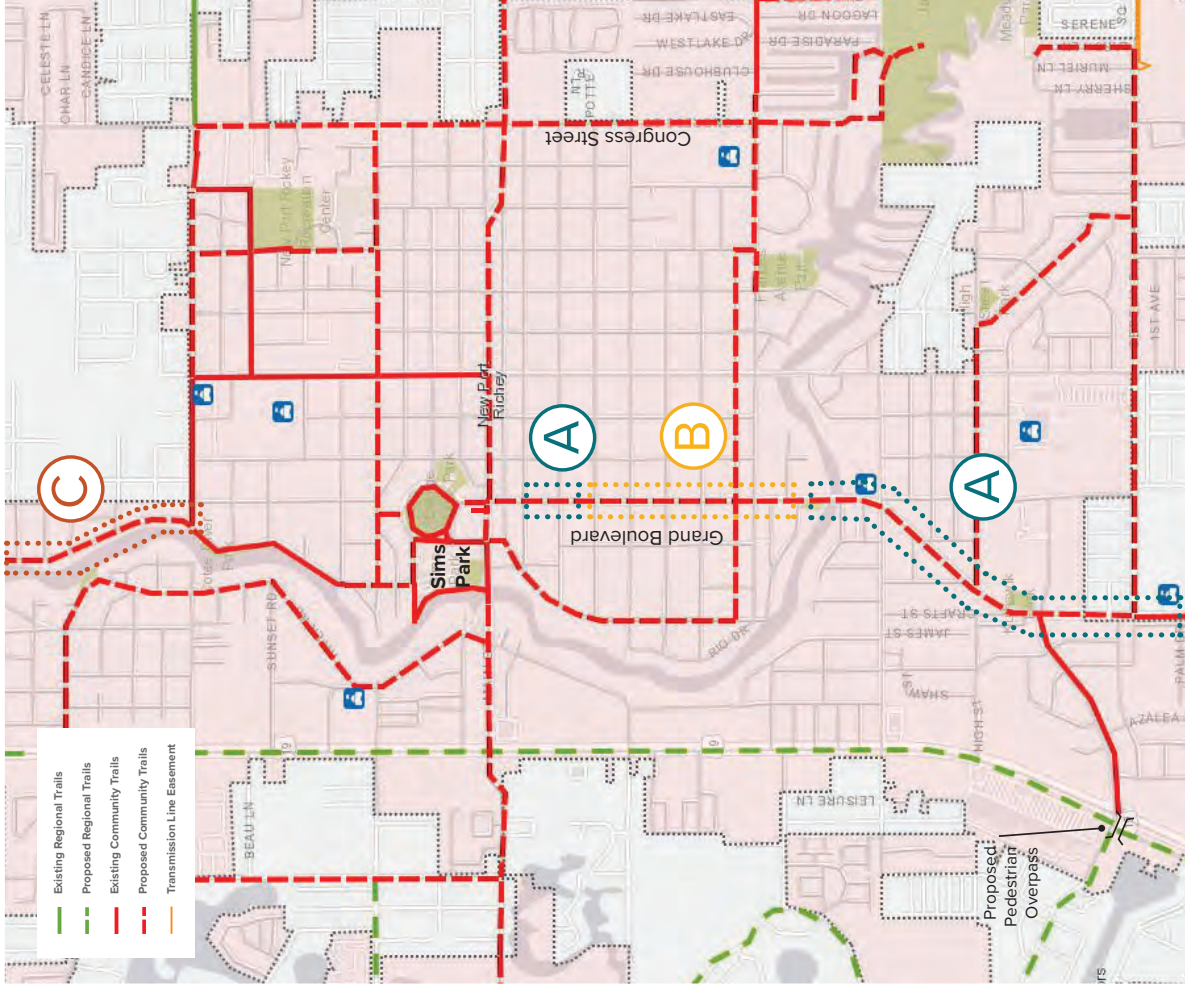
The existing community trail system will be augmented with **numerous additional connections** serving to connect **neighborhoods** and destination points on both sides of the Cotee River. **Sims Park** serves as a **trail hub** due to its central/downtown location with important connections to parks and amenity spaces throughout the city. Finally, the proposed community trail network will provide a **more robust web of connectivity** within the **downtown area** and **within the city limits**.



- Existing Regional Trails
- - - Proposed Regional Trails
- Existing Community Trails
- - - Proposed Community Trails
- Transmission Line Easement
- Schools

# SIMS PARK AS A HUB

Sims Park, and its adjacent trail system, serves as a major hub in the city. This hub sits as a trailhead within the neighborhood trail system, with trails emanating from it. Additional connections to and from the park are proposed along Indiana Avenue, Sims Lane, and Main Street. A connection north of the park along Grand Boulevard also provides an important connection to the proposed Grand Boulevard Greenway, which will provide a green corridor and linear park along the eastern edge of the Cotee River.



# SCHOOL + PARK CONNECTIVITY

The Community Trail System seeks to connect the schools and parks of New Port Richey to neighboring residential areas. A proposed neighborhood greenway runs along River Road and Jasmin Drive, connecting Jasmin Park to the trail network. Farther to the south, trail connections to James E. Grey Preserve are proposed along Georgia Avenue and Louisiana Avenue, and a trail connection to Meadows Park occurs along Cecelia Drive.



# TRAIL PROTOTYPES - COMMUNITY LEVEL

## GRAND BOULEVARD (A)

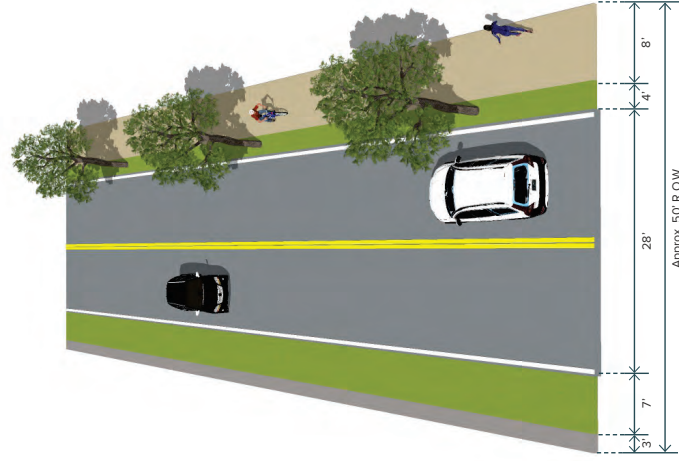
This portion of Grand Boulevard consists of an existing two-lane road. An 8' to 10' multipurpose trail is proposed along these two segments of Grand Boulevard. Where feasible, a lawn strip with street trees would provide separation between the road and the adjacent trail.



### PROJECT DATA

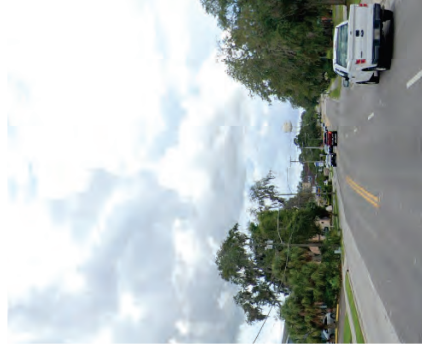
**Facility Type:**  
8' Multi-Use Trail

**Order of Magnitude Cost:**  
\$2,870,000



## GRAND BOULEVARD (B)

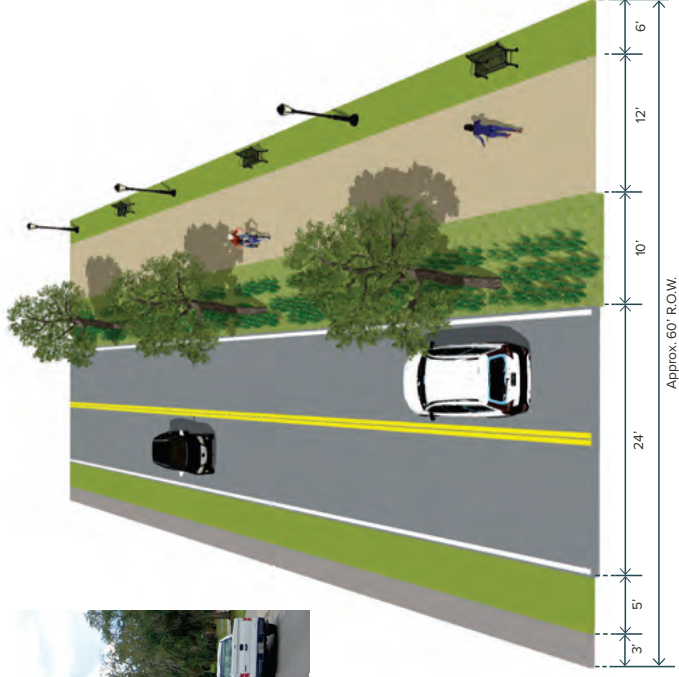
This portion of Grand Boulevard consists of an existing four-lane road. A road diet is proposed in this segment, condensing the vehicular lanes to 24' feet in width. The available space would be utilized to provide a 10'-12' multipurpose path. The additional greenspace between the travel lanes and the trail could be transformed into a linear bioswale with native plantings and could incorporate benches and lighting.



### PROJECT DATA

**Facility Type:**  
12' Multi-Use Trail

**Order of Magnitude Cost:**  
\$3,388,000

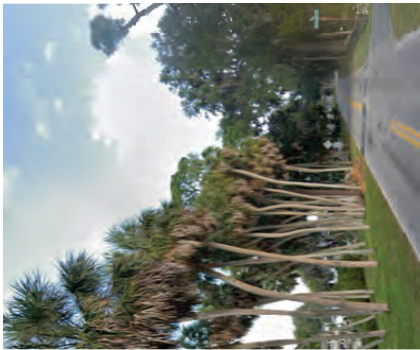


# TRAIL PROTOTYPES - COMMUNITY LEVEL



## GRAND BOULEVARD (C)

This portion of Grand Boulevard consists of an existing two-lane road with overhead palm canopy. A road diet is proposed, transforming the road into a one way thoroughfare. An 8'-10' multiuse path is proposed west of the roadway, separated by a planted median, and additional green space is proposed west of the path, blending into the riverfront areas.



## PROJECT DATA

**Facility Type:**  
8'-10' Multi-Use Trail  
**Order of Magnitude Cost:**  
\$1,207,000



# TRAIL PROTOTYPES - COMMUNITY LEVEL

## CONGRESS STREET

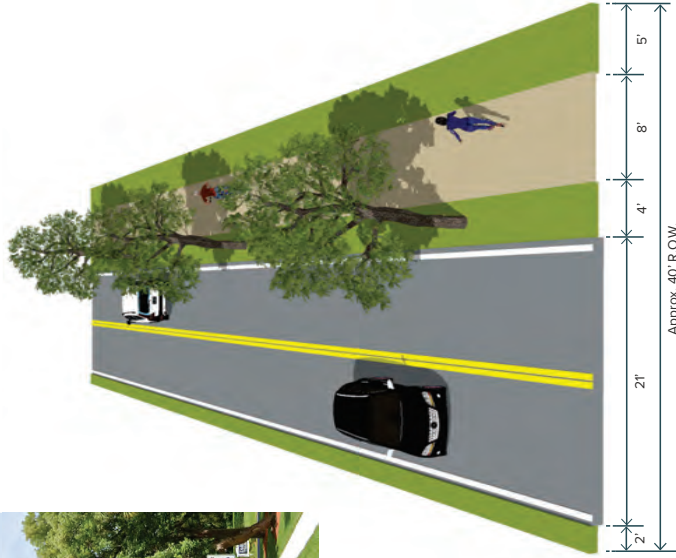
An 8' multi-use path is proposed along the eastern side of Congress Street. This new north-south connector will link Massachusetts Avenue to the James E. Grey Preserve, and onto the regional trail system. The existing sidewalk will be extended without affecting the current 21' width of the existing roadway. Similar treatments could be used on Louisiana Avenue, Cecelia Drive, and Main Street.



### PROJECT DATA

**Facility Type:**  
8' Multi-Use Trail

**Order of Magnitude Cost:**  
Congress Street: \$235,000  
Louisiana Ave.: \$364,000  
Cecelia Drive: \$1,077,000  
Main Street: \$1,509,000



## MASSACHUSETTS AVENUE

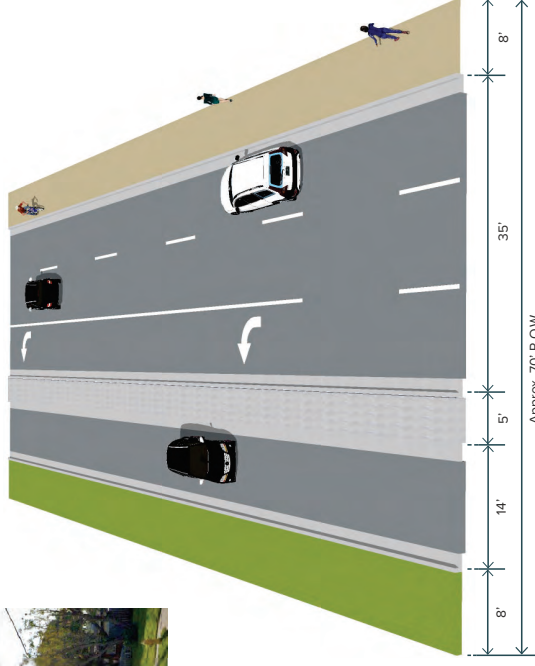
Massachusetts Avenue serves as an east/west linkage through the city, however numerous gaps exist. Connections are proposed between Madison Street and Davis Street, and at the intersection of Massachusetts Avenue and Congress Street. The 8' multi-use path is situated to the south of the roadway and is a constant element within the fluctuating right of way.



### PROJECT DATA

**Facility Type:**  
8' Multi-Use Trail

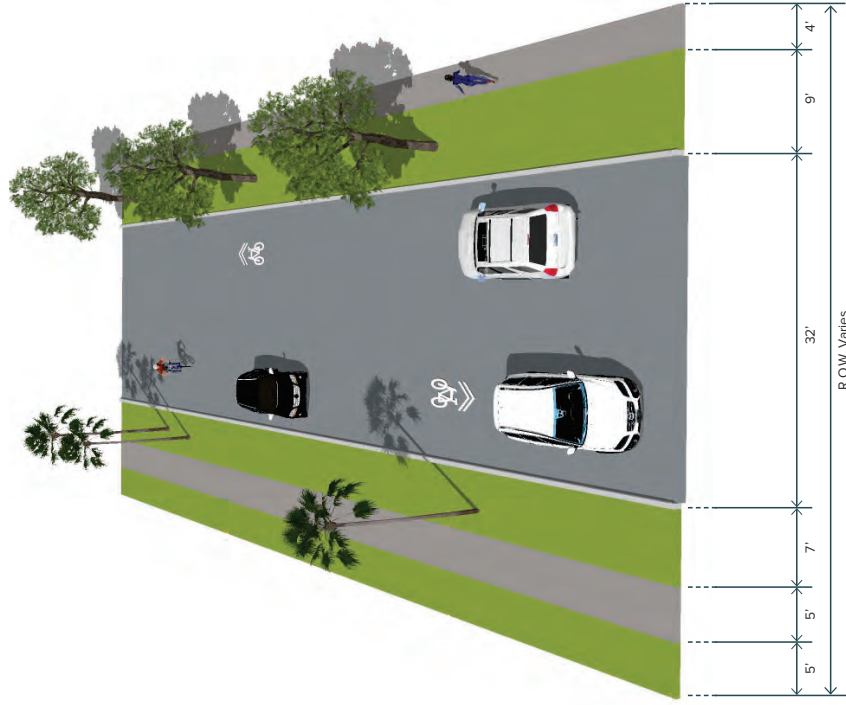
**Order of Magnitude Cost:**  
Madison - Congress: \$594,000



# TRAIL PROTOTYPES - COMMUNITY LEVEL

## NEIGHBORHOOD GREENWAY/SHARROW

The Cotee River promenade will be “reflected” along the western side of the river, along Jasmin Drive. On-road sharrows will allow cyclists to use the roadway in this low-traffic area. Main Street (west of US Highway 19), Oelsner Street, Lafayette Street, Georgia Avenue and High Street to Idlewild Street also serve as neighborhood greenway connections within the City’s trail network.



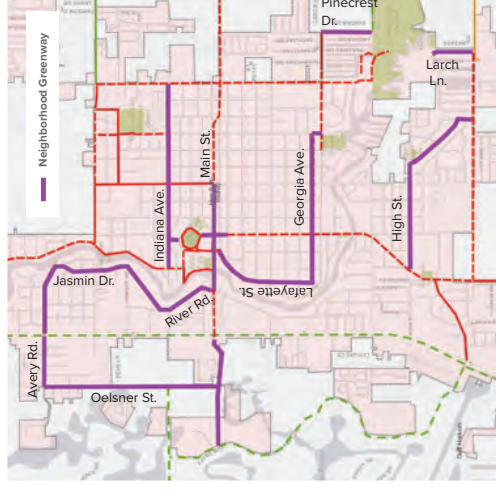
## PROJECT DATA

### Facility Type:

On Street Sharrows

### Order of Magnitude Cost:

- Oelsner Street: \$32,000
- Main Street: \$20,000
- Lafayette St./S. Bank St.: \$21,000
- Georgia Avenue: \$18,000
- High St./Idlewild St./Greenwood St.: \$34,000
- Pinecrest Drive: \$9,000
- Indiana Avenue: \$34,000
- Larch Lane: \$8,000
- Avery Road: \$18,000
- River Road/Jasmin Drive: \$38,000
- Grand Boulevard: \$6,000
- Washington Street: \$2,000
- Van Buren Street: \$1,000
- Main Street: \$19,000

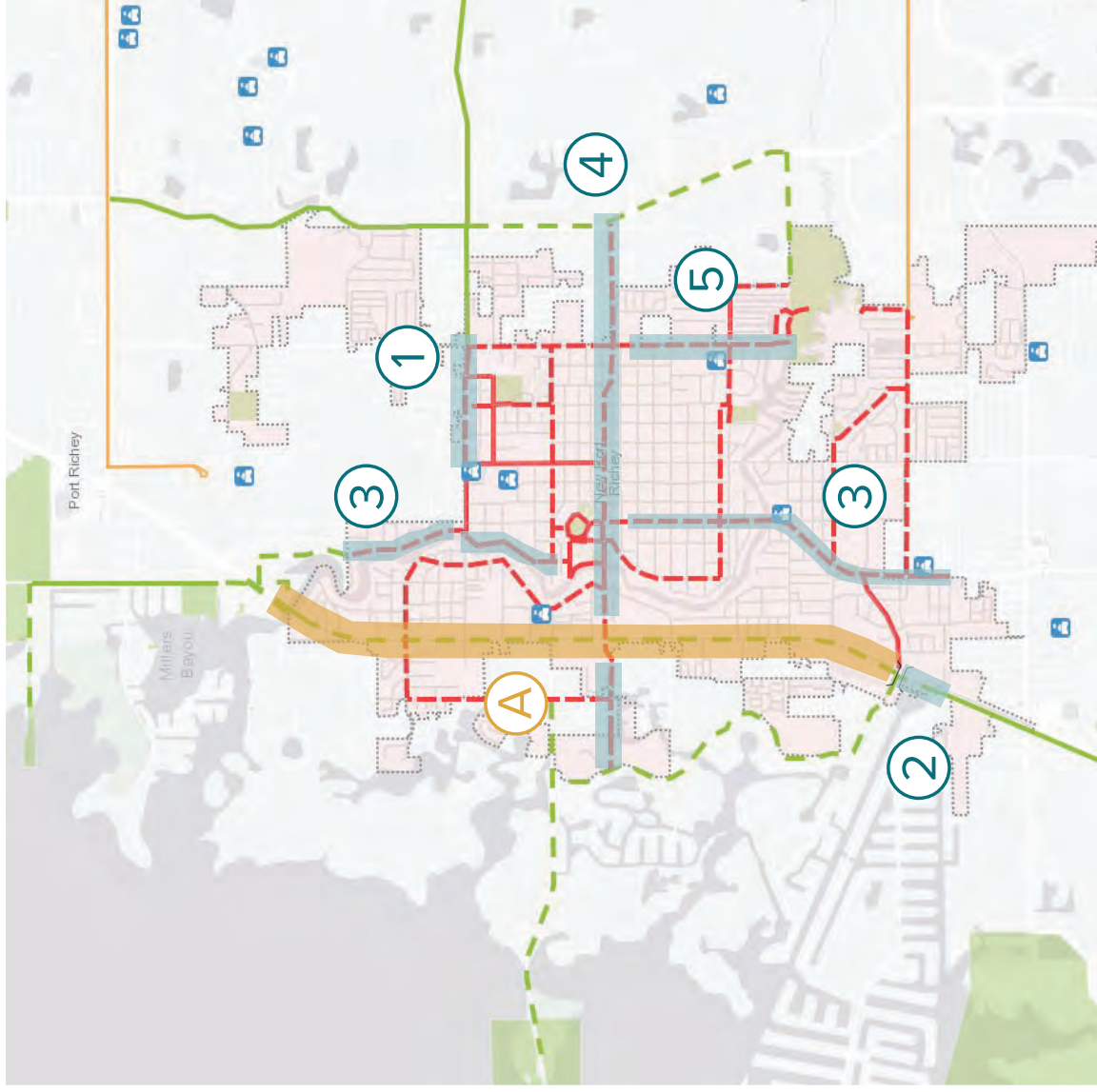


# PRIORITIES

- 1.) **Massachusetts Connection to De Cubellis (and to Starkey and SUN Trail System)**  
\$594,000
- 2.) **US 19 Floramar Terrace to Marine Pkwy Connection**  
\$261,000 (Excludes Pedestrian Bridge)
- 3.) **Grand Boulevard as N/S Connector**  
\$7,465,000
- 4.) **Main Street E/W Connector**  
\$1,548,000
- 5.) **Congress N/S Connector**  
\$235,000

## InterRegional Priority

- A) **US Highway 19 Multiuse Trail to Cotee River**  
\$3,610,000



# CONCEPTUAL COST ESTIMATES

Below is a conceptual cost estimate detailing the trails, improved distances, and associated costs. This document may be used for planning and conceptual budgeting purposes but should not be used for full construction budgeting. This table does not present line items in order of priority.

Segment Name	Description	Linear Feet	Unit Cost	Contingency (20%)	Soft Costs* (20%)	Total	Additional Comments
<b>Neighborhood Greenway</b>							
Oelsner St.	Avery Rd. to Main Street	4,565	\$5	\$4,565	\$4,565	\$32,000	
Main St.	West of US Highway 19	2,890	\$5	\$2,890	\$2,890	\$20,000	
Lafayette St./S. Bank St.	Main St. to Georgia Ave.	2,930	\$5	\$2,930	\$2,930	\$21,000	
Georgia Ave.	Lafayette St. to Van Buren St.	2,560	\$5	\$2,560	\$2,560	\$18,000	
High St./Idlewild St./Greenwood St.	Grand Blvd. to Cecelia Dr.	4,890	\$5	\$4,890	\$4,890	\$34,000	
Pinecrest Dr.	Louisiana Ave. to James E. Grey Preserve	1,260	\$5	\$1,260	\$1,260	\$9,000	
Indiana Ave.	Grand Blvd. to Congress St.	4,820	\$5	\$4,820	\$4,820	\$34,000	
Larch Ln.	Cecelia Dr. to Meadows Dog Park	1,100	\$5	\$1,100	\$1,100	\$8,000	
Avery Rd.	Jasmin Dr. to Oelsner St.	2,620	\$5	\$2,620	\$2,620	\$18,000	Crossing improvements at US Highway 19 (\$100k)
River Rd./Jasmin Dr.	Main St. to Avery Rd.	5,440	\$5	\$5,440	\$5,440	\$38,000	
Grand Blvd.	Downtown Area (Missouri Ave. to Sims Park)	830	\$5	\$830	\$830	\$6,000	
Washington St.	Sims Park to Indiana Ave.	250	\$5	\$250	\$250	\$2,000	
Van Buren St.	Georgia Ave. to Louisiana Ave.	200	\$5	\$200	\$200	\$1,000	Crossing improvements to south side of Louisiana Ave.
Main St.	Madison St. to River Rd.	2,780	\$5	\$2,780	\$2,780	\$19,000	

Segment Name	Description	Linear Feet	Unit Cost	Contingency (20%)	Soft Costs* (20%)	Total	Additional Comments
<b>Separated Multipurpose Trail/Seperated Bike Lane</b>							
Louisiana Ave.	Van Buren St. to Blue Harbor Dr. (south); 6'-8' trail	2,000	\$130	\$52,000	\$52,000	\$364,000	50' ROW
Cecelia Dr.	Grand Blvd. to Larch Ln.; 8-10' trail	5,920	\$130	\$153,920	\$153,920	\$1,077,000	50' ROW
Grand Blvd. (A)	Cecelia Dr. to Cotee River; Delaware Ave., to Missouri Ave.; 8' trail	4,100	\$500	\$410,000	\$410,000	\$2,870,000	50' ROW
Grand Blvd. (B)	Cotee River to Delaware Ave.; 10'-12' trail	2,420	\$1,000	\$484,000	\$484,000	\$3,388,000	60' ROW; existing 4-lane; proposed road diet with bioswales
US Highway 19 Greenway	Sims Ln. to Broadway Ave.; 10' separated bike trail	5,390	\$160	\$172,480	\$172,480	\$1,207,000	30' ROW; one-way vehicular lane (16')
Massachusetts Ave.	Madison St. to Congress St. (south); 8' trail	2,650	\$160	\$84,800	\$84,800	\$594,000	55' ROW
Van Buren St.	Massachusetts Ave. to Indiana Ave.; 8' trail	1,530	\$160	\$48,960	\$48,960	\$343,000	45' ROW; portion of trail existing at Aquatic Center
Congress St.	Old Main St. to Main St.; Louisiana Ave. to J.E.G. Preserve; 6'-8' trail	1,050	\$160	\$33,600	\$33,600	\$235,000	45' ROW; existing 5' walk/trail west side
James E. Grey Preserve at Platthe Rd.	Pinecrest Dr. to Preserve entrance; 10' boardwalk trail	1,275	\$500	\$127,500	\$127,500	\$893,000	Boardwalk trail within James E. Grey Preserve
Plathe Rd.	James E. Grey Preserve to Rowan Rd.; 6'-8' trail	1,650	\$130	\$42,900	\$42,900	\$300,000	40' ROW
Main St.	Rowan Rd. to Madison St.; 8-10' trail	5,390	\$160	\$172,480	\$172,480	\$1,207,000	60' ROW
Main St.	River Rd. to US Highway 19; 8-10' trail	1,080	\$200	\$43,200	\$43,200	\$302,000	95' ROW; crossing improvements at US Highway 19 (\$100k)
US Highway 19	Floramar Ter. to Marine Pkwy. (west); 10'-12' trail	980	\$190	\$37,240	\$37,240	\$261,000	160' ROW (Excludes pedestrian bridge)
US Highway 19	Marine Pkwy. to Cotee River Bridge (east); 10'-12' trail	13,570	\$190	\$515,660	\$515,660	\$3,610,000	160' ROW
Green Key Rd.	Oelsner St. to Robert K. Rees Memorial Park; 8-10' trail	8,030	\$130	\$208,780	\$208,780	\$1,461,000	100' ROW
Marine Pkwy./Sea Forest Dr.	US Highway 19 to Green Key Rd.; 8-10' trail	10,150	\$130	\$263,900	\$263,900	\$1,847,000	65' ROW; crossing improvements at US Highway 19 (\$100k)
Koons Rd.	Old Post Rd. to Brasher Park; 8-10' trail	2,610	\$130	\$67,860	\$67,860	\$475,000	52' ROW
Rowan Rd.	Main St. to Massachusetts Ave. (west); 8-10' trail	3,220	\$160	\$103,040	\$103,040	\$721,000	120' ROW

\* Cost includes Design and Engineering Fees; Permitting; Survey; etc.

# APPENDIX

The following pages detail ongoing projects affecting the New Port Richey Trail Feasibility Study. Each project has been attributed to its respective design team. In addition, supplementary materials, such as City Council meeting minutes and other documents, are included herein.



# JAMES E. GREY PRESERVE

The James E. Grey Preserve Trail Master Plan features numerous boardwalk extensions and connections to the broader New Port Richey trail system. A parking area and bathrooms are also proposed.

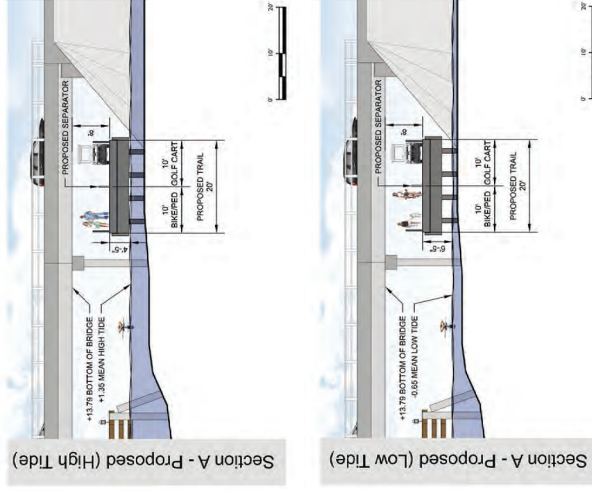
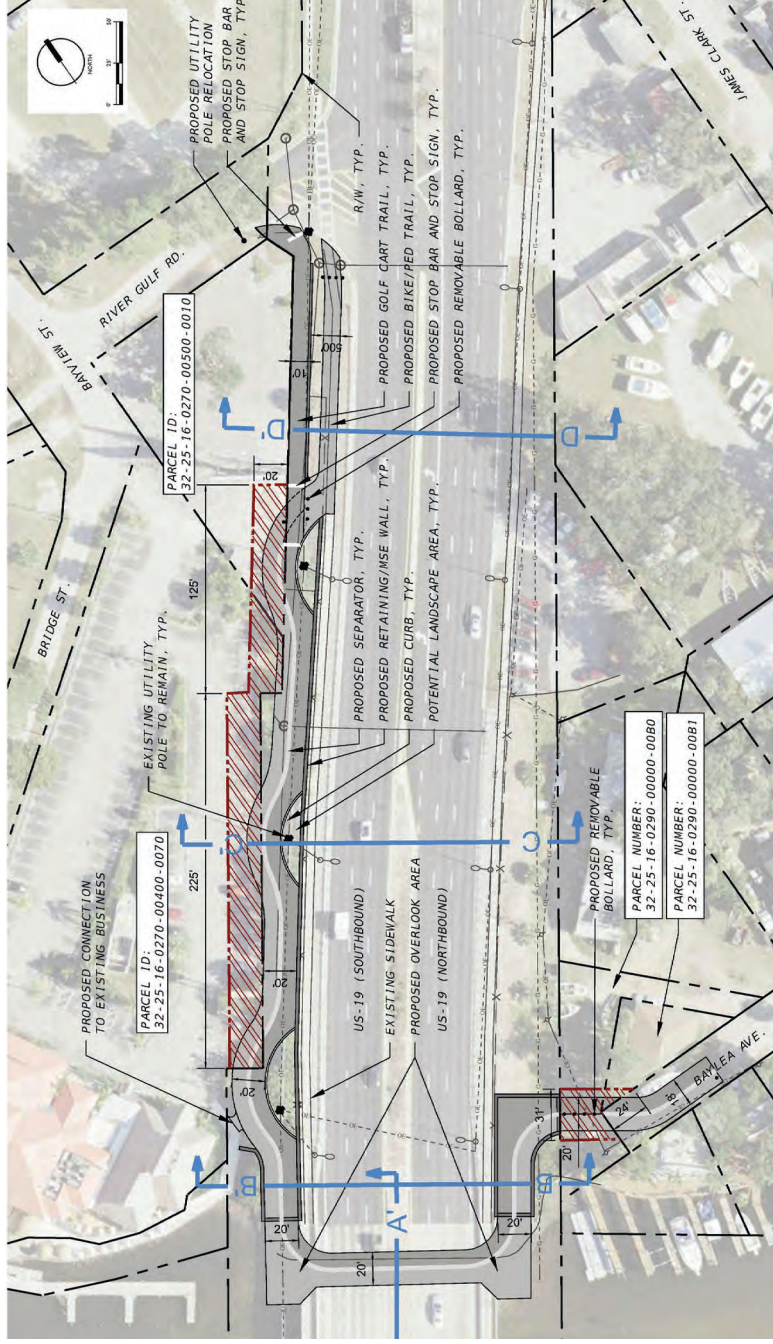
Source: *STROUD Engineering Consultants*



# COTEE RIVER CROSSING

The Trail Feasibility Plan incorporates the recently agreed upon plan for a Cotee River trail near the northern extent of the City of New Port Richey. The final design (below) features a winding path along the western side of US 19, a descent to the river and under the bridge, and an ascent back up along the Cotee, ending on Grand Boulevard.

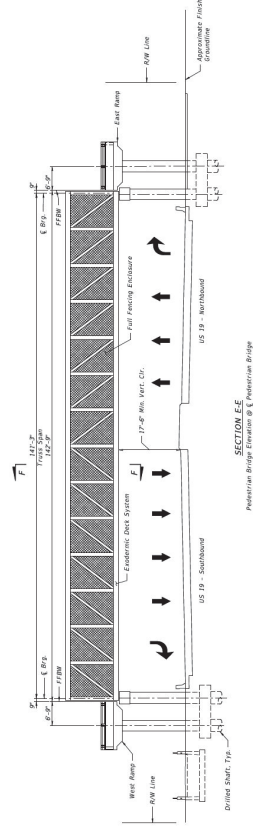
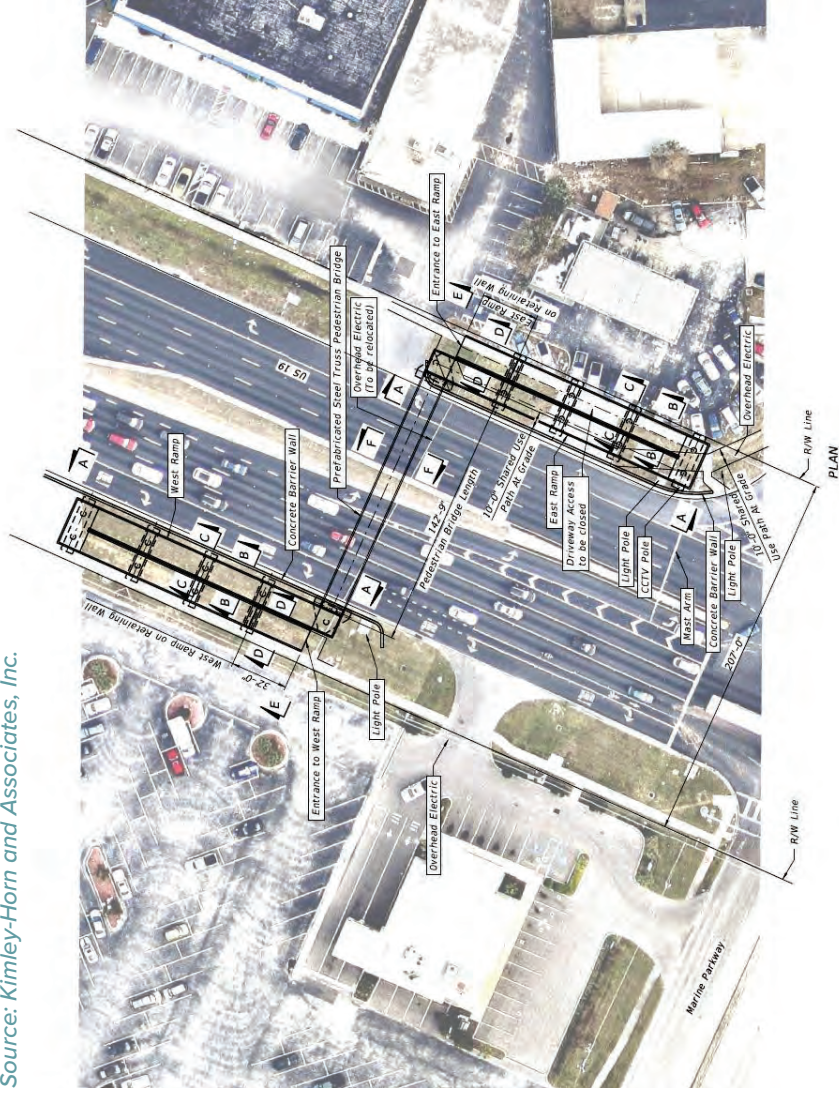
Source: AECOM



# U.S. 19 PEDESTRIAN BRIDGE AT MARINE PARKWAY

A pedestrian bridge was proposed north of Marine Parkway, allowing pedestrians to cross U.S. 19 unimpeded. That proposal has now evolved and the proposed location for the bridge has shifted to just south of Marine Parkway, connecting onto the trail. This will serve as another connector to the Pinellas Trail.

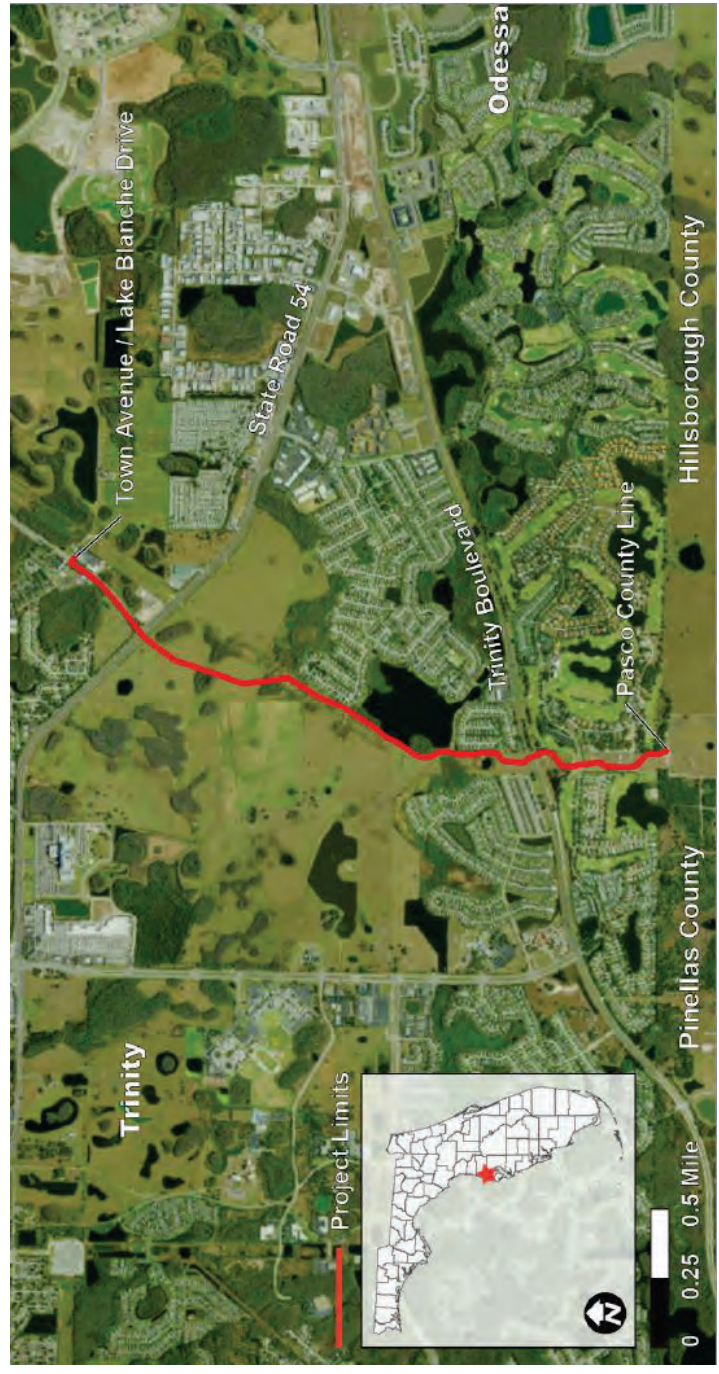
Source: Kimley-Horn and Associates, Inc.



# STARKEY TRAIL GAP + COAST TO COAST TRAIL

Ongoing construction is taking place to complete a major connectivity gap in the Starkey Trail system. The trail under construction will connect the existing trails at the intersection of Starkey Boulevard and Town Avenue/Lake Blanche Drive, and the Pasco/Pinellas county line.

Source: Florida Department of Transportation, Shared-Use Nonmotorized (SUN) Trail Program



## OCTOBER 6, 2020 CITY COUNCIL MEETING

The Trail Feasibility Study came before the New Port Richey City Council on October 6, 2020. The following details public discussions that were held by the City Council at that work session.

**Councilman Altman** stated that the Pinellas Trail comes up to the hotel at Marine Parkway and stated that there has been talk about taking a coastal ride into the City. He also asked if they [the consultant team] were aware of the Overpass project.

**Mayor Marlowe** stated the idea was to give an option to loop around the downtown by extending the trail out to Madison.

**Councilman Davis** stated that there has been talk to get the trail up our way from Keystone. He also raised the question about the traffic on Main Street being too busy for bikes.

**Deputy Mayor Starkey** stated it is important when we are doing projects like this to work closely with the County and MPO.



## IMAGE CITATIONS

- "Approximately 5,000 People Attended the Third-Annual Pasco Upcycle and Art Festival Held in Downtown New Port Richey's Sims Park." *Tampa Bay Times*, 21 Nov. 2018, [www.tampabay.com/pasco/popularity-taking-toll-on-new-port-richey-park-20181121/](http://www.tampabay.com/pasco/popularity-taking-toll-on-new-port-richey-park-20181121/).
- "Canoe Launch at James E Grey Preserve." *FloridaHikes.com*, [floridahikes.com/jamesegrey](http://floridahikes.com/jamesegrey).
- "James E. Grey Preserve." *Florida's Sports Coast*, [flsportscoast.com/play/james-e-grey-nature-preserve/](http://flsportscoast.com/play/james-e-grey-nature-preserve/).
- Mary Jo. "Stilt Houses Paddle." *Trip Advisor*, July 2020, [www.tripadvisor.com/Attraction\\_Review-g34577-d7372733-Reviews-Brasher\\_Port\\_Richey\\_Florida.html#photos;aggregationId=101&albumId=101&filter=7&ff=462806750](http://www.tripadvisor.com/Attraction_Review-g34577-d7372733-Reviews-Brasher_Port_Richey_Florida.html#photos;aggregationId=101&albumId=101&filter=7&ff=462806750).
- Miller, Michele. "Cadynce Nettles, 4, Bounds down the Park Trail to Read the next Page from a Book Called 'The Busy Tree' during the Opening of a Permanent Installation Called StoryWalk at the James E. Grey Preserve in New Port Richey." *Tampa Bay Times*, 17 Mar. 2020, [www.tampabay.com/news/pasco/2020/03/17/in-new-port-richey-they-were-taking-a-walk-in-the-park-one-page-at-a-time/](http://www.tampabay.com/news/pasco/2020/03/17/in-new-port-richey-they-were-taking-a-walk-in-the-park-one-page-at-a-time/).
- "River Walk." *Florida Nature Coast*, [floridanaturecoast.org/County/Pasco/SimsPark/SimsPark.aspx](http://floridanaturecoast.org/County/Pasco/SimsPark/SimsPark.aspx).
- "Robert K. Rees Memorial Park." *Florida's Sports Coast*, [flsportscoast.com/play/robert-k-rees-memorial-park/](http://flsportscoast.com/play/robert-k-rees-memorial-park/).
- Zizzer. "Park." *Trip Advisor*, Oct. 2012, [www.tripadvisor.com/Attraction\\_Review-g34470-d2259049-Reviews-Robert\\_K\\_Rees\\_Memorial\\_Park-New\\_Port\\_Richey\\_Florida.html#photos;aggregationId=101&albumId=101&filter=7&ff=49559187](http://www.tripadvisor.com/Attraction_Review-g34470-d2259049-Reviews-Robert_K_Rees_Memorial_Park-New_Port_Richey_Florida.html#photos;aggregationId=101&albumId=101&filter=7&ff=49559187).



# A. SECTION 1 – QUALIFICATIONS

## 1.E References and Client List

### References

Chris Bornfleth, CPRP  
Assistant Parks & Recreation Director  
6630 Van Buren St.  
New Port Richey, FL 34653  
727-841-4560  
bornflethc@cityofnewportrichey.org

Stephanie Edwards  
Support Services/Recreation Manager  
201 W Central Ave  
Lake Wales, FL 33853  
(863) 678-4182 Ext. 242  
sedwards@lakewalesfl.gov

Rueben Franklin, Jr., PE  
City of St. Augustine, FL  
Mobility Program Manager  
904-209-4279

### Current List of Your Company's Clients

S&ME has thousands of clients nationwide and several hundred in Florida alone. None of our current or prior client relationships pose any conflict of interest. S&ME submits this package without collusion with any other person or entity submitting a proposal pursuant to this RFQ.





At S&ME, we believe in building strong, long-term relationships with our clients. We never perform a job for a quick buck. Our approach in New Port Richey would involve considering the short- and long-term needs of the City.

## B. Section 2 References



## B. SECTION 2 – REFERENCES

### PROJECT DETAILS

- Dates: 2016- April 2017
- Total Construction Cost: \$33.5M
- S&ME Fee: \$12,000

### OWNER/CLIENT

City of New Port Richey,  
Florida

### REFERENCE

Chris Bornfleth, CPRP  
Assistant Parks & Recreation  
Director  
6630 Van Buren St.  
New Port Richey, FL 34653  
727-841-4560  
bornflethc@cityofnewpor  
trichey.org

## New Port Richey Parks System Master Plan New Port Richey, Florida



The teams of Barth & Associates and S&ME worked with the City of New Port Richey to develop a long-range Parks and Recreation Master Plan to “ensure that quality recreation and park facilities and services are available to the community into the future.” The planning process included an evaluation of the existing system, a needs and priorities assessment, a long-range vision and an implementation strategy. A workshop was conducted to discuss a vision that addresses residents’ top priority needs, including improvements to existing parks; additional neighborhood parks and dog parks; and bikeways and trails. A key feature of the vision is the “Cotee” River, which connects many of the City’s waterfront parks as it winds through town.

# New Port Richey Trail Feasibility Study

## City of New Port Richey, Florida

The primary purpose of this project is to identify gaps in the current and proposed trail infrastructure for the City of New Port Richey both within the City and as the trail system connects to adjacent portions of the community trails systems. This project involved:

- Identify existing and proposed trails in the New Port Richey city limits
- Identify gaps and the feasibility of proposed trail routes to improve connectivity both within the City limits and to area trails.
- Develop an order of magnitude Opinion of Probable Construction Costs
- Develop a list of connectivity priority projects and preliminary implementation schedule

The Existing Conditions Analysis included analyzing Existing and proposed City, County and State trails based on readily available information; Park and Natural Lands locations; School locations; City planned utility and street improvement projects; Transit locations and routes; Public utility corridors (water, wastewater, etc.); City owned lands; Utilizing Client provided data, (S&ME created a GIS base map).

The Trail Feasibility Study consisting of conducting a desktop review of potential trail routes and existing conditions; preparation of preliminary routing plan for off-road and on-road trail/bike facilities; identifying locations of nearby area trails and planned trails based on readily available information to inform future connectivity; meeting with City staff to review the findings of the desktop review and initial findings and recommendations including proposed routes and facility types; and conducting a field meeting with City staff, and on-site field confirmation of potential trail routes.

The Feasibility Study Document was completed and compiled comprising of: City Wide Trail Map; Proposed Trail Routes with typical cross-sections; Opportunities and Constraints; Opinion of Probable Construction Costs; list of project priorities and preliminary implementation schedule; final GIS Shapefiles will be provided as part of the final document. Upon the acceptance of the final report by the City, S&ME developed a GIS map (digitally and in pdf formats) of the City's existing and proposed trail network.

The project was completed on time within the allotted 90 day schedule and on budget.

### PROJECT DETAILS

- Dates: 2019
- S&ME Fees: Various Projects (Approx. \$20,800 in total)

### OWNER

City of New Port Richey,  
Florida

### REFERENCE

Chris Bornfleth, CPRP  
Assistant Parks & Recreation  
Director  
6630 Van Buren St.  
New Port Richey, FL 34653  
727-841-4560  
bornflethc@cityofnewpor  
trichey.org

## B. SECTION 2 – REFERENCES

### PROJECT DETAILS

- Dates: March 2020 - February 2021
- S&ME Fees: \$97,800

### OWNER

Seminole County, FL  
Richard E. Durr, Jr., CPRP,  
PLA, AICP  
Director of Leisure Services  
100 East First Street  
Sanford, FL 32771  
407.665.2001  
rdurr@seminolecountyfl.gov

## Trail System Master Plan Update Seminole County, Florida

S&ME had the opportunity to complete the Seminole County Trail System Master Plan Update. The purpose of this project was to: Identify existing and proposed trails in adjacent counties; Validate the existing planned trails for the west half of the County; Identify existing and proposed trails in the east half of the County and through the Natural Lands Program properties; Identify trail opportunities in the east half of the County; Re-establish the Flagler Trail south to Lake Mills Park; and Review the opportunities for reestablishing the St. Johns River Powerline Trail.

The project's highlights were to engage the public and elected officials in clearly demonstrating a clear work plan with County Staff. The format of all text documents will be compatible with Word and Adobe Acrobat, and GIS layers will be compatible with ArcGIS as appropriate for the submittal. It was critical to partner with the Parks Preservation Advisory Committee (PPAC) and Public Meetings. This partnership was crucial in achieving a step-by-step overview and presentations to the PPAC with the outcome of the trails' inventory and mapping exercise and to receive input regarding trail preferences. The trails map exhibits and progress examples of the final master plan report document were also presented.

The S&ME staff of landscape architects, planners and GIS specialists attended staff meetings with County staff to discuss: Schedule; Digital information download; Field investigations; Document format & outcomes; and GIS information layering. This meeting set the stage for an efficient undertaking of the project, with clear direction and interpretation of the project requirements.

The Inventory and Analysis portion of the project ensured that there was a clear documentation such as: existing trails, utilities, transit locations, County owned land, appropriateness of trail routes, Natural Lands Program properties and identify potential routes unpaved trails within the individual properties which may be integrated into the Countywide trail system, and S&ME developed exhibits of its findings and meet with County staff to discuss and confirm trail route preferences.

The development of the Master Plan Report focused on the County trail System Master Plan; the West County Trail System Master Plan; the East County Trail System Master Plan. The highlights of the S&ME draft master plan included these plans along with Opportunities and Constraints, maps, Trailhead Concepts, Estimates of Probable Construction Costs, Prioritization, Trail Connectivity, Destination Linkages, Constructability, and Transportation Alternatives. S&ME provided GIS information in a shapefile format which allowed the County to integrate the information seamlessly into their current GIS system.

## Orlando O-Line

### Orlando, Florida



S&ME provided conceptual design services for the pedestrian and bicycle multi-use trail facility that will parallel the CSX/SunRail corridor that runs from downtown Orlando south through the SoDo District tying into the Orlando Urban Trail Extension, the existing SunRail Station and the Historic AMTRAK station. The concept for the Orlando O-Line was born out of the desire to provide a 'green spine' through the District that would provide an oasis extending through this urban and industrial area of Orlando.

#### PROJECT DETAILS

- Dates: 2020
- S&ME Fees: \$70,000

#### OWNER

City of Orlando, FL  
 Martin Hudson  
 Project Manager  
 400 S. Orange Avenue  
 Orlando, FL 32802  
 407.246.3242  
 martin.hudson@  
 cityof orlando.net

## B. SECTION 2 – REFERENCES

### PROJECT DETAILS

- Dates: August - November 2019
- S&ME Fees: \$25,000

### OWNER

City of Lakeland, Florida  
Ms. Valerie Ferrell  
Project Manager  
Community Redevelopment  
Agency  
228 South Massachusetts  
Avenue  
Lakeland, FL 33801  
T: 863.834.5200  
E: Valerie.Ferrell@lakeland  
gov.net

## City of Lakeland Catalyst Areas-Economic and Fiscal Impact Evaluation Lakeland, Florida

Prepared an economic and fiscal impact evaluation for three (3) catalyst area redevelopment scenarios located in downtown Lakeland, Florida. The catalyst areas' redevelopment scenarios included residential, office, retail, hotel and professional sports uses. The economic impact evaluation included the impacts associated with the installation of the public sector infrastructure improvements and amenities along with the private sector development components. Economic and fiscal impacts were evaluated during the construction period and during the operational period of each scenario. Impacts evaluated included: additional City and County ad-valorem taxes; new job creation (direct and indirect), earnings (direct and indirect) and overall impact upon local City and County economies (total output).

# K-Mart Plaza Market Analysis

Orlando, Florida



## PROJECT DETAILS

- Dates: November 2017- May 2018
- S&ME Fees: \$28,782

## OWNER

City of Orlando, Florida  
 Ms. Sherry Gutch  
 Business Development  
 Manager  
 400 S. Orange Avenue  
 Orlando, Florida 32801  
 T: 407.246.3346  
 E: sherry.gutch@cityof  
 orlando.net

S&ME prepared a market-study analysis of a 10-acre, vacant, former K-Mart plaza to identify potential target users and redevelopment options. The market study evaluated at the 1-3-5 mile market area and the current and forecast population, income and purchasing habits to evaluate potential retail users that the current and future local market could support. S&ME evaluated the market area findings and the site selector criteria of twenty-nine (29) national retail and restaurant users to identify what potential retail users the local market could support. Based on the findings, S&ME prepared several redevelopment scenarios that included public improvements and amenities to create a sense of place or destination and to better position the property to mitigate the 1-mile marketplace findings and capitalize on the 3- and 5-mile marketplace findings. The City of Orlando is utilized this information market the property to potential developers and currently the Plaza is an active redevelopment site.







Since 1973, we've grown from local geotechnical engineering specialists to a firm with national reach and expertise in engineering, design, environmental sciences, and construction services. When you need a firm that takes complexity in stride, nobody is more resourceful, knowledgeable, and prepared than S&ME.

## C. Section 3 Team



# C. SECTION 3 – TEAM

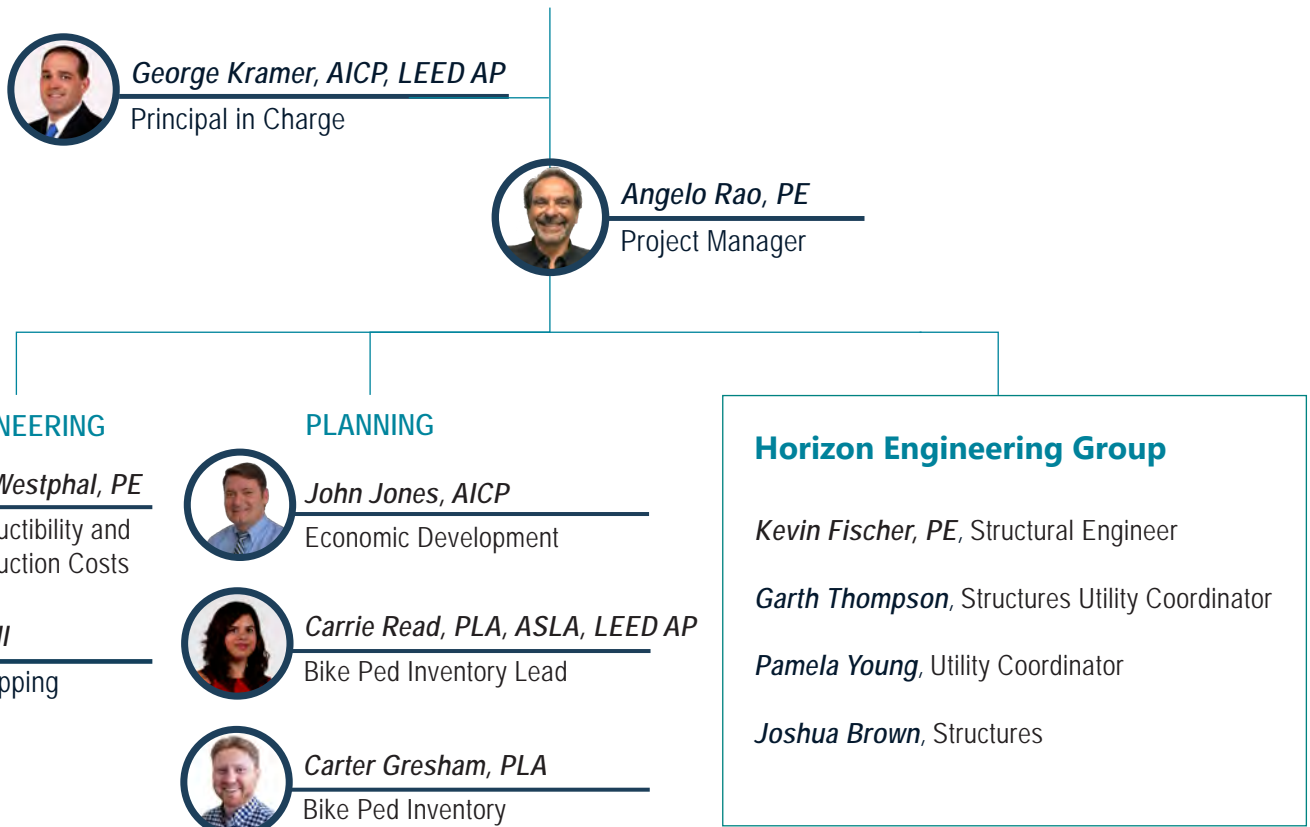
## 1.C Business Organization

See the approximate percentage of the total work to be accomplished by each individual below.

S&ME Resource	Role	Years of Experience	Percentage
Angelo Rao, P.E.	Project Manager	40	75%
John Jones, AICP, FRA-RP	Economic Development	20	50%
John Westphal, P.E.	Constructability and Construction Costs	16	70%
Carrie Read, PLA, ASLA, LEED AP	Bike Ped Inventory Lead	15	60%
Carter Gresham, PLA	Bike Ped Inventory	7	65%
George Kramer, AICP, LEED AP	Principal in Charge	21	40%
Nick Hill	GIS Mapping	4.5	60%

Resource	Role	Years of Experience	Structures %	Utility%
Kevin Fischer, PE	Structural Engineer	22	55%	60%
Garth Thompson	Structures Utility Coordinator	14		65%
Pamela Young	Utility Coordinator	35		55%
Joshua Brown	Structures Coordinator	15	65%	

## City of New Port Richey







## **D. Appendix #1** Resumes



#### LOCATION

Tampa, Florida

#### EDUCATION

- University of Toronto, Civil Engineering (1980)

#### YEARS OF EXPERIENCE

Joined S&ME in 2021 with over 40 years of combined public and private sector transportation engineering experience

#### REGISTRATIONS

- Florida 58147, Virginia 0402050347, Michigan 6201049058, Ontario 38144507 (Ret.)

#### PUBLISHED ARTICLES

- HAWK Signals Florida Bicycle Association Messenger Magazine Summer 2020
- Lakeland TMC, Intelligent Transport, London, England Volume 2 2020
- Lakeland Transportation Bold, Interview, Intelligent Transport 2020

## Angelo Rao, PE

### Traffic Operations Engineer

Angelo has a passion for reinventing transportation infrastructure and embodying the notion of *S.A.M.* (Safety, Accessibility, and Mobility). Developing innovative traffic operational systems with a view of reducing fatality and incapacitating crashes towards meeting a "Vision Zero" environment, while enhancing operational mobility.

### Key Projects and Assignments

#### **\*I-4 / SR 33 (Exit 38) FDOT D-1 Temporary Traffic Signal Installation\***

**Employer: City of Lakeland, FL | 2021**

Original Project Manager for the construction of the Temporary Traffic Signals (two off-ramp locations). Utilizing FDOT D-1's design, provided the planning, project management, component (strain poles/cabinets/controllers/fiber communication) interaction, as well as MOT applications.

- Multi-departmental interaction
- Compliance with D-1 planning, construction, MOT, and traffic signal operations requirements

#### **\*City of Lakeland Vision Zero and Near-Miss Program\***

**Employer: City of Lakeland, FL | 2017-2021**

Assisted the City of Lakeland's Planning Department in the development and deployment of projects aimed at reducing fatal and incapacitating crashes to zero. This lofty goal is feasible and indeed the fatality and incapacitating crash rates have been steadily falling over the past four years.

#### **\*City of Lakeland Complete Streets Program\***

**Lakeland, FL | 2015-2021**

As an employee of the City of Lakeland, Angelo managed the lane repurposing of Massachusetts Avenue, the New York Avenue Cycle Track, the Lake Miriam Drive "Diagonal Crosswalk" system, the Interlachen Parkway Bicycle Boulevard, the proposed "Five Points" roundabout, and the first intersection "Mural painting" project.

#### **\*Lakeland Area Alternatives Analysis – US 98 BRT Feasibility Study\***

**Employer: City of Lakeland, FL | 2020**

Assisted the City of Lakeland's Planning Department in the Lakeland Area Alternatives Analysis (LAAA) study. Working with FDOT District One and other stakeholders, in defining a program of context-based projects for all transportation users.

#### **\*Intersection Collision Avoidance Safety Program (iCASP) FDOT D-1\***

**Employer: City of Lakeland, FL | 2020**

Project developer for the Lakeland deployment provides a system that predicts a red-light runner in advance and then extends the all-red phase (delays the perpendicular green) accordingly.



**PUBLISHED ARTICLES  
CONTINUED**

- Leading Pedestrian Intervals APWA Reporter, August 2017

**PROFESSIONAL  
MEMBERSHIPS**

- Institute of Transportation Engineers (ITE)

- Near-miss reduction and crash avoidance system
- Working in parallel with the Red-Light Running violation camera system
- Approval from FDOT Central Office to Experiment
- All locations on the FDOT State system

**\*SR 37 (S. Florida Avenue) FDOT D-1 Lane Repurposing Project\***  
**Employer: City of Lakeland, FL | 2020**

Project manager for the traffic analysis component. Traffic data analysis includes traffic speed and volume, Traffic Movement Counts, travel time utilizing "Bluetooth" sensor equipment, and crash data analysis.

- Significant data analysis in conjunction with FDOT D-1 forces
- Input to a comprehensive public outreach program.

**\*SR 37 (S. Florida Avenue) FDOT D-1 Train Detour System\***  
**Employer: City of Lakeland, FL | 2019**

City Project Manager for the system. Detour changeable message boards alert motorists when a train is approaching across S. Florida Avenue in the downtown.

**\*US 92 FDOT D-1 Safety Project / "HAWK" Installations\***  
**Employer: City of Lakeland, FL | 2019**

Partnering with District Traffic Operations staff on a corridor safety study on US 92 (Memorial Boulevard), particularly to enhance the safety of pedestrians and bicyclists while minimizing capacity losses.

- A total of four HAWK signals were located and installed on the State system.
- A grand total of 13 safety elements were constructed to maximize safety while balancing traffic operations.

**\*Upgrading Lakeland's Traffic Management Center (TMC)\***  
**Employer: City of Lakeland, FL | 2017**

The City's TMC was upgraded with new network servers, 4 workstations, 14 screens (12 TMC, 1 Signal shop, and 1 TMC Supervisor's office), and installed the latest Central Software (Centracs 2.0).

- Total upgrade cost including 5-year maintenance agreement \$95,000
- 174 traffic control signals and 98 CCTV cameras, that are 100% inter-connected by redundant based (ring typology) fiber.

**\*Installation of Lead Pedestrian Interval (LPI) Systems in the CBD\***  
**Employer: City of Lakeland, FL | 2015**

Expansion of the City's LPI five-seconds program in the CBD with over 30 intersections. These modifications were installed remotely via the Centracs and Fiber backbone systems. At least four LPI intersection enhancements were installed on the FDOT D-1 State system.

- Pedestrian / bicycle crashes reduced by about 50%
- Vehicle-to-vehicle injury crashes reduced by over 30%



#### LOCATION

Orlando, FL

#### EDUCATION

- MA Urban and Regional Planning, University of Florida, 2007
- BA Political Science, University of Florida, 1999

#### YEARS OF EXPERIENCE

Joined S&ME in 2014 with 14 years of experience

#### REGISTRATIONS

- Certified Planner #020533, 2006

#### CERTIFICATIONS

- LEED Accredited Professional

## George M. Kramer, AICP, LEED AP

### Planning & Design Area Manager

George has over 20 years of experience specializing in strategic planning and entitlement efforts for private and public sector clients. He provides a keen understanding of the full range of issues: technical, administrative and political inherent in all complex projects. His experience includes Strategic Master Planning, Comprehensive Planning, Public Involvement and Facilitation, Land Use Entitlements, Redevelopment Planning and Complete Streets/Multi-Modal Transportation. Implementation is at the forefront of George's approach to planning. He has helped affect positive change by leading successful entitlement efforts for large-scale master planned communities as well as representing local governments through the negotiation of urban-infill development agreements.

### Key Projects and Assignments

#### **FDOT D1 – District Wide Corridor Plans/Complete Streets Analyses Bartow, Florida**

Principal-in-Charge for this interdisciplinary contract. The purpose of this contract is to provide the Florida Department of Transportation (FDOT) with professional services in support of Intermodal Systems Development and Systems Planning to include the preparation of Complete Street Action Plans for arterial or collector road corridors.

#### **St. Augustine Mobility Planning and Complete King Street Master Plan**

##### **St. Augustine, Florida | 2016 - 2020**

Principal Project Lead for a comprehensive city-wide mobility planning effort for the oldest City in the United States, a destination for more than five million visitors annually.

**Phase I Framework Plan:** Established the qualitative framework for the effort and the need for a coordinated system of transportation options. Included extensive community engagement and facilitation of a fifteen-member Mobility Advisory Task Force. The final framework plan included five sections addressing Street Network, Land Use/Urban Design, Parking, Transportation Demand Management and a Capital Improvements Program and was unanimously supported by the City Commission.

**Phase II Quantitative Analyses:** Included a Parking Study, Citywide Safety Review (Bicycle and Pedestrian) and a Transportation Network Analysis, which utilized Bluetooth data as part of an Origin-Destination Study.

**Phase III Complete King Street Master Plan:** Managing an integrated transportation and land use planning effort for the King Street Corridor. Much of the street is owned by FDOT (Business US-1) and efforts have included extensive coordination with District 2. An integrated in-person and online public engagement program was created through collaboration with CoUrbanize; it



#### PROFESSIONAL MEMBERSHIPS

- American Planning Association (APA)
- Urban Land Institute (ULI)
- National Complete Streets Coalition (NCSC), Steering Committee, 2019

#### PUBLICATIONS, TECHNICAL PAPERS & PRESENTATIONS

- White Paper Author, "Planning for Proliferation of Autonomous Vehicles and Its Impact on the Future of Urban Mobility," September 21, 2017
- S&ME Technical Conference Speaker, "Redevelopment 101," January 27, 2017
- American Planning Association – Florida Conference Speaker, "Cold Case: The Florida Planning Files," September 7, 2017
- Florida Redevelopment Association Conference Speaker, "Redevelopment Tales from the Trenches," October 19, 2016

includes five public workshops complemented by a stand-alone interactive website that allows for both web and text-based input.

#### **City of Kissimmee Downtown CRA Plan Update and Operational Timeframe Extension**

##### **Kissimmee, Florida | 2020**

Served as Principal-in-Charge for the update of the City of Kissimmee's Downtown Community Redevelopment Plan. Identified key redevelopment strategies and programming for the Plan update. S&ME worked with the City of Kissimmee's to update its Community Redevelopment Plan to embrace the City's burgeoning Medical Arts District, redeveloping waterfront, and arts and cultural resources as the City transitions from its historic agri-business heritage. S&ME's update of the CRA Plan included place-based economic development strategies to build upon the City's redevelopment achievements, position the Downtown Community Redevelopment area for continued redevelopment and private sector investment while protecting the City's historic downtown neighborhoods. The implementation timeframe for the updated CRA Plan included an extension of the operational timeframe of the CRA to 2052.

#### **Downtown South Complete Streets Master Plan**

##### **Orlando, Florida | 2017 - 2018**

Principal Planner for the development of a complete streets master plan for the Downtown South Neighborhood Improvement District (DSNID). Worked as part of a diverse consulting team to develop conceptual plans for all the key streets within the District to govern future street sections, streetscape materials standards, multi-modal mobility needs, technological enhancements and the relative position of buildings adjacent to the street. The work included research of comparable complete street corridors locally and across the nation to bring those lessons to the District. This work was followed by the preparation of development standards to implement the vision for a vibrant redevelopment district.

#### **Lake Wales Community Redevelopment Agency Plan Update**

##### **Lake Wales, Florida | 2017**

Principal-in-Charge for the update of the Lake Wales Community Redevelopment Plan. George identified key redevelopment strategies and programming for the Plan update. S&ME assisted the City of Lake Wales to update its Community Redevelopment Plan. S&ME's update of the Lake Wales CRA Plan included business support programming and programs to encourage residential redevelopment. The CRA Plan update also addressed the activation of places and spaces in the downtown through targeted capital investment and the marketing of the redevelopment opportunities within the CRA.

**LOCATION**

Orlando, FL

**EDUCATION**

- Master of Public Administration, University of Central Florida, 1991
- BS Economics, University of Central Florida, 1989

**YEARS OF EXPERIENCE**

Joined S&ME in 2004 with 13 years of experience

**CERTIFICATIONS**

- Certified Planner #023074, 2008
- Certified Redevelopment Planner (FRA-RP), 2011

**PROFESSIONAL MEMBERSHIPS**

- Florida Redevelopment Association (FRA), Board Member, 2018-2023
- American Planning Association (APA)
- Florida Planning & Zoning Association (FPZA)

## John M. Jones, AICP, FRA-RP

### Sr. Economic Development/Redevelopment Planner

John has over 27 years of experience in economic development, community redevelopment, land planning, impact fees and community visioning. He has authored numerous community redevelopment plans and economic development master plans.

### Key Projects and Assignments

#### *Alternative Funding and Grants*

#### **Forward Pinellas-Complete Street Grant Program**

Pinellas Park, Florida | 2019

Mr. Jones assisted the City of Pinellas Park prepare and submit an application for a Complete Street Design Grant for the proposed 78th Avenue Complete Street Project to the Forward Pinellas Complete Streets Grant Program. The Complete Street Grant program is a program that assists local governments develop alternative transportation systems and pedestrian safety improvements. The development of the 78th Avenue Complete Street is one of the City's community redevelopment strategies to connect community assets, provide transportation alternatives and improve pedestrian safety. The City will use the \$100,000 Complete Street Design Grant as a supplementary funding source for 78th Avenue Master Planning and Design costs.

#### **Forward Pinellas-Planning and Placemaking Grant Program**

Pinellas Park, Florida | 2019

Mr. Jones assisted the City of Pinellas Park prepare and submit an application for a Planning and Placemaking Grant for the proposed Pinellas Park City Center district to the Forward Pinellas Planning and Placemaking Grant Program. The Planning & Place-Making Grant is a program that assists local governments develop destinations and reinforce their community character. The development of the Pinellas Park City Center is one of the City's community redevelopment strategies to establish a City and Community Center. The City will use the \$100,000 Planning and Placemaking Grant as a supplementary funding source for City Center Master Planning and Design costs.

#### **State of Florida- Florida Senate-Local Funding Initiative**

City of Groveland, Florida | 2019

As part of a Continuing Services Contract with the City of Groveland, Mr. Jones assisted the City of Groveland prepare and submit an application for Local Funding Initiative grant funds to the Florida Senate. The City of Groveland requested and received funds to restore the City's historic Train Depot. The 1,085 sq ft, single-story Craftsman style, brick building was over 100 years ago. The City will use the \$189,000 Local Funding Initiative Grant to renovate the historic Train depot to become a local history museum.



### **City of Lakeland Catalyst Areas-Economic and Fiscal Impact Evaluation**

**Lakeland, Florida | 2019**

Prepared an economic and fiscal impact evaluation for three (3) catalyst area redevelopment scenarios located in downtown Lakeland, Florida. The catalyst areas' redevelopment scenarios included residential, office, retail, hotel and professional sports uses. The economic impact evaluation included the impacts associated with the installation of the public sector infrastructure improvements and amenities along with the private sector development components. Economic and fiscal impacts were evaluated during the construction period and during the operational period of each scenario. Impacts evaluated included: additional City and County ad-valorem taxes; new job creation (direct and indirect), earnings (direct and indirect) and overall impact upon local City and County economies (total output).

### **Haines City Redevelopment Economic Impact Evaluation**

**Haines City, Florida | 2019**

Prepared an economic impact evaluation for a mixed-use (office, residential and retail uses) redevelopment proposal in downtown Haines City, Florida. Economic and fiscal impacts were evaluated during the construction period and during the operational period of development. Impacts evaluated included: additional City and County ad-valorem taxes; new job creation (direct and indirect), earnings (direct and indirect) and the overall impact upon local City and County economies (total output). The evaluation also addressed anticipated utility connections fees, taxes on utilities, and sales taxes collected over a ten (10) year period.

### **K-Mart Plaza Market Analysis**

**Orlando, Florida | 2017**

Prepared a market-study analysis of a 10 acre, vacant, former K-Mart plaza to identify potential target users and redevelopment options. The market study evaluated at the 1-3-5 mile market area and the current and forecast population, income and purchasing habits to evaluate potential retail users that the current and future local market could support. ***S&ME evaluated the market area findings and the site selector criteria of twenty-nine (29) national retail and restaurant users to identify what potential retail users the local market could support.*** Based on the findings, S&ME prepared several redevelopment scenarios that included public improvements and amenities to create a sense of place or destination and to better position the property to mitigate the 1-mile marketplace findings and capitalize on the 3- and 5-mile marketplace findings. The City of Orlando is utilizing this information to assist its efforts marketing the property to potential developers.



#### LOCATION

Orlando, FL

#### EDUCATION

- MS Landscape Architecture, University of Wisconsin, 2008
- BS Landscape Architecture, University of Kentucky, 2004

#### YEARS OF EXPERIENCE

Joined S&ME in 2015 with 9 years of experience

#### REGISTRATIONS

- FL, LA #LA6667316, 2017
- KY, LA #798, 2010
- OR, LA #0965, 2018  
Inactive
- WV, LA #411, 2018

#### CERTIFICATIONS

- LEED Accredited Professional

#### PROFESSIONAL MEMBERSHIPS

- American Society of Landscape Architects (ASLA)
- Florida Recreation and Park Association (FRPA)

## Carrie E. Read, PLA, ASLA, LEED AP

### Landscape Architect

Carrie has over 15 years of experience in site design and landscape architecture throughout the Southeast. Areas of specialty and interest include streetscape design, green infrastructure and sustainable sites utilizing LEED principles; educational and institutional facilities; and multi-modal transportation and bicycle facilities.

### Key Projects and Assignments

#### New Port Richey Parks System Master Plan

##### New Port Richey, Florida

Landscape Architect for the park program planning and cost estimating for the creation of a long-range Parks and Recreation Master Plan for the City of New Port Richey. Teamed with Barth & Associates the planning process included an evaluation of the existing park system, a needs and priorities assessment, a long-range vision and an implementation strategy. The system included: improvements to existing parks, additional neighborhood parks and dog parks, a bikeway, a blueway and trails.

#### New Port Richey Trail Feasibility Study

##### New Port Richey, Florida | 2020

Project Manager working with the City of New Port Richey to develop a trail feasibility study for the entire City and to show connectivity options to larger, regional trail systems.

#### Seminole County Trail System Master Plan

##### Seminole County, Florida

Project Manager for the update to the Seminole County's Trail System Master Plan. S&ME performed desktop and field reviews to validate the previously proposed trails for the County and identifies new routes to improve connections to cities and communities with no trail access.

#### SoDo O-Line Phase One

##### Orlando, Florida | D 2019-2020

Project Manager for the Phase One Conceptual Design for the O-Line, a pedestrian and bicycle multi-use trail facility that will parallel the CSX/SunRail corridor that runs from downtown Orlando south through the SoDo district. Phase One of the project will run along the west side of the rail corridor from W. Gore Street south to Columbia Street where it will tie into the Orlando Urban Trail Extension, the existing SunRail Station and the Historic AMTRAK station. The concept for the Orlando O-Line was born out of the desire to provide a 'green spine' through the District that would provide an oasis extending through this urban and industrial area of Orlando.



### **Osceola County Gateway**

**Kissimmee, Florida | 2019 - present**

Project Manager for the design of an iconic gateway element for Osceola County. Working with the County's budget of approximately \$750k, S&ME was tasked with providing design and engineering services for the placement of a large gateway sign to occur at the intersection of the Florida Turnpike ramp/Shady Lane and US-192. Part of the task was to incorporate forms and materials that the County is utilizing for current developments such as Neo-City to develop a gateway signage element that is modern, contemporary and provides an aesthetic symbol for the County.

### **South Central Park and Streetscape Improvements**

**Winter Haven, Florida | D 2016-2018 | C 2018**

Landscape Architect for a multi-purpose civic park and surrounding streetscapes and trails in downtown Winter Haven. The project is comprised of a full city block and includes two flexible plaza areas that could alternately serve as parking during the day and a place for concerts and events during the evening and weekend hours. The project also incorporates a bikeway into the streetscape environment with an associated vertical gateway element to indicate arrival into downtown from the south. ***Project Received Project of the Year Award, Florida Engineering Society, Ridge Chapter, 2019.***

### **DSNID Complete Streets Master Plan**

**Orlando, Florida | 2017-2018**

Assistant Project Manager and Landscape Architect for the development of a complete streets master plan for the Downtown South Neighborhood Improvement District (DSNID). Worked as part of a diverse consulting team to develop conceptual plans for all of the key streets within the District to govern future street sections, streetscape materials standards, multi-modal mobility needs, technological enhancements and the relative position of buildings adjacent to the street. The work included research of comparable complete street corridors in local areas and across the nation to bring those lessons to the District.

### **\*East End Bridge**

**Louisville, Kentucky**

Project Manager and Landscape Architect for the landscape design of the East End Bridge. This project began in the summer of 2012 as a large-scale and in-depth proposal as part of the Walsh-Vinci design build team. Design elements of this project include streetscape improvements and associated plantings, naturalized plantings along the entire right-of-way, a trailhead with associated seatwalls and plantings and a gateway treatment planting with white four-board fence. Another design element is naturalized outfall areas with native plants and boulders. This project finalized construction in 2017.



#### LOCATION

Orlando, FL

#### EDUCATION

- Bachelor of Landscape Architecture, Virginia Polytechnic Institute & State University, 2016

#### YEARS OF EXPERIENCE

Joined S&ME in 2019 with 5 years of experience

#### REGISTRATIONS

- FL, LA #LA6667460, 2019
- VA, LA #0406002129, 2019

## Carter H. Gresham, PLA

### Landscape Architect

Carter has seven years of experience on numerous public and private sector projects. His experience includes historic master planning, campus planning and recreation design projects. He has led efforts on planning and design standards/guidelines, corridor design standards, architectural guidelines and mapping. He is proficient with design programs including Photoshop, InDesign, Illustrator, SketchUp, AutoCAD, ArcGIS, Land F/X, Public Participatory Design, Design Code Drafting, and Realtime.

### Key Projects and Assignments

#### **New Port Richey Trail Feasibility Study**

**New Port Richey, Florida | 2019**

Landscape Architect working with the City of New Port Richey to develop a trail feasibility study for the entire City and to show connectivity options to larger, regional trail systems. S&ME took incomplete GIS data from the City and developed updated maps to show existing trail facilities and also used data from Pasco County, SUN Trails and other regional trail systems to identify gaps in the current and proposed trail infrastructure within the City. We also identified destinations outside of the City such as access to the nearby Gulf of Mexico, state parks and other regional points of interest. The outcome of this study was to determine the feasibility of trail facilities to fill in these gaps and included associated order of magnitude costs, a list of priority projects and preliminary implementation timeframes.

#### **King Street Complete Street Master Plan**

**St. Augustine, Florida | 2018–2019**

Landscape Architect for the complete street design of King Street in St. Augustine. S&ME has been hired by the City to analysis the existing conditions and develop concepts to build a better east-west connection through King Street to downtown area. During meetings with the city and the workshops, S&ME used 3D model fly-through to show the street conditions and 3D section graphics to show the proposed concepts. Extensive public participation was also facilitated throughout the project.

#### **NW Neighborhood Pedestrian Implementation Plan**

**Lake Wales, Florida | 2020–2021**

Landscape Architect for the creation of a master plan and design standards document addressing sidewalk and street tree enhancement of the City's Northwest Neighborhood. Based upon the Dover Kohl, Lake Wales Connected plan for the NW Neighborhood, the master plan completes gaps in the existing sidewalks network, suggest where sidewalks should be added to existing streets and addresses the planting of canopy and understory trees to improve pedestrian comfort and the character of the street. The completed master plan and design standards provides the City with a master plan, typical street sections, a palette of



trees, implementation priorities, phasing and an estimate of probable construction costs.

**Seminole County Trail System Master Plan**  
**Seminole County, Florida | 2020–Ongoing**

Landscape Architect for the update to the Seminole County’s Trail System Master Plan. Bruce performed desktop and field reviews to validate the previously proposed trails for the County and identifies new routes to improve connections to cities and communities with no trail access. Through the creation of a hierarchy and updated nomenclature 35 individual trail and connector segments were reduced to 15 Pathways which link the County’s primary showcase trails. Following key stakeholder and public presentations, the completed master plan includes an update to the County’s GIS system reflecting the existing and proposed trails and pathways, Cost estimates and a report document. The standalone exhibits within the report enable County staff to extract each proposed trail as needed for their use in receiving grant funding, updating County Commissioners, and informing the public.

**Lake Wales Parks and Recreation Master Plan**  
**Lake Wales, Florida | 2020–Ongoing**

Landscape Architect for the preparation of the City of Lake Wales’s first Parks and Recreation Master Plan. S&ME is currently in the process of preparing the plan. In partnership with Barth and Associates, S&ME will be conducting an exhaustive public engagement process, including, statistically valid survey, stakeholder interviews, focus groups, and public workshops. Social Pinpoint, a community engagement tool, will be utilized with an interactive map, community-wide survey and a public workshop portal. A park evaluation, level of services analysis, needs assessment and long term visioning will be prepared as part of the plan. Specific responsibilities include developing a schedule, assigning tasks to the project team, engaging the public and stakeholders, coordinating subconsultants, and coordinating with the client to ensure the project is delivered on time and within budget. The master plan is anticipated to be completed in December 2021.

**Cocoa Parks & Recreation Master Plan**  
**Cocoa, Florida | 2020–2021**

Landscape Architect for the City’s first Parks and Recreation Master Plan. The Plan includes a detailed inventory of City and County owned parks and highlights opportunities for the addition of trails and recreational facilities. A robust trail system was proposed to help better connect the City. This planning effort also identified opportunities for the City to obtain ownership and maintenance responsibility of County owned parks within the City. A steering committee comprised of local stakeholders was established to help guide the team and help provide context on the local conditions. An online community survey was developed to evaluate the resident’s needs and desires for parks and recreation opportunities. Public input was facilitated through online databases and forums due to the COVID-19 Pandemic.

*\*Experience with previous employer.*



**LOCATION**

Orlando, FL

**EDUCATION**

- Master's in Urban Regional Planning, University of Florida, 2019
- Bachelor's in Public Administration and Minors in Urban and Regional Planning and Nonprofit Management, University of Central Florida, 2015

**YEARS OF EXPERIENCE**

Joined S&ME in 2019 with 2.5 years of experience

**PUBLICATIONS**

- "Comprehensive Planning for Autonomous Vehicles in the American South," 2019

# Nickolas S. Hill

## Planner

Nickolas is well-versed in the field of contemporary urban and regional planning. His professional experience has included updating comprehensive plans and community redevelopment plans, performing reviews of development applications for municipalities, conducting entitlement research, land use and rezoning amendments, special use permits and variance requests. Nickolas is also a highly skilled Geographic Information System (GIS) technician.

## Key Projects and Assignments

### Lake Wales Comprehensive Plan Update

Lake Wales, Florida | January-December 2020

Project Planner for the City's Comprehensive Plan update to reflect the significant growth the City experienced in the early to late 2000s. Responsibilities included the development of various elements, assisting with GIS mapping and analysis, assisting with steering committee meetings to understand the issues facing the community and a visioning public workshop.

### Sumter County Comprehensive Plan Update

Sumter County, Florida | July 2020 - June 2021

Project Planner for the City's Comprehensive Plan update to changes in growth conditions since 2010. Responsibilities included the development of various elements, assisting with GIS mapping and analysis, assisting with steering committee meetings to understand the issues facing the community and a visioning public workshop.

### Kissimmee Community Redevelopment Plan Update

City of Kissimmee, Florida | 2020

Participated in the update of the 2012 Community Redevelopment Plan to achieve consistency with the adopted comprehensive plan and land development code., identified capital projects and redevelopment programming, and evaluated the extension of the operational timeframe for the Community Redevelopment Agency. Also assisted the Project Manager with public engagement tasks, which included numerous one-on-one interviews with stakeholders, open house events and workshops, and preparing project maps and strategies.

### Groveland Finding of Necessity Study

Groveland, Florida | 2020

Researched and developed the Groveland Findings of Necessity Study for the City of Groveland Community Redevelopment Agency's expansion area. Tasks completed included conducting multiple site visits, collecting data, and conducting an analysis of the expansion area using a combination of GIS, satellite imagery, City and County datasets, and ground-truthing exercises.



### **City of Kissimmee Development Review**

**City of Kissimmee, Florida | 2019-2020**

Assisted the City of Kissimmee in reviewing various site plan and planning applications for consistency with the City's Comprehensive Plan and Land Development Code. This project also involved attending Development Review Committee meetings with City Staff and the applicant.

### **Cocoa Comprehensive Plan EAR-Based Amendments**

**City of Cocoa, Florida | 2019**

Project Planner for the preparation of Comprehensive Plan amendments based on the Comprehensive Plan Evaluation and Appraisal Letter. Specifically, responsible for the preparation of a matrix listing State Statute changes since the last EAR update and noting which portions of the plan needed to be amended and making the changes to the plan. Mapped the potential flood areas and incorporated development and redevelopment strategies into the Coastal Management Element to reduce flood risks in coastal areas, and to encourage the use of strategies that will result in the removal of coastal property from FEMA flood zone designations.

### **HD King Plant Site Review of Redevelopment Plan Submittals**

**City of Ft. Pierce, Florida | 2019**

Project Planner for the review of two development proposals to redevelop the HD King Plant site, which is owned by the City. Reviewed the submittals with the team to determine which best addressed the vision and the relevant Goals, Objectives and Policies (GOPs) of the adopted Fort Pierce Community Redevelopment Plan and the relevant redevelopment GOPs of the City's Comprehensive Plan. Each submittal was also evaluated for its compatibility with existing development in the downtown area. Prepared a matrix scoring each proposal based on the review. Prepared for and attended the one-on-one briefings with the Fort Pierce Redevelopment Advisory (FPRA) Board and at the FPRA Board executive session where the Project Manager presented the results.

### **Fort Pierce Community Redevelopment Plan Update**

**City of Ft. Pierce, Florida | 2019**

Project Planner for the update of the 2001 Community Redevelopment Plan to reflect changes in the conditions of the CRA subsequent to the 2001 Plan's adoption and the current implementation status of long-term redevelopment projects. Specifically, responsible for creating a project Webpage, developing and posting an online survey to solicit feedback and preparing for and helping facilitate community input sessions in 5 different locations within the CRA. Also responsible for preparing the background portion of the CRA plan update, preparing maps and drafting strategies.



#### LOCATION

Tampa, FL

#### EDUCATION

- BS in Civil Engineering – Florida State University

#### YEARS OF EXPERIENCE

Joined S&ME in June 2021 with 16 years' experience

#### REGISTRATIONS

- PE – State of Florida
- EI – State of Florida

#### CERTIFICATIONS

- Certified Public Manager
- ASBI Grouting Certificate
- FDEP Stormwater Management – 38978
- FDOT Advanced Maintenance of Traffic - 32180

#### PROFESSIONAL MEMBERSHIPS

- Florida Engineering Society
- American Society of Civil Engineers

## John Westphal, PE

### Construction Costs Manager

John possesses experience working on projects nationwide and has served on panels of national significance through NCHRP participation. He is an experienced leader statewide in the areas of engineering design and construction, contract administration, contract development and procurement and dispute resolution and has experience operating in complex project environments including those of Design-Build as well as Public-Private Partnership (PPP) contracts. He is adept at resolving issues through facilitation and implementation of multidisciplinary, team-based approaches, resulting in equitable solutions for relevant stakeholders.

### Employment History prior to S&ME

#### **\*Florida Department of Transportation (FDOT), Office of Construction – State Construction Structures Engineer Tallahassee, FL | Jul 2014 - Present**

Provided project support on diverse projects statewide; tasked with resolution of complex bridge issues statewide during construction including all bascule, post-tensioned segmental, prestressed concrete, steel girder and composite bridges. Provided support to internal and external stakeholders including Contractors, Engineers and Inspection staff. Involvement with Disputes Review Boards (DRB) statewide. Conducted Process Reviews of bridge construction projects statewide, auditing consultant CEI Staff administering construction contracts for the Department. Routinely liaised with Federal Highway Administration (FHWA) on issues related to both project and policy-level items.

Served as Chairman of the FDOT Concrete Technical Review Team. Served as Research coordinator for the FDOT Office of Construction. Panel member on NCHRP Project Panel 20-05/Topic 50-07, Electronic Ticketing of Materials for Construction Management. Panel member on NCHRP Project Panel 20-05/Topic 51-14, Repair and Maintenance of Post Tensioned Concrete Bridges. Spearheaded necessary changes to the FDOT Standard Specifications. Responsible for updating and maintaining the Construction Project Administration Manual (CPAM) Construction Training and Qualification Administration Manual (CTQM). Conducted field training for Construction Engineering Inspectors and Contractors. Presented at conferences including the FTBA Construction Conference, the FDOT Design Conference as well as the FDOT Construction Academy. Served multiple technical committees including those for concrete, prestressed concrete and segmental bridge operations and maintenance. Served on Technical Review Committees on projects statewide, recommending award of construction contracts on unbalanced bids. Served as the State Construction Office lead in the piloting of eTicketing for concrete and has assisted in the transition and implementation of e-Construction to the FDOT Standard Specifications.

*\*Experience with previous employer.*



**\*Michael Baker Corp – Structural Engineer**

Tallahassee, FL | Aug 2009 – Jul 2014

Served as a Structural Designer and Engineer performing structural analyses and designs in addition to structural detailing. Administered shop drawing reviews as necessary and furnished designs of miscellaneous structures such as retaining walls, pedestrian boardwalks, and mast arms. Served on Michael Baker Corporation's Engineers Without Borders Board of Directors. Advisor/mentor for FSU College of Engineering students' Senior Design Projects.

GDOT Projects:

- SR 53 Bridge over Chestatee River, Lake Lanier
- Jimmy Deloach Parkway over St. Augustine Creek Tributary

NCDOT Projects:

- Western Wake Freeway, Bridges 15 and 16
- Foundation Design of Sign Structures, NCDOT.

FDOT Projects:

- U.S. 98 over Cody Avenue
- CR 245 over Olustee Creek Bridge Load Rating
- Corinth Road over Otter Creek Box Culvert
- Bonifay-Chipley Road over Camp Branch Box Culvert
- White Road over Unnamed Branch Box Culvert
- Scott Road over Parrot Creek Box Culvert
- Jessie O. Lewis Road over Boggy Branch Bridge
- State Road 434 at Little Wekiva River Sheet Pile Wall

MoDOT Projects:

- Safe and Sound Bridge Improvement Project. Redesign and replacement of 554 structurally deficient bridges.

CDOT Projects:

- Yale Bridge over SR-221. Independent quality control reviewer.

RIDOT Projects:

- Bridge 96901 over Ten Mile River Load Rating

Alaska Gas Development Corporation:

- Alaska Stand Alone Gas Pipeline (ASAP) Feasibility Study

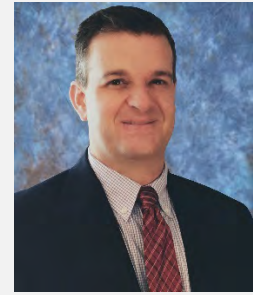
**\*FDOT Structures Design Office – Engineer Intern**

Tallahassee, FL | Oct 2006 – Jul 2009

Served as a Structural Designer, responsible for maintaining engineering programs on the FDOT Structures Design Office website, including the FDOT LRFD Prestressed Beam Program and FDOT LRFD Box Culvert Program. He Ensured software programs followed the latest edition of the AASHTO LRFD Bridge Design Specifications and other relevant design specifications. He communicated with FDOT consultants and FDOT District personnel regarding technical feedback and/or difficulties with software and assisted in the design of bridges and retaining walls. Aided in the calculation of quantities for projects.

*\*Experience with previous employer.*

Mr. Fischer has more than 22 years of experience in bridge design and plans production. His extensive experience includes Florida-I Beams, AASHTO girders, steel plate and box girders, concrete segmental box girders, bridge widenings, shallow and deep end bents, C-Piers, multi-column piers, straddle piers, sheet pile wall design, retaining wall design, steel H-pile design, box culvert design, spread footings, span and cantilever signs, mast arms and strain poles. Mr. Fischer has also been responsible for preparing Bridge Development Reports, shop drawing review, design support during construction of projects and Project Management of Trail projects.



## PROJECT EXPERIENCE

**Seminole-Wekiva Trail, Grade Separated Crossings Feasibility Study - Seminole County, FL** - This study project includes an analysis of potential grade separated crossing structure options for future construction at existing at-grade multi-use trail crossings of SR 436 at Laurel Street and SR 434 at Orange Avenue. Multiple bridge overpass and tunnel underpass alternatives are being evaluated at each intersection. A report including analysis of the structural options, profile and alignment, impacts to existing utilities and traffic signals, impacts to adjacent parcel owners, coordination with stakeholder agencies, maintenance of traffic during construction, existing trail realignment and continuation of existing pedestrian access, drainage and permitting and a construction cost estimate for each final alternate will be presented to the Board of County Commissioners at the conclusion of the study. Mr. Fischer is serving as Project Manager and Lead Structures Engineer.

**Cross Seminole Trail, Improvements to Pedestrian Bridge over US 17-92 – Seminole County, FL** - This project will introduce pedestrian connectivity for the existing Cross Seminole Trail pedestrian bridge over US 17-92 to the existing grade separated sidewalks located on either side of US 17-92. The proposed 10' and 8' wide sidewalk and ramp systems, located on the east and west side of US 17-92 respectively, will each be ADA compliant and designed to minimize impacts to the existing natural features adjacent to the Trail. Mr. Fischer is serving as Project Manager and Structures Engineer of Record for the back-to-back retaining walls that will support the ramps.

**Casselberry Bike Trail, Wirz Park – City of Casselberry - Seminole County, FL** - Served as Structures Engineer of Record responsible for design and plans production of a pedestrian, bicycle and maintenance vehicle accessible timber boardwalk for this trail project.

**ECRR Trail from Providence Blvd. to SR 415, County of Volusia Engineering and Construction - Volusia County, FL** - Served as Structures Engineer of Record responsible for design and plans production of a pedestrian, bicycle and maintenance vehicle accessible timber boardwalk for this trail project.

**Virgin Trains Zone 2/GOAA Operational Improvements CSI, Orange County, FL** – This CSI project included redesign of a large two cell bridge culvert of Cargo Road over the Virgin Trains Rail to a single span FIB beam bridge, accommodation of existing utilities, and a new ramp intersection to Cargo Road that is located between the rail and Jeff Fuqua bridges. The CSI also included elimination of a proposed loop ramp and three bridges. The new connection to Jeff Fuqua was completely redesigned to increase efficient traffic movement, including the first use of a roundabout at OIA. Significant coordination was required between Virgin Trains, GOAA, the contractor (Middlesex), FAA, and the City of Orlando. This CSI in total yielded a net of \$7,000,000 savings to the overall team. Served as Design Engineer for the WB Cargo Road Bridge. The bridge typical section included a barrier separated pedestrian sidewalks.

**SR 19 over Little Lake Harris (Design Build) - FDOT District 5 - Lake County, FL** – A new replacement 3,250' long bridge with 41 spans, including a 90' main channel span was part of this design/build project. Mr. Fischer was a Design engineer responsible for substructure design and superstructure design and load. Additional design responsibilities included precast concrete pile caps at the intermediate bents and Florida-I Beams for the superstructure. Mr. Fischer was also responsible for the design of approximately 1200' of precast concrete privacy walls and one multi-post sign. The bridge included a barrier separated pedestrian sidewalk.

## EDUCATION

Master of Engineering,  
Structural Engineering,  
University of Florida, 1999  
Bachelor of Science, Civil  
Engineering, University of  
Florida, 1997

## CERTIFICATION

PE Florida, No. 60074, 2003

**YEARS OF EXPERIENCE: 22**



**SR 44 over St. Johns River - FDOT District 5 - Lake and Volusia Counties, FL** – This project included a 10-span Florida-I Beam bridge replacement over the navigable St. Johns River and improvements to the approach roadways on either side. As a Design Engineer, Kevin's design responsibilities included the continuous for live load 508' long 3-span channel unit, including a 180' long main channel span and 164' end spans, and substructure designed for ship impact. The bridge included a barrier separated shared use path sidewalk.

**SR 429, Wekiva Parkway 1A - Central Florida Expressway Authority - Orange County, FL** - Structures Engineer of Record responsible for production of this 200' bridge consisting of two 100' long spans. Oversaw the design which included complex unsymmetrical haunched rectangular prestressed concrete beams, an arched pier cap and reveals cast into the pier columns. 4D models of the haunched beams using ADAPT software were created to determine the final beam stresses, deflection and camber values. The bridge typical section included two barrier separated pedestrian sidewalks.

**SR 35 and SR 44 over CSX Railroad (Design Build) - FDOT District 5 - Sumter County, FL** - Bridge Engineer responsible for superstructure and substructure design, checking bridge geometry calculations, and performing load rating of this Design Build project that included long-span AASHTO beams on a curve with severe skews. This project received the 2011 Design/Build "Best in Construction" award from FTBA. Each bridge included two barrier separated pedestrian sidewalks.

**SR 507 (Babcock Street) over Tillman (C-1) Canal – FDOT District 5 – Brevard County, FL** - Structures Engineer of Record responsible design and plans production for phased widening of this existing 7 span flat slab bridge founded on prestressed concrete piles. The bridge typical section included two barrier separated pedestrian sidewalks.

**Narcoossee Road over Canal 29B - Osceola County Public Works - Osceola County, FL** - Bridge Engineer responsible for all superstructure and substructure design calculations for this project, which included a 105' long continuous cast-in-place concrete superstructure consisting of three 35' long spans and constructed in multiple phases. The bridge typical section included two barrier separated pedestrian sidewalks.

**SR 415 over St. Johns River – FDOT District 5 - Seminole and Volusia Counties, FL** - Performed preliminary design calculations including ship impact study of existing AASHTO beam bridge, BDR design and cost analysis of all components at all project bridge sites, and QA/QC review of BDR reports for contract consisting of a proposed multi-span AASHTO beam bridge with a continuous steel plate girder unit over the navigational channel, a continuous steel plate girder multi-span replacement retrofit to the navigational channel spans of an existing bridge adjacent to the location of the proposed bridge, a proposed four-span flat slab vehicular traffic bridge over the Relief Channel and a four-span flat slab multi-use trail bridge over the Relief Channel.

**Orange County Deficiency Repair Plans – Orange County, FL Public Works** – Structures Engineer of Record for deficiency repair plans for four existing bridges (Bates Road over Crane Strand Canal, Buck Road over Little Econ River, Temple Trail over Howell Branch Creek and Old Winter Garden over SR 408). Deficiencies included spalls and cracks in prestressed beam concrete topping, pedestrian sidewalk structural steel framing members to intermediate bent cap connection, exposed reinforcement and prestressing strands, embankment protection and approach slab settlement or erosion and repair to failed MSE wall slip joint.

**Rhode Island Avenue over I-4 - FDOT District 5 - Volusia County, FL** - Managed the design of a 386 ft. long three span bridge with pedestrian sidewalk consisting of AASHTO beam superstructure and multi-column pier substructure founded on prestressed concrete piles.

**SR 72 over Myakka River - FDOT District 1 - Sarasota County, FL** - Served as Design Engineer for this 14-span cast-in-place concrete flat slab replacement bridge that was 504' long. All spans were 36' long with a superstructure divided into 3 continuous units. Mr. Fischer also designed an approximately 545' long temporary Acrow detour bridge structure founded on steel pile caps and steel pipe piles during construction to provide safe and efficient MOT as well as approximately 25,000 square feet of permanent steel sheet pile wall.

**SR 200 (US 301) from MP 11.245 to MP 14.978 (Design Build) - FDOT District 2 - Duval and Nassau Counties, FL** - Structures Engineer of Record responsible for production of this design/build project, which included a Florida-I beam twin replacement bridges over Norfolk Southern Railroad and phased construction of a flat slab bridge over Funks Creek Branch. Also responsible for the production of extension or new design of 13 one and three-celled concrete box culverts. Served as Design Engineer for two temporary critical walls next to the railroad tracks.



Mr. Brown has fifteen-plus years of experience working as an engineering designer in the civil engineering field. He has been responsible for numerous roles on design, survey, rehabilitation, preservation, and inspection projects for a wide range of clients and state departments of transportation. His design and drafting experience include plan production for bascule bridges, vertical lift bridges, prestressed concrete bridges, curved and straight steel girder bridges, steel box girder bridges, posttensioned concrete bridges, historic wood, stone and brick bridges, MSE walls, noise walls, and overhead sign structures.



## PROJECT EXPERIENCE

**Seminole-Wekiva Trail, Grade Separated Crossings Feasibility Study - Seminole County, FL** - This study project includes an analysis of potential grade separated crossing structure options for future construction at existing at-grade multi-use trail crossings of SR 436 at Laurel Street and SR 434 at Orange Avenue. Multiple bridge overpass and tunnel underpass alternatives are being evaluated at each intersection. A report including analysis of the structural options, profile and alignment, impacts to existing utilities and traffic signals, impacts to adjacent parcel owners, coordination with stakeholder agencies, maintenance of traffic during construction, existing trail realignment and continuation of existing pedestrian access, drainage and permitting and a construction cost estimate for each final alternate will be presented to the Board of County Commissioners at the conclusion of the study. Mr. Brown is responsible for the design of multiple proposed trail alignment alternatives, coordination between various engineering disciplines, and production of the Feasibility Study documents.

**Cross Seminole Trail, Improvements to Pedestrian Bridge over US 17-92 – Seminole County, FL** - This project will introduce pedestrian connectivity for the existing Cross Seminole Trail pedestrian bridge over US 17-92 to the existing grade separated sidewalks located on either side of US 17-92. The proposed 10' and 8' wide sidewalk and ramp systems, located on the east and west side of US 17-92 respectively, will each be ADA compliant and designed to minimize impacts to the existing natural features adjacent to the Trail. Mr. Brown is responsible for the design of two back-to-back retaining walls, as well as contract plans production for all structural elements.

**Virgin Trains Zone 2/GOAA Operational Improvements CSI, Orange County, FL** – This CSI project included redesign of a large two cell bridge culvert of Cargo Road over the Virgin Trains Rail to a single span FIB beam bridge, accommodation of existing utilities, and a new ramp intersection to Cargo Road that is located between the rail and Jeff Fuqua bridges. The CSI also included elimination of a proposed loop ramp and three bridges. The new connection to Jeff Fuqua was completely redesigned to increase efficient traffic movement, including the first use of a roundabout at OIA. Significant coordination was required between Virgin Trains, GOAA, the contractor (Middlesex), FAA, and the City of Orlando. This CSI in total yielded a net of \$7,000,000 savings to the overall team. Mr. Brown's responsibilities included the design of multiple retaining walls, plans production for all structural elements, and the creation of project submittal documents.

**I-75 Widening, Sarasota County, FL - FDOT District 1** - This project included the widening of I-75 from south of Toledo Blade to north of Kings Highway in Sarasota County, FL. It also included widening 2 sets of parallel bridges (I-75 over Yorkshire Street & I-75 over New Castle Waterway) and replacing the dual bridges on I-75 over CSX railroad and Raintree Blvd. The existing I-75 over Yorkshire St. superstructure consisted of prestressed AASHTO girders and was designed to be widened using prestressed Florida-I Beams. The I-75 over New Castle Waterway bridges were designed to be widened using a cast-in-place flat slab superstructure. Joshua's responsibilities included the production of bridge and wall plans, the assistance in the QA/QC process, and calculating quantities. The programs used for these tasks included MicroStation V8i, GEOPAK, FDOT SS2, Mathcad, and various Microsoft programs.

## EDUCATION

- B.S. Florida International University, Miami, Florida
- Associate of Arts in Civil Engineering Broward College, Fort Lauderdale, Florida

## CERTIFICATION

- Advanced Technical Certificate in Construction and Design
- Graduate Certificate in the History, Theory, and Criticism of Architecture
- Certificate in 2D/3D Design
- Certificate in FDOT Electronic Digital Delivery Production
- Certificate in FDOT Maintenance of Traffic, Intermediate Level

**YEARS OF EXPERIENCE: 15**



**SR 50 over Econlockhatchee River (Design Build) - FDOT District 5** - The existing dual two-lane bridges (EB constructed in 1948 and WB constructed in 1964) were functionally obsolete and needed to be replaced to accommodate three travel lanes, bicycle lanes, and pedestrian accommodations in both the EB and WB directions. The new 346-foot-long dual bridge superstructures consist of Florida-I 36 Beams and a C.I.P. concrete deck supported by driven 24 in. prestressed concrete piles. The silty/clayey soils near the bearing layers are associated with 'high rebound' soils and were considered during the design and construction of the substructure. The estimated scour for this bridge site was approximately 23 feet. The type of soil and size of scour caused all the piles being driven approximately 130 feet long and spliced. Joshua's responsibilities included the production of bridge and wall plans, the assistance in the QA/QC process, managing all CADD production, and calculating quantities. The programs used for these tasks included MicroStation V8i, GEOPAK, FDOT SS2, Mathcad, and various Microsoft programs.

**Veterans Expressway Widening and Resurfacing (Design Build) - TPK** - This project included widening of four multi span twin bridges with AASHTO type girders. This project also included the design of MSE walls, gravity walls, and temporary soldier pile walls. Joshua's responsibilities included the production of eight MSE walls and two soldier pile walls, as well as bridge plans. Joshua was also responsible for creating the deliverable packages for the contractor and the FDOT. The programs used for these tasks included MicroStation V8i, GEOPAK, FDOT SS3, Mathcad, Google Earth, and various Microsoft programs.

**Reconstruction of the I-75/SR 64 Interchange - Manatee County** - The purpose of this project was to reconstruct the I-75/SR 64 interchange in order to increase capacity and improve the future level of service of the interchange while providing a design that was compatible with the future 10-lane ultimate typical section of I-75. As part of the planned improvements to the I-75/SR 64 interchange, a new southbound I-75 on-ramp bridge was designed to the west of the existing I-75 Bridges over SR 64. The ramp bridge length was over 300-feet with a cast-in-place bridge deck supported by 63-inch Florida-I Beams. The reconstruction project also included the design of six MSE walls constructed during different phases of the project, supported by temporary critical MSE walls. Joshua's responsibilities included the design and plans production for the MSE walls, as well as production of the bridge plans. The programs used for these tasks included MicroStation V8i, GEOPAK, FDOT SS3, Mathcad, and various Microsoft programs.

**Tennessee Bridge Preservation Summary, Tennessee DOT** - This project included preparing bridge-specific summaries of potential treatments for the preservation or conservation of selected old bridges in Tennessee. The summaries serve as a starting point for consideration of preservation options that will inform and assist bridge owners and local interest groups who desire to understand what would be involved in preserving and conserving the bridges. A summary was prepared for each bridge; each summary balanced sound engineering with preservation of the features that make the structure historically and culturally important in order to become a tool to educate the public about bridge preservation. Joshua's responsibilities included compiling collected data from research and site visits into an Access database, reviewing completed summaries, and producing sketches and maps for each structure. The programs used for these tasks included Microsoft Access, MicroStation V8i, various photo editing software, and internet-based archives.

**I.R. 75 Reconstruction, Dayton, Ohio - ODOT** - This project included reconstructing I.R. 75 in Dayton, Ohio. The project included six MSE walls totaling approximately 4,850 ft. Phased construction required four temporary MSE walls and two temporary sheet pile walls to be designed and detailed as well. Joshua's responsibilities included the plan production for the stage 2 submittal of the retaining wall component set. The plans were produced using ODOT standards in ProjectWise, MicroStation XM and GEOPAK.

**Colorado Historic Bridge Survey - Colorado DOT** - This project included services to the Colorado Department of Transportation to survey pre-1959 current National Register listed or eligible bridges to determine whether they still retain eligibility and to evaluate bridges constructed between 1959 and 1968 for National Register eligibility. As part of this work, a historic context was prepared by researching CDOT bridge building activities during this period and document significant trends and bridges. Joshua's responsibilities included compiling collected data from research and site visits into an Access database, reviewing completed summaries, and producing sketches and maps for each structure. The programs used for these tasks included Microsoft Access, MicroStation V8i, various photo editing software, and internet/library-based archives.



Pam has extensive Utility Coordination experience extending from roadway improvements to high-speed rail design. She is experienced at recognizing utility conflicts in the design of a variety of projects and making recommendations for corrective action. Pam has been a field engineer for numerous utility design projects and has been responsible for field inspection, attending meetings with designers, Utility Agency Owners and Project Clients for the development of design drawings. Pam has an excellent understanding of design drawings, and her communication and organizational skills are of great benefit when meeting and coordinating with the numerous utility owners. Pam's utility design experience includes a wide variety of private, transportation and public works projects to include: drainage, utilities relocating design (UWHC), roadway design, sanitary sewer design, force main/lift station design, storm water hydraulic and hydrologic analysis, water and reuse water transmission and distribution systems as well as electric utilities master planning. Pam has worked as a Utility Coordinator on numerous Florida Department of Transportation (FDOT), Turnpike Enterprise, Expressway Authorities, private developers and Municipal projects. She has been diversified in her approach to Utility Coordination process and guidelines for each client.

## RELEVANT PROJECT EXPERIENCE

**US 17-92 Pedestrian Overpass Stairwells, Sanford, Seminole County, FL – Seminole County** - This contract is for miscellaneous engineering services for their trail projects. Ms. Young is responsible for the analysis and negotiations of the utility conflicts within in this project corridor. She will be the Utility Coordination Manager completing utility coordination process for this project.

**SR 436/SR 434 Feasibility Study, Altamonte Springs, Seminole County, FL – Seminole County** - This contract is for miscellaneous engineering services for their trail projects. Ms. Young is responsible for the conflict analysis and determining costs associated with the potential relocations of the utility conflicts within in this project corridor. She will be the Utility Coordination Manager completing the utility assessment report for this project.

**EE Williamson Bridge Replacement over SR 400 (I-4), Longwood, Seminole County, FL - FDOT District 5** - The project includes replacement of the existing EE Williamson Rd. Bridge over SR 400 (I-4) (MP 5.135), from Sunshine Tree Blvd. to 200 ft East of Penelope Drive. EE Williamson road typical will be a 3-lane curb and gutter section with a 6' sidewalk along the south and 10' trail on the north. This project required coordination with the future Beyond I-4 Ultimate project. Ms. Young was assigned as the Sr. Utility Coordinator responsible for certification and close-out of 13 existing Utilities and 3 new Utilities. This project was challenge was the condensed project schedule that included a Utility Work by Highway Contract Agreement, Utility Reimbursements, three permits for Directional Bores and the coordination of adjacent project activities.

**Lake Wekiva Trail-Segment 2 from SR 46 to Hojin Street, Lake Mary, Lake County, FL – Lake County** – This project corridor consists of Multi-use trail along the old railroad easement, coming out to CR 437, heads north to Wallick Road. From this corner there is an exception area where the existing sidewalk will remain as is until east of the existing park where the trail will jog through some small housing communities and will tie-in, east of Red Tail entrance, with proposed Wekiva section 6 project. Ms. Young was the Sr. Utility Coordinator negotiating with 9 utilities within this corridor. She cleared the utilities easily with minimal impact to the facilities. There are two utility challenges on this project. First being the FGT Global Settlement Agreement effecting the schedule of this project. Making sure they are given their 90 day review period for the encroachment impact. The other concerns are the documents needed to determine if Duke Energy Transmission are in their own easement within the project. We had agreed to work with their guidelines where reasonable. The designer and Utility worked together to make changes to avoid a relocation of the Transmission Poles.

**Capital Cascade Trail Segments 3 and 4, Tallahassee, Leon County, FL - Blueprint 2000 Partnership** - The project as part of the revitalizing Downtown Tallahassee area by constructing a box culvert to accommodate the FAMU widening and the addition of a wall that will support a pedestrian bridge crossing, a box culvert and Coal Chute Park. Ms. Young coordinated with 7 utilities to relocate prior to the FAMU Widening begins. The utility challenge pertained to the subaqueous utilities near the proposed box culvert crossing. The Piers will be determined prior to the design of the box culvert to avoid the potential of additional conflicts.

**SR 436 Fly Over at Red Bug Lake Rd, Casselberry, Seminole County, FL, Seminole County / FDOT District 5 LAP** - This [LAP project](#) elevated the intersection to create a new interchange on this major east-west roadway. Pam was responsible for working with the utilities and identifying their potential conflicts and resolving them without any delays. The challenge on this project was working in an area where three wastewater facilities tied together (Seminole County, City of Casselberry and South Seminole North Orange County Wastewater Transmission Authority). Included in this project was an Interdepartmental UWHC agreement as well as a UWHC Agreement for the City's relocations. The LAP project continued to be challenging because the process was new and creative.



## EDUCATION

- B.A. Computer Programming - The Sawyer School, 1983

## MEMBERSHIPS

- American Society of Civil Engineers
- Design Build Institute of America
- Florida Utilities Coordinating Committee
- Jacksonville Regional Utility Coordination Group
- Central Florida Utilities Group
- A.P.W.A.

**YEARS OF EXPERIENCE: 35**

**SR46A Sidewalk Improvements, Lake Mary, Seminole County, FL – Seminole County** – Ms. Young was the Sr. Utility Coordinator negotiating with 5 utilities within this corridor. She cleared the utilities easily with minimal impact to the facilities. This project challenge was the discovery of grave sites in the right of way while locating utilities. This had a slight impact to the schedule but was easily worked around by avoiding utilities in the sidewalk areas.

**Crystal Lake Avenue Sidewalk Project, Lake Mary, Seminole County, FL - City of Lake Mary** - The contract consisted of surveying, engineering, and associated permits for approximately 620 feet of sidewalk and right turn lane at Crystal Lake Avenue and Country Club Road intersection in the City of Lake Mary, Florida. The sidewalk was constructed between N. Country Club Road and 2nd Street along the north side of E. Crystal Lake Avenue. Pam was responsible for working with Utility Agency Owners to identify conflicts and schedule relocate work as determined necessary.

**SR 40 at US 41 from From SW 59th to SW 83rd Place Rd, PD&E Study, Ocala, FL** - As a Utility Coordinator, Pam was responsible for producing a Utility Impact Report and Cost Analysis for this project. She requested, obtained and compiled the documentation provided from each UAO and addressed the potential conflicts and recommended mitigation efforts.

**US 41 at SR 40, From SW 59th to SW 83rd Place Road PD&E Study, Marion County, FL - FDOT District 5** - As Utility Coordinator, Pam was responsible for producing a Utility Impact Report and Cost Analysis for this project. She requested, obtained and compiled the documentation provided from each UAO and addressed the potential conflicts and recommended mitigation efforts.

**SR 482 (Sand Lake Road) from Turkey Lake Road to Presidents Drive, PD&E Study, Orlando, Orange County, FL - FDOT District 5** - As a Utility Coordinator, Pam was responsible for producing a Utility Impact Report for this project. This included utility research tasks, individual utility meetings and developing existing utility plans and reporting the cost effects of the potential conflicts. Looking at all alternatives to recommend the best concept plan.

**SR 50 Colonial Parkway, PD&E Study, Orlando, Orange County, FL – FDOT District 5** – Pam was Utility Coordination Manager responsible for producing a Utility Impact Report and Cost Analysis for this project. She requested, obtained and compiled the documentation provided from each UAO and addressed the potential conflicts and recommended mitigation efforts. This project has the potential of going straight into Design, Bid, Build.

**SR 429 (Wekiva Parkway) Segment 6 (Design Build) Lake County, FL - FDOT District 5** - This project is to design 5.5 miles of [new alignment of limited access toll road](#) largely along the existing State Road 46 corridor from west of Old MacDonald Road to east of Wekiva Park Road. The project will include designing a non-tolled, service road for local travel, a new bridge over the Wekiva River, as well as several wildlife bridges to allow animals to pass safely between the Seminole State Forest and Rock Springs Run State Reserve. A multi-use trail will be included along this section. Work will include designing bridges, connector roads between remaining sections of CR 46A and SR 46, roadway widening, medians and turn lanes, drainage, lighting, sign and pavement markings, utilities and other roadway features. Pam coordinated with 8 utilities to negotiate all utility relocations of their conflicting facilities. Close communication with FGT has made their parallel work transition more smoothly. We have had success coordinating the design of the 4200' wildlife crossing bridge where the utilities could manage their relocations.

**SR 500 (US 441 Orange Blossom Trail) Pedestrian Lighting Bundle, from south of I-4 to W. Oak Ridge Road, Various Locations, Orange County, FL – FDOT District 5** – This project performed a study on 85 light pole locations, identifying all the locations requiring a retro-fit replacement of the lamp head or the replacement or addition of a new pole. Test holes were ordered at the new pole locations. Pam has worked with 19 Utility owners to clear the locations that were identified as not clear from the test holes performed. She was challenged with an unidentified utility at one location that was identified through the collection of the utility green line marked plans.

**SR 519 (Fiske Blvd) from I-95 to SR 520 (W King Street), Brevard County, FL - FDOT District 5** - A widening project that involved 8 utilities, Pam identified conflicts and worked with the utilities to relocate and to avoid additional conflicts. This project was completed within budget and prior to the scheduled certification date.

**SR 426 (Fairbanks Avenue) From SR 15 (US17/92/SR 600/Orlando Ave) to Ward Ave, Winter Park, Orange County, FL - FDOT District 5** – The project starts on Fairbanks Avenue, east of the intersection of Orlando Ave and heads east to Ward Avenue. It consists of an extending the westbound left turn lane and minor improvements These improvements also include milling and resurfacing, an addition of sidewalk/curb ramps and lane restriping. Ms. Young Identified 12 utility owners and their conflicts. She reviewed the utility relocation packages as they were received and certified the utilities within the schedule due date. The most challenging part of this project was learning about a micro-tunnel the Duke Energy had installed their underground transmission lines in. We also encountered brand new utilities that were found prior to production and we identified the utility owners and reviewed as-builts to make sure they didn't create new conflicts with the proposed relocations.

**SR 482 From Orange Avenue (SR 527) to Lake Gloria Blvd, Orlando, Orange County, FL - FDOT District 5** – This project is adding a New 5' wide sidewalk on the north side of SR 482, Reconstruction of NW Quadrant Curb and drainage modifications. Ms. Young was assigned as Sr Utility Coordination Manager after contact had been made and the utility conference occurred. She continued by following up with the nineteen utility owners and reviewing their relocation packages as they were received. Utility Certification was completed as scheduled. The utility challenge was determining if the utility relocations had enough room to make the necessary relocations required due to congestion within the corridor.



Mr. Thompson brings his 14 years of experience in underground utility location and conflict resolution serving clients both public and private on projects to the utility coordination of transportation projects. He also attends the triannual FUCC meetings.

## RELEVANT PROJECT EXPERIENCE

**SR 568 (Veteran's Spur) from Mile Post 0 to Mile Post 3, Hillsborough County, FL - FDOT Turnpike** - The purpose of this project is to develop an Existing Roadway Condition Assessment Report (ERCAR) to address existing traffic conditions and current travel time reliability assessed for safety improvements along the corridor. For the utility coordination efforts, contact was made to each of the UAOs to determine the location, type and size of their facilities and report our findings. Additionally, the recommend improvements in the report are reviewed for impacts to utilities and, through further coordination with the UAOs, documented impacts to the utilities are noted in the report, which are addressed in the design phase of the project. Providing utility coordination support on this contract.

**CR 437 from CR 437 South to CR 437 North, Lake County, FL - Lake County** - This project includes the design of a new alignment of CR 437 that connect CR 437 south to Hunter Avenue and then turns north to connect to Sorrento Avenue (SR 46) and CR 437 North. There are three (3) roundabouts at CR 437 South, at Mary St and at Hunter Avenue. The typical section includes 12 ft travel lanes, 4 ft bike lanes, 5 ft sidewalk and 12 ft multi-use trail. The project improvements also include roadway, signing and pavement marking plans, drainage, driveways, sidewalk and other safety improvements. Providing utility coordination support on this contract.

**SR 500 (US 192/New Haven Avenue) at McClain Drive, Brevard County, FL - FDOT District 5** - The purpose of the project is to remove the existing diagonal strain pole signal and reconstruct the signal utilizing mast arms. The project limits improvements to the adjacent sidewalks, curb ramps, updated crosswalks, pedestrian signals and lighting. Providing utility coordination support on this contract.

**SR 50 from Pine Hills Road and Tampa Avenue, Orange County, FL - FDOT District 5** - The purpose of the project is to enhance safety and operations along State Road (S.R.) 50 between Pine Hills Road and Tampa Avenue by implementing access management improvements. The proposed design calls for closing some of the existing median openings, converting others to directional openings, and modifying some turn lanes along the corridor. The project also will include reconstruction of pedestrian features at signalized intersections, including curb ramps, crosswalks and signals, elimination of abandoned or obsolete driveways, milling and resurfacing of affected pavement, and necessary drainage modifications. Providing utility coordination support on this contract.

**SR 500 (US 192) from Osceola County Line to Brandywine Road/Columbia Lane, Brevard County, FL - FDOT District 5** - The purpose of this project is to mill and resurface US 192 from the Osceola County line to Brandywine Road/Columbia Lane. Other improvements include converting the full median opening located approximately 1,000 feet west of Brandywine Lane into a westbound left/U-turn only and performing minor drainage work along the project limits. Providing utility coordination support on this contract.

**US 441 from CR-437A/Central Avenue to Bradshaw Road, Orange County, FL** - The purpose of the project is to resurface Orange Blossom Trail (U.S. 441) from Central Avenue to north of Bradshaw Road. Improvements also include the addition of bicycle lanes, curb reconstruction and drainage repair. Providing utility coordination support on this contract.

**SR 520 from Yates Road to the Brevard County Line, Orange County, FL - FDOT District 5** - The purpose of this project is to mill and resurface SR 520 from Yates Road to the Brevard County line. Improvements also include shoulder widening and some guard rail replacement. Providing utility coordination support on this contract.

**SR 500 (US 441) Resurfacing from SR 429 Connector Rd to Jones Ave, Orange County, FL - FDOT District 5** - The purpose of the project is to resurfacing, drainage improvements, driveways, sidewalk, and other safety improvements. Providing utility coordination support on this contract.



## EDUCATION

- B.S. Education, Jacksonville State University, 2010

**YEARS OF EXPERIENCE: 14**



**SR 500/US 441 from N of Holden Avenue to 34th Street, Orange County - FDOT District 5** - The project includes the construction of three (3) additional mid-block crossings along SR 500/US 441 in an urban utility corridor with new mast arms in the center median, pedestrian signals, pedestrian refuge islands, raised crosswalks (at the 3 new signals and existing 3 signals), signing, pedestrian channel barrier in median and other safety improvements. Providing utility coordination support on this contract.

**Polk Parkway Widening (Design Build), Polk County, FL - FDOT FTE** - This project features to the widening and resurfacing of Polk Parkway from CSX Railroad to I-4. This project consists of widening from 2 lanes to 4 lanes for approx. 4 miles and construction of a new diamond interchange at Braddock Road with roundabouts at the ramp terminals, a new mainline bridge over CR 546, and reconstruction of Braddock Rd from 2 lanes to 4 lanes. Three new All Electronic Tolling (AET) sites will be added (1 mainline and 2 ramp). Other improvements include the milling and resurfacing and safety upgrades for 3 additional miles. Mr. Thompson is currently providing utility coordination support services to the Utility Coordination Manager.

**I-4 and SR 429 auxiliary lanes, from CR 532 to SR 429 along I-4 and from I-4 to north of Sinclair Road, Osceola County, FL - FDOT District 5** - This project includes adding an additional lane in each direction on I-4 from the CR 532 interchange to the SR 429 interchange and northbound along SR 429 to just past the Sinclair Road northbound off-ramp. The I-4 westbound off-ramp and eastbound on-ramp at CR 532 will be widened to two lanes. The I-4 eastbound off-ramp and westbound on-ramp at SR 429 will also be widened to two lanes. SR 429 northbound will be resurfaced from Sinclair Road to 1,500-ft north of Sinclair Road. Providing utility coordination support on this contract.

**I-4 (SR 400) Resurfacing from the Osceola/Polk County line south of US 192, Osceola County, FL - FDOT District 5** - The purpose of the project is to resurface the asphalt pavement to extend the service life of the existing roadway, including necessary roadside improvements. Other improvements include re-striping the new pavement and replacing the signs along I-4. This project will tie into the interchange reconstruction project (FPN 444187-1) at C.R. 532 (Champions Gate) and I-4 that will convert the existing diamond interchange to a diverging diamond interchange, which is proposed by Osceola County Transportation and Transit. Providing utility coordination support on this contract.

**Districtwide Utilities Design Contract - FDOT D5** - The contract includes utility coordination services, utility certifications, phase reviews of construction plans, attendance at project development meetings on projects developed by the District in-house staff, provide project management oversight on a variety of assignments as directed by District 5 Utility Office. Responsible for performing utility coordination services for the contract with FDOT District 5. 24 task work order assignments have been assigned to date. Providing utility coordination support on this contract.

**Continuing Services Contract for Roadway Design #24 - FDOT District 5** - This contract includes miscellaneous design assignment issued on a Task Work Order (TWO) basis. TWO's can include designs services for any discipline related to roadways. Assignments have included: SR 50 and SR 40. Providing utility coordination support on this contract.

**Continuing Services Contract for Roadway Design #20 - FDOT District 5** - This contract includes miscellaneous design assignment issued on a Task Work Order (TWO) basis. TWO's can include designs services for any discipline related to roadways. Assignments have included: SR 500. Providing utility coordination support on this contract.

**Continuing Services Contract for Roadway Design #019 - FDOT District 5** - This contract includes miscellaneous design assignment issued on a Task Work Order (TWO) basis. TWO's can include designs services for any discipline related to roadways. Assignments have included: SR 50. Providing utility coordination support on this contract.

**Continuing Services Contract for Roadway Design #017 - FDOT District 5** - This contract includes miscellaneous design assignment issued on a Task Work Order (TWO) basis. TWO's can include designs services for any discipline related to roadways. Assignments have included: SR 500, US 192, SR 5, SR 44 & SR 19. Providing utility coordination support on this contract.

**Continuing Services Contract for Roadway Design #011 - FDOT District 5** - This contract includes miscellaneous design assignment issued on a Task Work Order (TWO) basis. TWO's can include designs services for any discipline related to roadways. Assignments have included: I-4 RRR and I-4 at SR 429. Providing utility coordination support on this contract.



