



DESIGN – CAPE HAZE PIONEER SUN TRAIL PATHWAY

RFP NO. 20260180

Kimley»Horn

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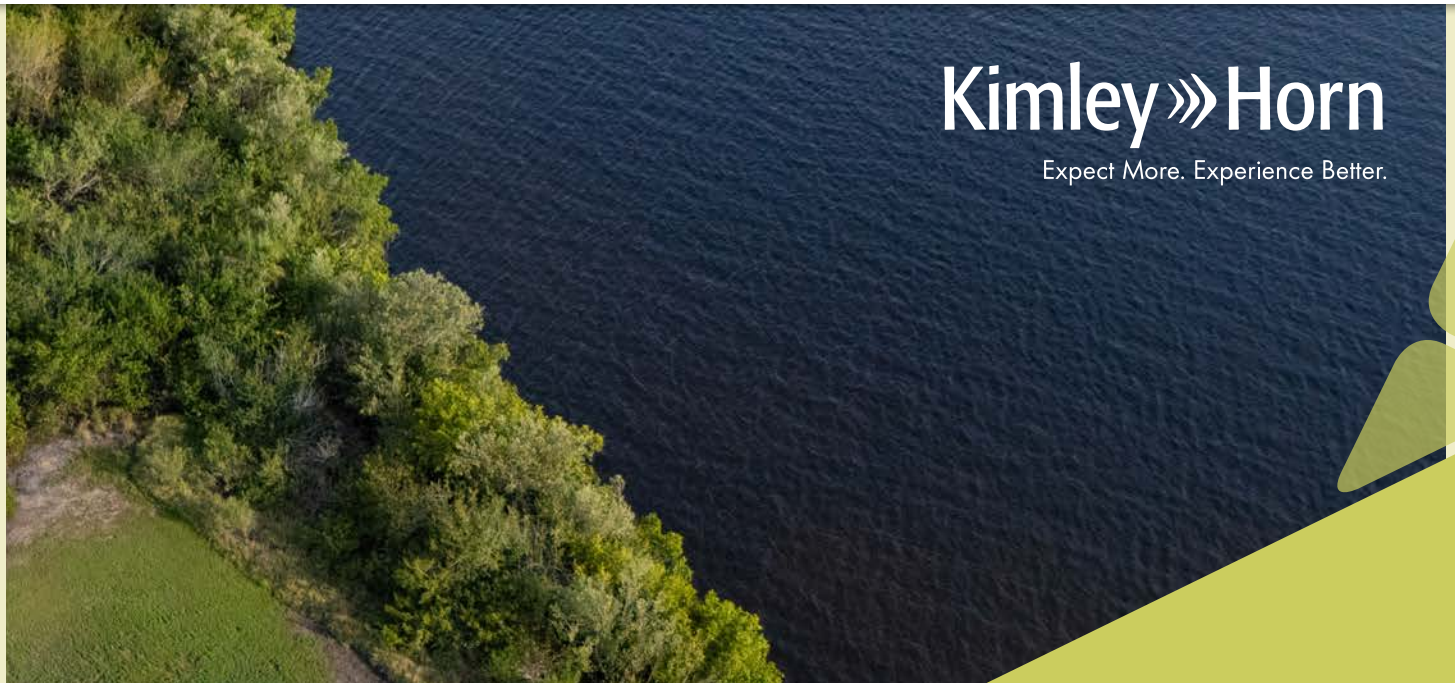


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TEAM PROPOSED FOR THIS PROJECT

JUNE 16, 2026

TO: Kimberly Chamberlain,
Senior Contract Specialist
Charlotte County
Purchasing Division
8500 Murdock Circle, Suite 344
Port Charlotte, FL 33948

FROM: Kimley-Horn and Associates, Inc.
1800 2nd Street Suite 900
Sarasota, FL 34236

**RE: RFP #20260180, DESIGN
– CAPE HAZE PIONEER SUN
TRAIL PATHWAY**

I. TEAM PROPOSED FOR THIS PROJECT

Dear Ms. Chamberlain and Members of the Selection Committee,

Kimley-Horn is pleased to submit our qualifications for the Design of the Cape Haze Pioneer SUN Trail Pathway project. Our team brings directly relevant trail design experience, local relationships, and a clear understanding of the project's technical and community challenges that position us to deliver exceptional results for Charlotte County.

Our portfolio of SUN Trail and multi-use pathway projects across Florida gives us a distinct advantage on this project. Most notably, our work on the 13.7-mile Legacy Trail Extension and North Port Connector Trail projects for Sarasota County mirror complexity and coordination demands present on the Cape Haze Pioneer SUN Trail. The Legacy Trail project required navigating soil contamination, designing prefabricated pedestrian bridges, coordinating with multiple municipalities including FDOT, and managing permitting through SWFWMD—all while designing and bidding four trail segments in less than 18 months. We have assembled many of the same internal team members and subconsultants from that effort to bring proven, collective experience to Charlotte County.

During our field review and analysis of the Caltrans Feasibility Study, we identified several areas that present options to reduce impacts and provide cost savings opportunities. One example that is critical to the project is the approach and departure to the Myakka River Bridge. By shifting the curb line up to the adjacent travel lane and utilizing the existing bicycle lane space for curb, guardrail, and trail, we can accommodate a safe, compliant multi-use trail without altering the current travel lane alignment. Our planning-level analysis indicates that this strategy could result in savings to the County on the order of \$3 million when compared to alternatives requiring wall modification, environmental mitigation, and associated permitting efforts. This kind of proactive, cost-conscious thinking is central to how we approach every project.

Segment 2, with its constrained residential corridor, will require a context-sensitive design and public involvement approaches. We have partnered with **The Valerin Group** to engage the community, build trust with adjacent property owners, and confirm that the preferred alignment reflects the County's goals and minimizes impacts.

Additionally, Kimley-Horn will team with trusted subconsultants **AIM Engineering & Surveying, Inc.** for survey, subsurface utility engineering and right-of-way services, and **Tierra, Inc.** for geotechnical services. Along with our subconsultants, our team is located within an hour of the project site and Charlotte County offices, which supports the responsive, hands-on coordination this project will require.

On the permitting front, we will pursue a fast-track strategy targeting Nationwide Permits to avoid lengthy federal consultations and keep the project on schedule. Our experience with SWFWMD, FDEP, USACE, and FWC permitting on similar corridor projects means we understand the process and the relationships needed to move efficiently.

Kimley-Horn has a long-standing working relationship with Charlotte County, FDOT, and key permitting agencies, built on consistent collaboration and trust. These relationships support efficient coordination and streamlined project delivery.

Implementing a trail within an established corridor requires early identification of constraints and a thoughtful balance of competing priorities. This level of coordination depends on strong, trusted partnerships with local and state agencies, which we have spent years cultivating.

While trail projects may seem straightforward at first glance, the constrained, residential setting of the Cape Haze Pioneer SUN Trail corridor requires a specialized and experienced approach. Recognizing this, we are fully committed to delivering a solution that aligns with Charlotte County's goals and expectations. We value our continued partnership with the County and look forward to working together to deliver a project the community can be proud of.

Sincerely,

Kimley-Horn and Associates Inc.



Phil Reid, PE
Project Manager



Jordan Leep, PE, PMP
Engineer-of-Record/
Senior Vice President



Gary Nadeau, PE
Principal-in-Charge

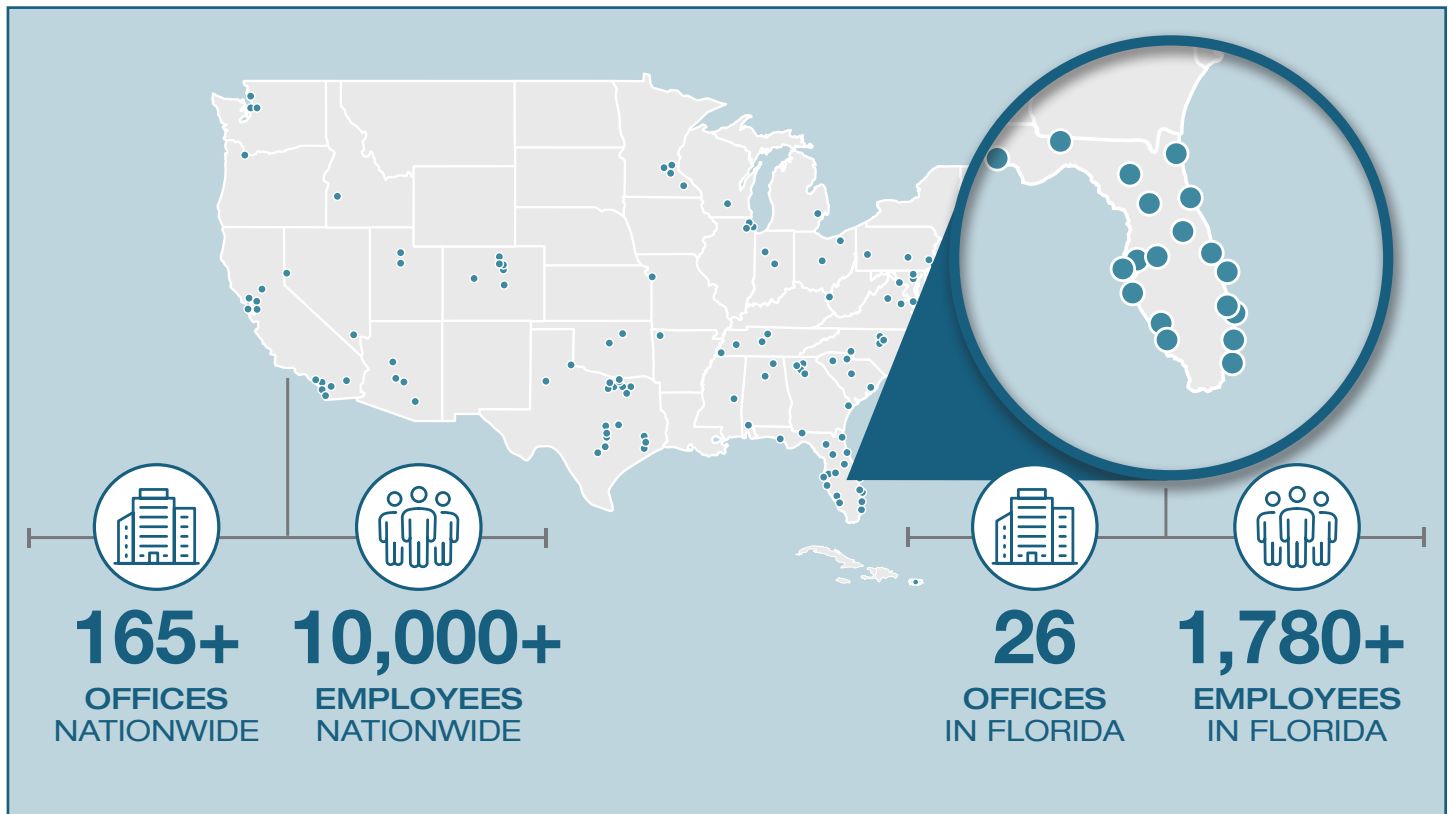
Note: As a Senior Vice President of the Firm, Jordan Leep, PE, PMP, is authorized to bind Kimley-Horn for this contract.

A. BACKGROUND OF THE PERSONNEL

Kimley-Horn is the largest full-service consulting firms in Florida. Our permanent staff includes more than 10,000 professional, technical, and support staff in 165+ offices nationwide, including more than 1,780 employees in 26 offices across Florida and Puerto Rico. Today, we are a fully integrated consulting firm offering a variety of in-house services, including those required for this project:

- Trail and roadway design
- Bridge and structural design
- Bridge rehabilitation
- Traffic analysis and control
- Transportation planning and traffic engineering
- Utility/civil engineering design
- Stormwater/drainage design
- Signal and ITS design
- Pavement marking and signing
- Maintenance of traffic plans
- Corridor studies and planning
- Data collection, evaluation, and analysis
- Preliminary engineering and conceptual design
- Environmental services/permitting
- Survey and mapping
- Public involvement programs
- Right-of-way acquisition and eminent domain support

Our team has worked with Charlotte County on design projects and understands your organization, design guidelines, and has extensive knowledge of the County's roadway network. Additionally, our corporate structure at Kimley-Horn operates with a "single-business unit" methodology, meaning our various offices do not function as individual cost centers "competing" with one another for work. Our firm's national expertise is readily accessible to our local team to serve you at the highest capacity. A proven record of client service, adaptability, versatility, and responsiveness sets Kimley-Horn apart. Our client service philosophy gives clients the best of both worlds – the resources of a large, nationally ranked firm coupled with the personal attention and response of a small, dedicated local team.



PROJECT MANAGER



PROJECT MANAGER | PHIL REID, PE

Phil will lead our multidisciplinary team as Project Manager and lead for Construction Phase Services. Phil has over 13 years of roadway design and hands-on project management experience. He is passionate about safety and has successfully designed and managed multiple roadway and trail projects in southwest Florida. Phil served as the lead project engineer on the \$60+ million Legacy Trail Extension project in Sarasota County, designing safe crossings at 12 intersections. In addition, Phil was a project engineer providing districtwide milling and resurfacing improvements to FDOT District One, including projects in Charlotte, Lee, Sarasota, Manatee, and Collier Counties.

OTHER KEY PERSONNEL



PRINCIPAL-IN-CHARGE | GARY NADEAU, PE

Gary has more than 35 years of experience in transportation engineering, project management, and infrastructure delivery throughout Florida. As a principal-in-charge, he has overseen the planning, design, and implementation of complex roadway, multimodal, and trail projects for local governments and FDOT. Gary's expertise includes leading multidisciplinary teams, managing large-scale corridor and intersection improvements, and delivering innovative solutions that promote safety, mobility, and community connectivity. He is highly skilled in stakeholder coordination, public involvement, and the development of constructable, cost-effective designs from concept through construction.



ENGINEER-OF-RECORD; ROADWAY DESIGN & TEMPORARY TRAFFIC CONTROL LEAD; LIGHTING DESIGN LEAD | JORDAN LEEP, PE, PMP

Jordan is a project manager and engineer with 18 years of experience in roadway, drainage, utilities, lighting, signals, and signing and marking projects. He is a regional expert in roadway design, having served as engineer of record in every FDOT district, as well as in numerous municipalities—including Charlotte County. Jordan is certified in advanced maintenance of traffic and specifications preparation. Other services he provides include signing and marking, maintenance of traffic, drainage design and plans production, utilities coordination, pavement design, intersection improvements, signalization, ADA enhancements, roundabout design, traffic control, engineer's estimates, project scheduling, and CEI services during construction.



LEAD DESIGNER AND TRAIL TEAM LEAD | EMILY SAIDI, PE

Emily has 5 years of experience as a project engineer delivering roadway and corridor design for a range of public clients. Her work includes projects for municipalities such as Charlotte County as well as multiple FDOT districts, including District One and the Turnpike. These projects span roadway widening, full reconstruction, and Resurfacing, Restoration, and Rehabilitation (RRR), supporting improvements to safety, operations, and multimodal connectivity along key corridors. Emily brings experience leading roadway design efforts and supporting corridor-based projects that integrate signing and pavement markings, lighting and signal design, utility coordination, and ITS. She has contributed to intersection improvements, safety enhancements, and construction-ready plan development, while also supporting cost estimating and construction phase services. Her recent experience includes work on Charlotte County's Gasparilla Road Signalized Intersections project and the Washington Loop Bridge Replacement project, further strengthening her familiarity with multidisciplinary coordination and infrastructure improvements within complex project corridors.



STRUCTURAL DESIGN LEAD | JERRY PICCOLO, PE, FRSE

Jerry is a structural engineer with 14 years of experience delivering bridge rehabilitation, replacement, design, and evaluation services. He has served as Engineer-of-Record on the rehabilitation of more than 50 municipal bridges, including 10 projects for Charlotte County. His experience spans a wide range of structures, from large FDOT curved steel box girder bridges to concrete municipal bridges and culverts. Jerry provides full-service support throughout the project lifecycle, including design, bidding, and construction phase services. His work on bridge rehabilitation projects also includes associated civil elements such as milling and resurfacing, signage, and guardrail design.



QUALITY ASSURANCE / QUALITY CONTROL | FRANK HECK, PE

Frank has over 38 years of experience with high-profile improvement programs in Florida. He served for five years as deputy program manager for FDOT District Seven's Tampa Bay Next interstate modernization program. He has extensive roadway design, RFP development, and cost estimating experience and enjoys supporting FDOT and other transportation agencies on major roadway widening and urban reconstruction efforts with complex right-of-way, utility, and public involvement elements. He has supported numerous multimodal corridor improvements and trail facilities projects where he applies rigorous quality assurance and quality control processes to ensure complete, constructible, and compliant design deliverables. His approach emphasizes proactive coordination and attention to detail from concept through construction.



STORMWATER MANAGEMENT LEAD | BRIAN ROSE, PE

Brian has more than 23 years of drainage design and permitting experience, along with an additional six years of geotechnical engineering experience. He has extensive experience in Southwest Florida and a deep understanding of regional drainage patterns, developed through his work resolving and providing drainage input on numerous issues for both public and private property owners during his tenure at the South Florida Water Management District (SFWMD). He has performed stormwater/drainage design and permitting for various agencies such as FDOT, Charlotte County, Lee County, Collier County, City of Fort Myers, and the City of Venice. He also prepared pond siting reports, designed storm sewer systems, designed various stormwater management facilities, and designed floodplain compensation facilities.



ENVIRONMENTAL ASSESSMENT/PERMITTING LEAD | RONNIE VAN FLEET, PWS

Ronnie is an Environmental Scientist and Professional Wetland Scientist with 38 years of professional experience with a broad range of experience working with public works including roadways, trails, stormwater systems, utilities, environmental restoration, and private developments. Ronnie was the lead environmental scientist for permitting of multiple phases, including bridge segments, of the Legacy Trail in Sarasota County. Ronnie also has extensive experience with environmental permitting, including conducting wetland delineations, habitat and plant surveys, listed wildlife studies and permitting, Environmental Resource Permitting (ERP), and federal 404 permitting. Ronnie is well respected for his ability to negotiate with state and federal agencies, and he has successfully navigated the permitting process for dozens of complex projects. He is also a former environmental manager with Sarasota County where he managed the environmental impacts and permitting of County infrastructure projects including roads, utilities, stormwater, drainage operations, parks, trails, and vertical construction.



AT-GRADE TRAIL CROSSING SIGNALIZATION LEAD | NICOLE HECK, PE, IMSA II

Nicole is a transportation engineer with 13 years of experience. Her traffic operations and design experience includes FDOT District Five Smart Signals design, mast arm and strain pole modifications utilizing flexible backplates, replacement of traffic monitoring sites, RRFB, HAWK, and MPS design, and intelligent transportation system design and modifications. Additional experience included railroad crossing alert systems, signing and pavement marking layouts including the railroad crossing dynamic envelope, temporary traffic control plans, signal timing evaluations and implementations, signal warrant analyses, operational evaluations, safety studies, ADA implementation, and intersection control evaluations.



UTILITIES INFRASTRUCTURE & COORDINATION LEAD | ASHLEY MIELE, PE

Ashley is a senior project manager with 24 years of project design, project management, and construction management experience with environmental wastewater and water engineering projects. Her expertise includes the design and management of water and wastewater infrastructure, pumping systems, subsurface utility relocation and permitting, hydraulic analyses, and feasibility studies. She has extensive experience with permitting through all agencies, including the FDEP, the SWFWMD, the FDOT, and ACOE, and provides construction phase services, including contractor solicitation, bid analyses, management recommendations, site construction management, and quality control. She has worked for both public and private industries and understands the importance of project schedules, budgets, team coordination, and quality control. Ashley has served as engineer of record for more than \$200 million worth of infrastructure improvement projects in Sarasota and Charlotte County.



TRAIL PLANNING LEAD | JIM WOOD, AICP

Jim is a seasoned trail and transportation planner with more than 29 years of experience leading multimodal planning initiatives across Florida. He has managed the development of regional trail master plans, vision and feasibility studies, and statewide greenways and trails system plans for agencies including FDOT, metropolitan planning organizations, and local governments. Jim's expertise includes stakeholder and public engagement, corridor analysis, funding program administration, and the creation of actionable implementation strategies for complex trail and active transportation projects. He is recognized for his ability to coordinate across agencies and disciplines, develop consensus, and deliver clear, actionable plans that advance community connectivity and multimodal mobility.

SUBCONSULTANTS

Public Involvement

The Valerin Group, Inc. (Valerin) | is a woman-owned, full-service communications firm headquartered in Tampa and certified as Woman Business Enterprise (WBE) with the state of Florida and a Small Business Enterprise (SBE) with the FDOT. Valerin specializes in public engagement, community outreach, marketing, graphic design, website and mobile app development, visualizations, multimedia, video production, aerial drone imagery, and bi-lingual translation services and has a staff of communications and creative professionals with more than 440 years of combined experience. Valerin has worked on over 785 transportation and public infrastructure projects and initiatives as well as safety campaigns for public sector clients such as the FDOT, planning organizations, counties and municipalities, as well as transit and expressway authorities. Currently, Valerin is providing public information services for the Condition Assessment for Wastewater System Pipelines, Manholes, and Force Mains in Charlotte County for Charlotte County Utilities. Other experience in Charlotte County (FDOT District One) includes the SR 776 Safety Improvements from Merchants Crossing to the Sarasota County Line project and the SR 776 (South McCall Road) Intersection Safety Improvements from Mayport Street/Biggs Street to the Port Charlotte Town Center.

**KEY TEAM MEMBER | CATHERINE WINTER, PE**

Catherine has over 22 years of professional experience in the transportation field ranging from Project Development and Environment (PD&E) studies and roadway design to traffic operations. Her work experience has included developing roadway alignments and preparing design plans for construction projects, analyzing conceptual alignments for PD&E projects, developing and implementing public involvement plans and strategies, and acting in various roles for General Engineering Consultant contracts for the FDOT, and Florida's Turnpike Enterprise FTE.

Survey/SUE/Right-of-Way

AIM Engineering & Surveying, Inc. (AIM) | AIM is a Florida-based consulting firm providing professional engineering, surveying and mapping, subsurface utility engineering (SUE), and geospatial services to public and private clients throughout the state. For more than three decades, AIM has delivered innovative and cost-effective solutions for transportation, trail, utility, water resources, and infrastructure projects. Our multidisciplinary team combines advanced technology, extensive local experience, and a commitment to quality to provide accurate data, responsive service, and dependable project execution from planning and design through construction. AIM's proven expertise in trail corridor surveying, right-of-way mapping, utility coordination, and 3D modeling makes AIM uniquely qualified to support Charlotte County's vision for the Cape Haze SUN Trail Project. AIM performed survey control recovery and pre- and post-construction services for the Cape Haze Trail in Placida for FDOT. This work entailed surveying of the old railroad grade, bridge crossings and verifying ownership lines throughout the project corridor.

**KEY TEAM MEMBER | GRANT FICHTER, PSM**

Grant is highly experienced in the science of land surveying and subsurface utility location. He began his career as a survey rod-person and after years of dedication and hard work, worked his way into the position of survey and subsurface utility engineering (SUE) manager. He is responsible for scheduling crews for their day-to-day tasks, researching surveys, briefing and debriefing crews, and conducting the initial Quality Control (QC) of all field data. Additional experience includes design, Right-of-Way (R/W) control, pre-construction and post-construction, as-built, Global Positioning System (GPS), construction layout, and hydrographic/bathymetric surveys. His experience in locating and designating underground utilities/facilities includes using various approved methods such as ground-penetrating radar, vacuum excavation equipment, and electromagnetic transmitting and detection devices. Additionally, Grant is a Certified Damage Prevention Specialist through the Association of Communications and Electronics School (ACES International, Inc.) and has extensive training in Advanced Utility Locator and SUE locating and marking.

Geotechnical Services

Tierra, Inc. (Tierra) | Tierra has supported a wide range of public and private sector projects, serving as geotechnical and environmental engineering consultants for transportation agencies, municipalities, utilities, schools, military facilities, and private developers. Tierra personnel have significant geotechnical experience in the project area and have been involved in various projects throughout Charlotte and Sarasota Counties. Tierra has completed a PD&E Soil Survey Study of SR 776 from Melbourne Street to I-75 in Charlotte County, a Roadway Soil Survey along US 41 at Sumter Boulevard, a Preliminary Roadway Soil Survey Report from South of US 41 to I-75, and a Soil Survey Report (Legacy Trail Extension – Segment 1 CIP No. 94705) from Culverhouse Nature Park to Fruitville Road along the old Seminole Gulf Railroad right-of-way in Sarasota County. Additionally, Tierra has completed geotechnical services for more than 20 private sector projects within a 7-mile radius of the alignment. Tierra's experience relative to these projects is a valuable asset to Charlotte County and the design team.

**KEY TEAM MEMBER | WILLIAM "IAN" ROVIRA, PE**

Ian has more than 12 years of experience in the field of Geotechnical Engineering and currently serves as a Project Engineer for Tierra, Inc. His experience includes Geotechnical Engineering, Laboratory Testing and Construction Materials Testing and Inspection. Ian has gained experience through a variety of infrastructure projects including roadways, and bridges, intersection improvement projects including signalizations, water and wastewater facilities, pipelines, commercial developments and utility projects. In addition, Ian has extensive experience performing soil classifications, standard and modified proctors, grain size analysis, natural and organic content testing, Atterberg Limit testing, moisture content testing and compression strength testing of concrete and grout.

FDOT Specialized Qualifications required for this project will be met by both Kimley-Horn and our subconsultants:

- **Kimley-Horn**
3.1, 4.1.2, 4.2.1, 7.1, 7.2
- **AIM**
8.1, 8.2, 8.3, 8.4
- **Tierra**
9.1, 9.2, 9.3



PHIL REID, PE

Project Manager

Professional Credentials

- Bachelor of Science, Civil Engineering, Bradley University
- Professional Engineer in FL, #84448
- FDOT Specification Package Preparation Certified
- FDOT Advanced Temporary Traffic Control (TTC/MOT) Certified, #651939
- American Public Works Association (APWA)

Special Qualifications

- 13 years of roadway design and hands-on project management experience
- Served as the lead project engineer on the \$60+ million Legacy Trail Extension project in Sarasota County, designing safe crossings at 12 intersections
- He is passionate about safety and has successfully designed and managed multiple roadway and safety improvement projects in Southwest Florida

Relevant Experience

Legacy Trail Extension Design, Sarasota County, FL — Lead Project Engineer. This 13.7-mile Sarasota County project extended the Legacy Trail from Culverhouse Nature Park to Payne Park, as well as the North Port Connector Trail from the east end of the pavement on Forbes Trail to Warm Mineral Springs Park. Kimley-Horn provided trail design and related civil engineering, structural/bridge engineering, bridge inspection, planning/landscape architecture, environmental assessment/permitting, stormwater management, utilities infrastructure, communication system, and community engagement services. The Legacy Trail Extension segment of the project (8.9 miles) consists of trail improvements along the old Seminole Gulf Railroad ROW and includes trail improvements, drainage, landscaping, three trailheads including lighting, seven rest stops, two trail bridges, numerous at-grade crossings requiring signing and markings, signalization, and landscape improvements along the entire trail. The North Port Connector trail segment of the project (4.8 miles) consists of an at-grade asphalt and graded shell trail and three trail bridges. This trail is a community treasure that provides connectivity to these areas, enhancing user experience and value to the community.

North Port Connector Trail Extension, North Port, FL — Project Manager. Kimley-Horn is providing design services for the City of North Port to support the extension of the North Port Connector Trail—an integral addition to the region's expanding trail system. The scope includes preparing construction plans and documentation for Segment 1, which features a 12-foot-wide paved trail extending approximately 5,900 feet south from the existing terminus at W. Price Boulevard to Durango Avenue. Segment 2 continues the trail an additional 3,600 feet south to connect with a future parking lot at Warm Mineral Springs Park. Additionally, Kimley-Horn will provide engineering design and permitting services for a new trailhead facility at the trail's terminus within Warm Mineral Springs Park, enhancing connectivity, accessibility, and recreational opportunities for the community.

17th Street Trail Extension, Sarasota, FL — Project Engineer. Kimley-Horn was selected by Sarasota County to complete the design and permitting of the 17th Street Trail extension from the connection point of the 17th Street Park trail (a Kimley-Horn project) to Honore Avenue, then north along Honore Avenue, to north of Lacy Lane where the trail then crosses over and connects to the trail circumnavigating the Nathan Benderson Park. In a larger context, this crucial trail connection also ties into the Bobby Jones Nature Park (also a Kimley-Horn project) and then ties into the south along the Beneva connector, which integrates with the Legacy Trail to the south just east of Payne Park. This project required the relocation of lighting and minor drainage modifications along the length of the trail. Utility coordination was critical with this project as it runs adjacent to an FPL transmission corridor. In addition, this project also included the removal of an older existing emergency signal at a decommissioned fire station.

South Lake Howard Pedestrian Enhancements, Winter Haven, FL

Project Manager. Under a Master Continuing Professional Services Agreement, Kimley-Horn is providing the City of Winter Haven with enhancements to pedestrian facilities and roadway rehabilitation/reconstruction from 15th Street SW to 20th Street SW for approximately 3,500 linear feet. The federally funded project has a strong emphasis on efficiency in both cost and schedule, with review meetings between Kimley-Horn and the City of Winter Haven scheduled to follow each phase submittal. Kimley-Horn is preparing concept plans, NEPA services, environmental permitting services, construction documents, and bidding assistance.

Design of Traffic Separator on Harbor Boulevard, Port Charlotte, FL — Project Manager. Kimley-Horn partnered with Charlotte County to deliver a high impact safety improvement at a known high crash intersection along Harbor Boulevard at Tamiami Trail (US 41) in Charlotte County. This critical project focused on enhancing roadway safety and operational efficiency in response to longstanding safety concerns related to limited sight distance, frequent illegal U-turns, and wrong-way drivers. In addition to the traffic separator, the roadway was resurfaced with minor widening from Revere Street to US 41. Our team provided design services for the Resurfacing and installation of a traffic separator to strategically restrict dangerous turning movements while guiding vehicles safely through the intersection. The project also included lane modifications, milling and resurfacing, and upgraded pedestrian crosswalks to improve visibility and accessibility for all users. Additionally, this project was permitted through the Florida Department of Transportation (FDOT) due to a portion of the improvements being located within FDOT right of way.

Avenue K NE Complete Streets, Winter Haven, FL — Project Engineer. Kimley-Horn is providing streetscape, roundabout, drainage, and signing and pavement marking design on this Complete Street project focusing on improving pedestrian and bicycle access/safety by constructing sidewalk along the Avenue K NE corridor from East Lake Silver Drive to Fairfax Street NE. In order to further improve safety and reduce speeds on the corridor, the intersection of Avenue K NE and Lake Martha Drive is to be reconstructed to a single-lane roundabout. A roundabout at this intersection will greatly improve the interaction between pedestrians, cyclists, and vehicles, and provide a traffic calming feature for the surrounding community. All proposed improvements will be within the existing right-of-way and will consist of sidewalk installation on both sides of the corridor, construction of a roundabout, milling and resurfacing of existing roadway, signing and pavement markings plans, drainage, future lighting conduit, and utility modifications where needed.

Apollo Beach Boulevard Extension/I-75 Flyover (Paseo Al Mar Boulevard), Hillsborough County, FL — Project Engineer. Kimley-Horn provided professional engineering services for the extension design of Apollo Beach Boulevard, from US 41 to Paseo Al Mar Boulevard, now a vital east-west corridor in southern Hillsborough County. This extension resulted in a four-lane facility, including the bridge over I-75 to the eastern limits of the conservation easement. Our tasks included permitting, wetland delineation, preparing mitigation plans, and coordinating and modifying the conservation easement with multiple agencies. Extending Apollo Beach from US 41 to US 301 served as an alternative east/west connection, which ultimately reduced traffic demands on Big Bend Road. This work effort included alignment and traffic studies; surveying; geotechnical exploration, testing, and analysis; the preparation of engineering reports with right-of-way maps and environmental documentation incorporating roadway, stormwater detention, and wetland mitigation requirements; permitting requirements; and determination of right-of-way requirements. Permitting agencies included the Southwest Florida Water Management District (SWFWMD) and the U.S. Army Corps of Engineers (USACE).

Additional Relevant Projects

- **FDOT District One Pedestrian Lighting Retrofit Design, Districtwide, FL**
- **Lakewood Ranch Boulevard Extension and Water Main Extension, Lakewood Ranch, FL**
- **Honore Avenue and Ashton Road Roundabout, Sarasota, FL**
- **Okeechobee Road (SR 25) from East of NW 87 Ave to NW 79 Ave, FDOT District Six, FL**
- **US 301 (SR 43) Railroad Crossing from 6th Avenue to 2nd Avenue West, FDOT District One, FL**



GARY NADEAU, PE

Principal-in-Charge

Relevant Experience

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SR 682 (Pinellas Bayway) Trail North, Phase II, St. Petersburg, FL

Design Manager and Engineer-of-Record. Kimley-Horn was retained by the City of St. Petersburg for design and construction phase services on the Bayway trail north project. The Bayway trail connected two existing segments of trail within the City's trail network. It serves as the final critical piece of the connector that ties the skyway trail to St. Pete Beach and Fort Desoto. This project of just under 2 miles of multi-use recreational trail spanned two bridges. Kimley-Horn worked with the Department to come up with a modified configuration of the traffic barrier over both bridges to provide user-friendly dedicated trail space over both bridges. Kimley-Horn completed this project with an advanced schedule six months ahead of the original production date.

Professional Credentials

- Master of Science, Civil Engineering, California State University, Long Beach
- Bachelor of Science, Civil Engineering, University of Hartford
- Professional Engineer in FL, #49629
- FDOT Advanced Temporary Traffic Control (TTC/MOT), #645008
- American Council of Engineering Companies (ACEC), Board Member
- Florida Engineering Society (FES)
- American Public Works Association (APWA)

Special Qualifications

- 35 years of experience in transportation design, structural, construction, and traffic engineering
- Demonstrated success managing complex multimodal trail projects for local governments and FDOT, with a focus on stakeholder coordination, and technical excellence
- Has prepared all aspects of roadway improvement projects, including pavement designs, plans production, MOT plans, signing and marking, utility coordination, right-of-way determination and coordination, and public involvement

Pine Manor Neighborhood and Danley Drive Sidewalks, Lee County, FL — Project Engineer. Kimley-Horn was selected for the design, permitting, and construction of sidewalks for the Pine Manor Neighborhood and Danley Drive in Fort Myers. The project consists of adding sidewalks and new drainage, where necessary, to five streets within the Pine Manor Neighborhood and one sidewalk along Center Road and Sixth Street in the Page Park Neighborhood making the connection to the transit stop on Danley Drive. The project will focus on providing accessible routes to existing sidewalks and further improve ADA compliant connectivity and make minor safety improvements. This project is funded through the Community Development Block Grant (CDBG) Program by the US Department of Housing and Urban Development (HUD). As an analyst, designed, graded, and 3D modeled each street within the scope to ultimately produce an accurate and appealing plan set. Also coordinated with the surveyor to acquire additional survey where needed for accuracy and project acceleration.

Sumter Boulevard Improvements, Phases II and III, North Port, FL — Project Engineer. Kimley-Horn provided engineering design, planning, structural, and landscape architectural services to widen the existing two-lane rural road to a four-lane road from the intersection of US 41 Tamiami Trail north to Sylvania Avenue over 3.5 miles. The project was segmented into several phases to better manage construction costs and available funding. Services consisted of roadway, multiuse trail and drainage design, landscape & hardscape enhancements, decorative and way signage, signalization, lighting, two new bridges, enhanced multimodal features along the corridor, stormwater management facilities, and utility design and relocations.

Lakewood Ranch Boulevard Extension and Water Main Extension, Sarasota, FL — Project Manager. Kimley-Horn was contracted by the Lakewood Ranch Stewardship District to complete the extension of Lakewood Ranch Boulevard from Fruitville Road to the southern village boundary located just north of the existing treatment plant on Wendell Kent Road. This project was completed in close coordination with Sarasota County and stands as a monument to a true spirit of collaboration between Kimley-Horn and the County. To reduce timelines, the County took the lead on providing the property acquisition and condemnation support for the project. Kimley-Horn provided the remainder of the design services. To minimize right-of-way needs and impacts to a sensitive Cedar Hammock tree grouping, Kimley-Horn designed two roundabouts at Coburn Road and Richardson Road. Our team worked closely with the County to design new sanitary sewer facilities and a new 16" water main along much of the corridor. Other improvements along the corridor included lighting, signing and pavement markings, landscaping designs, and signal improvements at the intersection with Fruitville Road. Kimley-Horn also worked closely with the Church of Hope to maintain access into their facilities during construction and facilitated a public involvement meeting to address concerns from residents along the corridor. This careful communication, planning and design resulted in a successful project helping to complete a needed link for a parallel reliever to the I-75 corridor.

Myrtle Street Improvements from US 41 to West of US 301, Sarasota, FL — Project Manager. Kimley-Horn provided engineering services for the design of improvements to Myrtle Street from US 41 to west of US 301. The proposed roadway improvements included the widening of the existing two-lane road; adding/widening the shoulder of the roadway to include bicycle lanes, sidewalks, street lighting, landscaping, and utility coordination; and permitting. In addition, the design included replacing the existing ditches with a closed drainage system and stormwater management facility to minimize the right-of-way acquisition along the road frontage. Other services included preparation of right-of-way maps, parcel sketches, and easement acquisition needs. Kimley-Horn incorporated Low Impact Design (LID) elements into the design of this road widening project.

Additional Relevant Projects

- **Charlotte County Design of Traffic Separator on Harbor Boulevard, Port Charlotte, FL**
- **South Lake Howard Pedestrian Enhancements, Winter Haven, FL**
- **Space Coast Trail PD&E Study and Final Design, Brevard County, FL**
- **Honore Avenue Widening from Fruitville Road to 17th Street, Sarasota, FL**
- **US 301 (SR 43) Railroad Crossing from 6th Avenue to 2nd Avenue West, FDOT District One, FL**



JORDAN LEEP, PE, PMP

Engineer-of-Record; Roadway Design & Temporary Traffic Control Lead;
Lighting Design Lead

Relevant Experience

Legacy Trail Extension, Sarasota, FL — Project Engineer. This 13.7-mile Sarasota County project extended the Legacy Trail from Culverhouse Nature Park to Payne Park, as well as the North Port Connector Trail from the east end of the pavement on Forbes Trail to Warm Mineral Springs Park. Kimley-Horn provided trail design and related civil engineering, structural/bridge engineering, bridge inspection, planning/landscape architecture, environmental assessment/permitting, stormwater management, utilities infrastructure, communication system, and community engagement services. The Legacy Trail Extension segment of the project (8.9 miles) consists of trail improvements along the old Seminole Gulf Railroad ROW and includes trail improvements, drainage, landscaping, three trailheads including lighting, seven rest stops, two trail bridges, numerous at-grade crossings requiring signing and markings, signalization, and landscape improvements along the entire trail. The North Port Connector trail segment of the project (4.8 miles) consists of an at-grade asphalt and graded shell trail and three trail bridges. This trail is a community treasure that provides connectivity to these areas, enhancing user experience and value to the community.

Avenue K NE Complete Streets, Winter Haven, FL — Project Engineer. Kimley-Horn is providing streetscape, roundabout, drainage, and signing and pavement marking design on this Complete Street project focusing on improving pedestrian and bicycle access/safety by constructing sidewalk along the Avenue K NE corridor from E. Lake Silver Drive to Fairfax Street NE. In order to further improve safety and reduce speeds on the corridor, the intersection of Avenue K NE and Lake Martha Drive is to be reconstructed to a single-lane roundabout. A roundabout at this intersection will greatly improve the interaction between pedestrians, cyclists, and vehicles, and provide a traffic calming feature for the surrounding community. All proposed improvements will be within the existing right-of-way and will consist of sidewalk installation on both sides of the corridor, construction of a roundabout, milling and resurfacing of existing roadway, signing and pavement markings plans, drainage, future lighting conduit, and utility modifications where needed.

SR 682 (Pinellas Bayway) Trail North, Phase II, St. Petersburg, FL
Project Engineer. Kimley-Horn was retained by the City of St. Petersburg to provide professional engineering services for the design of a multi-use trail on the south side of SR 682 (Pinellas Bayway) beginning at the end of the Phase I trail (at the Pinellas Bayway Toll Plaza) and continuing west to the Gulf Intracoastal Waterway Draw Bridge. Our scope of work included design, permitting, project administration, surveying, design phase services, public involvement, and preparation of construction documents. Other services included coordination with FDOT for compliance with various Local Agency Program (LAP) requirements since this project was federally funded through the FDOT LAP.

Professional Credentials

- Master of Civil Engineering, Transportation Engineering, University of Central Florida
- Bachelor of Civil Engineering, Michigan Technological University
- Professional Engineer in Florida, #76102
- Project Management Professional, #2238827
- Certified in FDOT Advanced Maintenance of Traffic and Specifications Preparation
- FDOT LAP checklist training certified
- American Public Works Association (APWA)
- Florida Engineering Society (FES)

Special Qualifications

- 18 years of design experience with a specialty focus on lighting, roadway, and signing and marking design
- Has completed lighting design projects in every FDOT district and dozens of Florida counties and cities
- Other areas of focus include drainage design and plans production, pavement design, intersection improvements, signalization, ADA enhancements, roundabout design, traffic control, engineer's estimates, project scheduling, and construction phase services

Modern Roundabout Improvement Design / PD&E for US 41 and Gulfstream, FDOT District One, FL

Engineer-of-Record for lighting plans. This intersection, located in the heart of Sarasota at the base of the Ringling bridge, is a key gateway feature and serves as a primary artery to the surrounding barrier islands. This project consists of a PD&E phase and a design phase, making this one of the first SWAT (Statewide Accelerated Transformation) projects in District One. This intersection improvement project will work in concert with several roundabouts along the US 41 corridor, changing the nature of US 41 through the downtown Sarasota area and improving operational characteristics along the corridor. The lighting system for this project includes the use of decorative fixtures matching the preferred look and style of the City of Sarasota. Lighting photometrics are being designed in accordance with the RDG-19-08.

West Dearborn Street And South McCall Road Improvements, Sarasota, FL — Project Manager. Kimley-Horn was retained by Sarasota County to complete the West Dearborn Street and South McCall Road improvements project. This project consists of the reconstruction of the downtown Englewood corridor along West Dearborn Street from Indiana Avenue to Old Englewood Road. This project included heavy public involvement, which was aided by Kimley-Horn's fly-through and graphics presentations outlining concepts and developing the visions based on public input. The project included adding more than 60 new parking spaces and the conversion of existing parking to pervious parking fields. Landscape, hardscape, lighting, and wayfinding signing were also included. A gateway feature which spans the roadway was custom-designed and included to establish the sense of place when users arrive along the corridor.

Myrtle Street Improvements from US 41 to West of US 301, Sarasota, FL — Engineer-of-Record. Kimley-Horn provided engineering services for the design of improvements to Myrtle Street from US 41 to west of US 301. The proposed roadway improvements included the widening of the existing two-lane road; adding/widening the shoulder of the roadway to include bicycle lanes, sidewalks, street lighting, landscaping, and utility coordination; and permitting. In addition, the design included replacing the existing ditches with a closed drainage system and stormwater management facility to minimize the right-of-way acquisition along the road frontage. Other services included preparation of right-of-way maps, parcel sketches, and easement acquisition needs. Kimley-Horn incorporated Low Impact Design (LID) elements into the design of this road widening project.

Additional Relevant Projects

- **Apollo Beach Boulevard Extension/I-75 Flyover (Paseo Al Mar Boulevard), Hillsborough County, FL**
- **Honore Avenue and Ashton Road Roundabout, Sarasota, FL**
- **Central Avenue Improvements, Naples, FL**
- **SR 31 Widening Improvements Progressive Design-Build, Babcock, FL**



EMILY SAIDI, PE, IMSA I

Lead Designer; Trail Team Lead

Professional Credentials

- Bachelor of Science, Civil Engineering, University of Florida
- Professional Engineer in Florida, #100786
- IMSA Traffic Signals Level I
- FDOT Specification Package Preparation Certified
- FDOT Advanced Temporary Traffic Control (TTC/MOT) Certified, #645153
- American Society of Civil Engineers (ASCE)

Special Qualifications

- Five years of experience supporting roadway and corridor design for public clients, including Charlotte County and multiple FDOT districts
- Experience leading roadway and trail design and contributing to corridor projects that integrate multimodal improvements, utility coordination, lighting, and signals
- Supports reconstruction, intersection, and safety projects through design, cost estimating, and construction phase services, including recent work on Charlotte County signal and bridge projects

Relevant Experience

Legacy Trail Extension Design, Sarasota County, FL — Project Engineer. This 13.7-mile Sarasota County project extended the Legacy Trail from Culverhouse Nature Park to Payne Park, as well as the North Port Connector Trail from the east end of the pavement on Forbes Trail to Warm Mineral Springs Park. Kimley-Horn provided trail design and related civil engineering, structural/bridge engineering, bridge inspection, planning/landscape architecture, environmental assessment/permitting, stormwater management, utilities infrastructure, communication system, and community engagement services. The Legacy Trail Extension segment of the project (8.9 miles) consists of trail improvements along the old Seminole Gulf Railroad ROW and includes trail improvements, drainage, landscaping, three trailheads including lighting, seven rest stops, two trail bridges, numerous at-grade crossings requiring signing and markings, signalization, and landscape improvements along the entire trail. The North Port Connector trail segment of the project (4.8 miles) consists of an at-grade asphalt and graded shell trail and three trail bridges. This trail is a community treasure that provides connectivity to these areas, enhancing user experience and value to the community.

Washington Loop Bridge Replacement, Port Charlotte, FL — Project Engineer. Kimley-Horn has been selected by Charlotte County to provide comprehensive design and permitting services for the replacement of the Washington Loop Road bridge over Prairie Creek, which has experienced overtopping during flood events. Our team will lead the development of a higher-elevation bridge utilizing a shallow slab-type superstructure to improve clearance while minimizing roadway profile changes. Kimley-Horn's responsibilities include roadway design to elevate and widen approaches, hydraulic analysis within a FEMA-regulated floodway, and bridge design in accordance with FDOT criteria. We will also support right-of-way acquisition, environmental permitting for wetlands and listed species, and utility coordination, ensuring minimal disruption to residents and preserving the functionality of the Prairie Creek kayak launch. Through proactive stakeholder engagement and technical expertise, Kimley-Horn will deliver a safe, resilient, and cost-effective solution for this critical infrastructure improvement.

Space Coast Trail PD&E Study & Final Design, FDOT District Five, Orlando, FL Project Analyst. After completing the PD&E study for this 30-mile-long proposed 8- to 12-foot-wide bike/pedestrian trail, Kimley-Horn was selected to design and prepare construction plans for the first 11-mile-long section. Design services include pavement design (concrete pavement for railroad crossing), structural design (box culvert and overhead cantilever signage), signing and pavement marking, milling and resurfacing, ADA accommodations, drainage design, intersection design, utility coordination, and environmental permitting. This project is part of a connected coast-to-coast bike/pedestrian trail system extending across Florida from the Gulf of Mexico to Canaveral National Seashore.

Desoto and Tuttle Sidewalk Improvements, Sarasota County, FL — Project Engineer. The project involves sidewalk improvements along Desoto Road and Tuttle Avenue in the DeSoto Acres neighborhood. Kimley-Horn will design, permit, bid, and provide limited post-design services for approximately 3.41 miles of sidewalk. The Desoto Road improvements cover 1.51 miles from Middle Avenue to Lockwood Ridge Road, featuring an eight-foot sidewalk, ADA curb ramps, pedestrian signals, and supplemental lighting. The Tuttle Avenue improvements will span 1.90 miles from Dr. Martin Luther King Jr. Way to University Parkway, including a 6- to 8-foot sidewalk, ADA curb ramps, pedestrian signals, and supplemental lighting. The full project is near completion and adheres to Sarasota County Land Development Regulations, SWFWMD Environmental Resource Permitting Information Manual, ADA Accessibility Guidelines, and FDOT standards.

South Lake Howard Pedestrian Enhancements, Winter Haven, FL — Project Analyst. Under a Master Continuing Professional Services Agreement, Kimley-Horn is providing the City of Winter Haven with enhancements to pedestrian facilities and roadway rehabilitation/reconstruction from 15th Street SW to 20th Street SW for approximately 3,500 linear feet. The federally funded project has a strong emphasis on efficiency in both cost and schedule, with review meetings between Kimley-Horn and the City of Winter Haven scheduled to follow each phase submittal. Kimley-Horn is preparing concept plans, NEPA services, environmental permitting services, construction documents, and bidding assistance.

Gulf of Mexico Drive Corridor, Longboat Key, FL — Project Analyst. Kimley-Horn has been instrumental in the creation of a Complete Streets corridor plan for accommodating safe pedestrian, bicycle and vehicle travel as well as traffic calming techniques and enhanced landscaping on a 10-mile stretch of Gulf of Mexico Drive/SR 789. The Plan has required data collection and analysis (crash data, context classification, survey, pedestrian crossing counts, planned facilities), preparation of base map and typical roadway section renderings and 3D aerial concept plans. Two public workshops have been hosted by Kimley-Horn and Town staff to solicit public feedback. An online survey was distributed for the same purpose. Direction on a phasing and implementation plan, and implementation design guidelines will be provided as part of the Plan.

Manatee County 9th Avenue Northwest (NW), Bradenton, FL — Project Analyst. The project consists of the reconstruction and resurfacing of the west end of the 9th Avenue NW roadway from 75th Street NW to 99th Street NW. The project consists of construction of 10.5-foot standard vehicle lane widths, a 10-foot-wide multi-use trail, sidewalks, crosswalks, signage and striping, street lighting, piped and open drainage systems, stormwater ponds as needed, and wetland mitigation areas and/or floodplain compensation areas. The project scope also includes constructing missing sidewalk links along 9th Avenue NW from 75th Street NW to 71st Street NW. The project consists of the reconstruction and resurfacing of the west end of the 9th Avenue NW roadway from 75th Street NW to 99th Street NW. The project consists of construction of 10.5-foot standard vehicle lane widths, a 10-foot-wide multi-use trail, sidewalks, crosswalks, signage and striping, street lighting, piped and open drainage systems, stormwater ponds as needed, and wetland mitigation areas and/or floodplain compensation areas. The project scope also includes constructing missing sidewalk links along 9th Avenue NW from 75th Street NW to 71st Street NW.

SR 31 Widening Improvements Progressive Design-Build, Babcock Ranch, FL — Project Engineer. The project involves reconstructing approximately 5.5 miles of SR 31 to meet interim build-out conditions identified in the PD&E study. Improvements include a four-lane urban roadway with a variable median ranging from 22 to 44 feet, along with three multi-lane roundabouts and alternative intersection designs such as a signalized RCUT at CR 78 and a partial median U-turn at Saw Palmetto Parkway. These enhancements are intended to improve capacity, level of service, and safety for both vehicular and pedestrian users. The project maintains the existing roadway and right-of-way south of the Charlotte County line while removing and expanding the corridor to the north. Additional design elements include lighting, signing and pavement marking improvements, and close coordination with an ongoing bridge replacement project along the corridor. Kimley-Horn will finalize plans for FDOT approval and provide construction phase support, including shop drawing review, RFIs, and site visits to support plan clarifications.

Additional Relevant Projects

- **Honore Avenue Widening from Fruitville Road to 17th Street, Sarasota, FL**
- **FDOT District One SR 82 from Ortiz Avenue to Colonial Boulevard, Fort Myers, FL**
- **Gulf of Mexico Drive Corridor, Longboat Key, FL, Longboat Key, FL**
- **FDOT District One Ringling Boulevard Resurfacing and Sunset Intersection Reconstruction, Sarasota, FL**



JERRY PICCOLO, PE, FRSE

Structural Design Lead

Relevant Experience

Englewood East Bridge Rehabilitation, Charlotte County, FL — Project Manager. Kimley-Horn provided design services for the rehabilitation of five bridge structures within the Englewood East community in Charlotte County. The project addressed structural and maintenance deficiencies identified in FDOT bridge inspection reports through field evaluations and the development of Engineering Bridge Repair Memorandums. These findings informed a unified set of construction documents to support coordinated repairs across all five structures, focused on extending service life through targeted maintenance improvements. Kimley-Horn also supported the County during bidding and construction with engineering services, including shop drawing review, contractor coordination, and site observations.

Charlotte County Design Bridge Replacement - Washington Loop Bridge, Port Charlotte, FL — Project Manager. Kimley-Horn has been selected by Charlotte County to provide comprehensive design and permitting services for the replacement of the Washington Loop Road bridge over Prairie Creek, which has experienced overtopping during flood events. Our team will lead the development of a higher-elevation bridge utilizing a shallow slab-type superstructure to improve clearance while minimizing roadway profile changes. Kimley-Horn's responsibilities include roadway design to elevate and widen approaches, hydraulic analysis within a FEMA-regulated floodway, and bridge design in accordance with FDOT criteria. We will also support right-of-way acquisition, environmental permitting for wetlands and listed species, and utility coordination, ensuring minimal disruption to residents and preserving the functionality of the Prairie Creek kayak launch. Through proactive stakeholder engagement and technical expertise, Kimley-Horn will deliver a safe, resilient, and cost-effective solution for this critical infrastructure improvement.

Greater Port Charlotte Bridge Rehabilitation, Charlotte County, FL Structural Engineer. Under an on-call consulting services contract, Kimley-Horn was retained by Charlotte County to assess and design rehabilitation plans to facilitate the maintenance of three bridges within the Greater Port Charlotte Area. The three bridges are the O'Hara Drive Bridge over the Atlantis Waterway, Pelham Boulevard over Auburn Waterway, and Wintergarden Avenue over Como Waterway. These three span bridges consist of precast/prestressed concrete slab unit bridge systems supported on a row of precast/prestressed concrete piles. Kimley-Horn performed a load rating of the existing bridges as part of the rehabilitation. Kimley-Horn will also be assisting the County through the bidding and construction phases of this project.

Myakka Road Bridge Culvert Inspection & Assessment, Sarasota County, FL Task Work Manager. As part of a continuing services contract, Kimley-Horn was retained by the County to perform an in-depth inspection of a triple cell corrugated steel plate pipe culvert. Each corrugated steel plate pipe cell had an opening width of roughly 12 feet, for a total opening of around 36 feet, classifying the structure as a bridge culvert. Kimley-Horn performed an inspection of the structure and found it to be in poor condition having sustained heavy corrosion. An underwater inspection was performed as well as ground penetrating radar to evaluate for voids adjacent to the corrugate steel plate pipe structure.

Professional Credentials

- Master of Science, Civil Engineering, University of Florida
- Bachelor of Science, Civil Engineering, University of Florida
- Professional Engineer in Florida, #80484
- Florida Recognized
- Structural Engineer

Special Qualifications

- 14 years of experience in bridge rehabilitation, replacement, design, and evaluation. Engineer-of-Record on more than 50 municipal bridges
- Experience with a wide range of structures, including FDOT curved steel box girder bridges, concrete bridges, and culverts
- Provides design, bidding, and construction phase services. Also supports milling, resurfacing, signage, guardrail, and civil-related design
- Experience includes bridge design and rehabilitation, overhead structures, and retaining walls

CR 775 over Buck and Oyster Creek Repairs, Charlotte County, FL — Task Work Manager. Under an on-call consulting services contract, Kimley-Horn was retained by the County to assess and develop rehabilitation plans to facilitate the rehabilitation of two bridges along CR 775 over both Buck Creek and Oyster Creek. These continuous three-span bridges consist of cast-in-place reinforced concrete flat slab bridge system supported on a row of precast/prestressed concrete piles. These bridges are in good condition but saw localized erosion during Hurricane Ian. The repairs are aimed to address the localized erosion as well as long-term maintenance type repairs. The repairs consist of both structural and non-structural repairs. Kimley-Horn reviewed the FDOT Bridge Inspection reports and performed a thorough field review of the bridges to develop the Bridge Repair Memorandums which identified the recommended repairs. After coordinating with the County, the repairs consist of the following; applying methacrylate sealer to the bridge deck, concrete repairs, guardrail repairs, revetment installation, railing repairs, and installation of anti-graffiti coating. Kimley-Horn will also be assisting the County through the bidding and construction phases of this project.

Apollo Beach Boulevard Extension/I-75 Flyover (Paseo Al Mar Boulevard), Hillsborough County, FL

Structural Engineer. Kimley-Horn provided professional engineering services for the extension design of Apollo Beach Boulevard, from US 41 to Paseo Al Mar Boulevard, now a vital east-west corridor in southern Hillsborough County. This extension resulted in a four-lane facility, including the bridge over I-75 to the eastern limits of the conservation easement. Our tasks included permitting, wetland delineation, preparing mitigation plans, and coordinating and modifying the conservation easement with multiple agencies. Extending Apollo Beach from US 41 to US 301 served as an alternative east/west connection, which ultimately reduced traffic demands on Big Bend Road. This work effort included alignment and traffic studies; surveying; geotechnical exploration, testing, and analysis; the preparation of engineering reports with right-of-way maps and environmental documentation incorporating roadway, stormwater detention, and wetland mitigation requirements; permitting requirements; and determination of right-of-way requirements. Permitting agencies included the Southwest Florida Water Management District (SWFWMD) and the U.S. Army Corps of Engineers (USACE).

Additional Relevant Projects

- **Lowson Boulevard Pedestrian Bridges, Delray Beach, FL**
- **FDOT District One Districtwide Pedestrian Lighting Retrofit Design, Multiple, FL**
- **Veteran's Memorial Island Bridge Replacement, Vero Beach, FL**
- **Gordy Road over Ten-Mile Creek Bridge Replacement, St. Lucie County, FL**



FRANK HECK, PE

Quality Assurance / Quality Control

Professional Credentials

- Bachelor of Science, Civil Engineering, University of South Florida
- Professional Engineer in FL #54027

Special Qualifications

- 38 years of experience leading high-profile transportation programs across Florida
- Deputy Program Manager for FDOT District Seven's Tampa Bay Next interstate modernization program
- He has extensive roadway design, RFP development, and cost estimating experience and enjoys supporting FDOT and other transportation agencies on major roadway widening and urban reconstruction efforts with complex right-of-way, utility, and public involvement elements

Relevant Experience

North Port Connector Trail Extension, North Port, FL — Project Engineer. Kimley-Horn is providing design services for the City of North Port to support the extension of the North Port Connector Trail—an integral addition to the region's expanding trail system. The scope includes preparing construction plans and documentation for Segment 1, which features a 12-foot-wide paved trail extending approximately 5,900 feet south from the existing terminus at W. Price Boulevard to Durango Avenue. Segment 2 continues the trail an additional 3,600 feet south to connect with a future parking lot at Warm Mineral Springs Park. Additionally, Kimley-Horn will provide engineering design and permitting services for a new trailhead facility at the trail's terminus within Warm Mineral Springs Park, enhancing connectivity, accessibility, and recreational opportunities for the community.

Vanderbilt Beach Road (VBR) Extension, Phase II, Collier County, FL

Project Engineer. The project is approximately 1.84 miles in length. Kimley-Horn is developing a construction set of plans for VBR Extension Phase II that is designed to accommodate an ultimate six-lane divided roadway footprint. The proposed typical section to be constructed will consist of an urban undivided arterial consisting of two 12-foot-wide travel lanes (one in each direction), 6.5-foot-wide on-street bike lanes, curb and gutter along the edges, with a ten-foot-wide asphalt multi-use trail on the north side of the roadway. The path will serve as a connecting piece of the Paradise Coast Trail as part of the SUN Trail System.

Honore Avenue Widening from Fruitville Road to 17th Street, Sarasota, FL

Project Engineer. Kimley-Horn led the design and permitting for widening approximately 1.2 miles of Honore Avenue from a two-lane rural roadway to a four-lane divided urban arterial with closed drainage. Improvements included additional travel lanes, buffered bicycle lanes with barrier separation, sidewalks on both sides, roadway lighting, pedestrian crossing features, and landscaping. The project also reconstructed intersections by converting a signalized intersection and an existing single-lane roundabout into two-lane roundabouts, while incorporating stormwater infrastructure, including culverts, drainage systems, and treatment ponds, as well as utility upgrades along the corridor. Environmental permitting accounted for protected species, and community engagement included public meetings at the 30% and 60% design stages.

59th Street Widening (Cortez Road to Manatee Avenue), Manatee County, FL

Project Engineer. Kimley-Horn was selected to provide engineering services for this 2.7-mile-long project that includes widening of existing two undivided lanes and a center two-way left-turn lane with existing roadway ditch on both sides, intermittent sidewalk only on one side to two lanes in each direction with a center raised median, curb and gutter, a shared use path on the east side, a continuous sidewalk on the west side, proposed drainage, lighting, signalization and signing and pavement marking. The project also includes existing utilities relocations, right of way acquisition and public involvement.

Fort Hamer Road and Bridge PD&E Study and Final Design, Manatee County, FL — Project Engineer. Kimley-Horn was the prime consultant for the PD&E study and final design for widening of the existing two-lane Fort Hamer Road to four lanes from Upper Manatee River Road to US 301, approximately 4 miles, within unincorporated Manatee County. The scope of services included an evaluation of the traffic needs, intersection control evaluations, pond siting, bridge analysis, bridge hydraulics, contamination screening, natural resource evaluation, cultural resource assessment, and public involvement to FDOT standards. The PD&E study was conducted to FDOT standards to maintain federal funding eligibility for future phases. The bridge (Bridge #134123) included within the project limits, carrying Fort Hamer Road across the Manatee River, is also proposed to be widened to four lanes. The goal of this project is to address the capacity and transportation demand of the corridor while enhancing safety conditions and better accommodating multimodal activity within the area. The PD&E study began in 2023 and the final design is anticipated to be complete in 2026.

Lena Road from North of 44th Avenue East to SR 64, Manatee County, FL — Project Engineer. The construction of the Lena Road improvements provides important connectivity to the surrounding area through SR64 and 44th Avenue East and improves traffic safety and patterns. The Lena Road improvements consist of an urban closed-drainage two-lane roadway with a center turn lane through the industrial area and a single lane roundabout to provide traffic calming along the corridor. Other key features of the corridor included increased multi-modal connectivity by way of adjacent sidewalk and multi-use paths and roadway lighting. In addition, detailed phased maintenance of traffic plan designed to facilitate construction while maintaining existing traffic is included in the construction plan set. Lena Road improvements are primarily within an existing roadway corridor, but an additional missing segment connecting the northern segment of Lena Road to the 44th Avenue East roadway will provide a key link in the Lena Road corridor from SR 64 and SR 70, east of I-75.

US 41 at Gulfstream Avenue Roundabout PD&E Study and Final Design, FDOT District One, FL — Project Engineer. Kimley-Horn led the PD&E portion of this State-Wide Acceleration and Transformation (SWAT) project for the addition of a multi-lane roundabout. The PD&E and design efforts overlapped to reduce schedule. This project includes full reconstruction of the intersection to a roundabout configuration, pedestrian signals, lighting, landscape, and drainage improvements. This was the first partial three-lane roundabout in the state and, due to its complexity, an emphasis was placed on public involvement. Design improvements for this constrained urban intersection address multi-modal transportation, pedestrian connectivity/safety enhancements and balanced roundabout performance.

SR 31 Widening Improvements Progressive Design-Build, Babcock Ranch, FL — Project Engineer. The project involves reconstructing SR 31 for the Babcock Ranch Community Development District to meet interim build-out conditions identified in the PD&E study. The 5.5-mile corridor extends from south of SR 78 to 1,000 feet north of Lake Babcock Drive and includes a four-lane urban section with a variable median. Improvements include three multi-lane roundabouts and alternative intersection designs, such as a signalized RCUT and partial median U-turn, to enhance capacity, level of service, and safety. The project also includes lighting, signing and pavement marking upgrades, coordination with an ongoing bridge replacement, and final design and construction phase support services.

Additional Relevant Projects

- **FDOT District One Misc. Continuing Services Contract, Districtwide, FL**
- **FDOT District One US-98 Resurfacing, Restoration, and Rehabilitation (RRR), Okeechobee/Highlands Counties, FL**
- **Collier County Vanderbilt Beach Road Extension Phase II, Naples, FL**
- **Florida's Turnpike Enterprise Turnpike Widening from Glades Road to Atlantic Avenue, Palm Beach County, FL**
- **Everglades City Bike/Pedestrian Master Plan along Broadway Ave and Hibiscus Ave, Phase III, Everglades City, FL**



BRIAN ROSE, PE

Stormwater Management

Relevant Experience

Melbourne Street Bridge over Tidal Creek Replacement, Charlotte County, FL*

Drainage Engineer. Completed drainage engineering for the replacement of the aging structure, successfully addressing high-priority infrastructure needs in the area. The project was located on Melbourne Street (County Road 776A) over Tidal Creek, just north of US-41.

Business 41 Widening, Lee County, FL* — Project Manager/Drainage Engineer.

Responsible for preparing the pond siting report, designing the off-site pond, storm sewer conveyance system, off-site conveyance design, as well as permitting and oversaw construction. Project entailed widening of Business 41, in North Fort Myers, from Littleton Road to US 41, from two to four lanes. The project included preparing a pond siting analysis report for an off-site pond along with piping approximately 2,000 linear feet of ditch. The project was also designed to compensate for floodplain impacts and included SFWMD permitting.

John Yarbrough Linear Park Multi-Use Trail (JYLPMT) Extension, Fort Myers, FL*

Drainage Engineer. Located within the City of Fort Myers and unincorporated Lee County, the JYLPMT is an existing, non-motorized transportation and recreation corridor, currently extending approximately six miles, from Six Mile Cypress Parkway to Colonial Boulevard. The proposed 12-foot-wide, 1.8-mile-long, shared-use trail extends from just south of Colonial Boulevard to Hanson Street. The project included a bridge over Colonial Boulevard and positive drainage to the adjacent canal. The drainage design also included bridge drainage and SFWMD permitting.

Jacaranda Boulevard Design-Build, Venice, FL* — Drainage Engineer.

Responsible for designing the storm sewer system, offsite ponds, cross drains, floodplain compensation, and permitting. This project involved the construction of approximately 1.3 miles of new two-lane roadway with off-site ponds. The roadway and drainage were designed for the future four laning of this roadway. Because of the superelevation, inlets in the median were appropriately located for the future widening to the median so that no new drainage infrastructure will be needed for the future widening. The drainage design also included multiple cross drains appropriately sized to demonstrate no-rise of the floodplain utilizing Sarasota County's ICPR models. The project also included floodplain compensation and designing the drainage for future adjacent development. This project was permitted through SWFWMD.

Lee County Able Canal Pathway, Lee County, FL* — Project Engineer. This project is approximately six miles of a 12-foot-wide shared-use pathway from Harns Marsh to Joel Boulevard, providing a safe route for pedestrians and cyclists. Additional elements include pedestrian bridges over tributary canals, roadway crossing improvements, and landscaping within the Lehigh Acres Municipal Services Improvement District (LAMSID) right-of-way, improving connectivity and recreational access for the surrounding community. It includes drainage improvements along the Able Canal corridor in Lehigh Acres to support the pathway. The project involves enhancements to canal slopes and stormwater conveyance to maintain proper drainage and prevent erosion or flooding along the corridor. The drainage design also includes numerous end-of-road drainage connections to the Able Canal, coordination with LAMSID for berm slopes, LAMSID permitting, and SFWMD permitting.

Professional Credentials

- Bachelor of Science, Civil Engineering, University of Central Florida
- Professional Engineer in Florida, #71549
- Florida Engineering Society (FES), Calusa Chapter
- American Society of Civil Engineers (ASCE)
- American Public Works Association (APWA)

Special Qualifications

- 23 years of experience providing strategic leadership on complex stormwater and transportation projects
- During his tenure at South Florida Water Management District (SWFMD), he gained a vast knowledge of the drainage patterns in Southwest Florida and helped resolve and provide drainage input on numerous drainage issues for both public and private property owners
- Software experience includes: ICPR, HEC-RAS, ASAD, CSLE, HY-8 and Flowmaster

Golden Gate Boulevard Design-Build, Collier County, FL* — Project Manager/Drainage Design Engineer. Project entailed widening Golden Gate Boulevard from Wilson Boulevard to 20th Street from two to four lanes, comprising three miles of roadway with sidewalks on both sides. The project also included off-site ponds, closed drainage for the roadway, off-site conveyance, one bridge, setting the appropriate road profile elevation for an evacuation route, as well as floodplain compensation. The project also included Big Cypress Basin and SFWMD permitting, complex MOT to accommodate numerous property owners, school bus drop off and pick up as well as being prepared for hurricane evacuation.

Additional Relevant Projects

- **White Boulevard Sidewalk (from Weber Boulevard to 25th Street SW), Collier County, FL***
- **Green Boulevard Improvements (Santa Barbara Boulevard to Sunshine Boulevard), Collier County, FL***
- **23rd Street SW Widening and Stormwater Management Facility Redesign, Collier County, FL***
- **Naples Manor Stormwater Improvements Preliminary Engineering Study, Collier County, FL***
- **16th Street SW From Golden Gate Boulevard To Randall, Collier County, FL***

** Project completed prior to joining Kimley-Horn*



RONNIE VAN FLEET, PWS

Environmental Assessment / Permitting

Professional Credentials

- Master of Science, Fisheries and Aquatic Sciences, University of Florida
- Bachelor of Science, Wildlife Ecology, University of Florida
- Professional Wetland Scientist, #000731

Special Qualifications

- 38 years of experience with public works
- Lead environmental scientist for permitting of multiple phases, including bridge segments, of the Legacy Trail in Sarasota County
- Extensive experience with environmental permitting, including conducting wetland delineations, habitat and plant surveys, listed wildlife studies and permitting, Environmental Resource Permitting (ERP), and federal 404 permitting
- Former environmental manager with Sarasota County

Relevant Experience

Sarasota County Road Program Environmental Services, Sarasota County, FL

Environmental Scientist. Responsible for the permitting and monitoring of several Sarasota County road and other infrastructure projects, including the Legacy Trail from Sarasota to Venice, Center Road, Border Road, Bahia Vista Road, and Englewood Sidewalk Project. Services included wetland permitting, permitting modifications, agency negotiations and sign off, as well as mitigation monitoring, listed species surveying and permitting, gopher tortoise relocations, and other listed species consultations.

Legacy Trail Extension, Sarasota, FL — Environmental Scientist. This 13.7-mile Sarasota County project extended the Legacy Trail from Culverhouse Nature Park to Payne Park, as well as the North Port Connector Trail from the east end of the pavement on Forbes Trail to Warm Mineral Springs Park. Kimley-Horn provided trail design and related civil engineering, structural/bridge engineering, bridge inspection, planning/landscape architecture, environmental assessment/permitting, stormwater management, utilities infrastructure, communication system, and community engagement services. The Legacy Trail Extension segment of the project (8.9 miles) consists of trail improvements along the old Seminole Gulf Railroad ROW and includes trail improvements, drainage, landscaping, three trailheads including lighting, seven rest stops, two trail bridges, numerous at-grade crossings requiring signing and markings, signalization, and landscape improvements along the entire trail. The North Port Connector trail segment of the project (4.8 miles) consists of an at-grade asphalt and graded shell trail and three trail bridges. This trail is a community treasure that provides connectivity to these areas, enhancing user experience and value to the community.

North Port Connector Trail Extension, North Port, FL — Environmental Scientist. Kimley-Horn is providing design services for the City of North Port to support the extension of the North Port Connector Trail—an integral addition to the region's expanding trail system. The scope includes preparing construction plans and documentation for Segment 1, which features a 12-foot-wide paved trail extending approximately 5,900 feet south from the existing terminus at W. Price Boulevard to Durango Avenue. Segment 2 continues the trail an additional 3,600 feet south to connect with a future parking lot at Warm Mineral Springs Park. Additionally, Kimley-Horn will provide engineering design and permitting services for a new trailhead facility at the trail's terminus within Warm Mineral Springs Park, enhancing connectivity, accessibility, and recreational opportunities for the community.

Fort Hamer Road and Bridge PD&E Study and Final Design, Manatee County, FL

Environmental Scientist. Kimley-Horn was the prime consultant for the PD&E study and final design for widening of the existing two-lane Fort Hamer Road to four lanes from Upper Manatee River Road to US 301, approximately four miles, within unincorporated Manatee County. The scope of services included an evaluation of the traffic needs, intersection control evaluations, pond siting, bridge analysis, bridge hydraulics, contamination screening, natural resource evaluation, cultural resource assessment, and public involvement to FDOT standards. The PD&E study was conducted to FDOT standards to maintain federal funding eligibility for future phases. The bridge (Bridge #134123) included within the project limits, carrying Fort Hamer Road across the Manatee River, is also proposed to be widened to four lanes. The goal of this project is to address the capacity and transportation demand of the corridor while enhancing safety conditions and better accommodating multimodal activity within the area. The PD&E study began in 2023 and the final design is anticipated to be complete in 2026.

Lena Road from North of 44th Avenue East to SR 64, Manatee County, FL — Environmental Scientist. The construction of the Lena Road improvements provides important connectivity to the surrounding area through SR 64 and 44th Avenue East and improves traffic safety and patterns. The Lena Road improvements consist of an urban closed-drainage two-lane roadway with a center turn lane through the industrial area and a single lane roundabout to provide traffic calming along the corridor. Other key features of the corridor included increased multi-modal connectivity by way of adjacent sidewalk and multi-use paths and roadway lighting. In addition, detailed phased maintenance of traffic plan designed to facilitate construction while maintaining existing traffic is included in the construction plan set. Lena Road improvements are primarily within an existing roadway corridor, but an additional missing segment connecting the northern segment of Lena Road to the 44th Avenue East roadway will provide a key link in the Lena Road corridor from SR 64, and SR 70, east of I-75.

Bee Ridge Extension, Sarasota, FL — Environmental Scientist. Kimley-Horn is leading the roadway, drainage and utility design and permitting for 1.2 miles of predominantly new roadway from the Lorraine and Bee Ridge Roundabout to the east. The drainage includes closed drainage, treatment, attenuation, mitigation, and floodplain compensation.

Additional Relevant Projects

- **Sarasota Countywide Scrub-Jay Survey, Sarasota, FL***
- **City of Winter Haven Pipeline Corridor Evaluation, Winter Haven, FL**
- **GC Herring Park, Charlotte County, FL**
- **William Gaines Veteran Memorial Park, Charlotte County, FL**
- **Bee Ridge Road Widening (Bent Tree Boulevard to Lorraine Road), Sarasota, FL**



NICOLE HECK, PE, IMSA II

At-Grade Trail Crossing Signalization

Relevant Experience

Gasparilla Road Intersections Signalization, Charlotte County, FL

Project Engineer. Kimley-Horn is designing intersection improvements at two locations along Gasparilla Road in Charlotte County, including signalization, pedestrian features, and multimodal connectivity enhancements. The existing multi-use trail along the south side of Gasparilla Road is preserved throughout the design. This is the most geographically proximate project to Charlotte County and directly involves signalization adjacent to an active trail corridor.

SR 31 Widening Improvements Progressive Design-Build, Lee and Charlotte County, FL

— Lead Signalization, ITS Engineer, and Engineer-of-Record. This project designing mast arm replacements at the Cypress Parkway intersection. Scope included replacement of pedestrian signals, accessible pedestrian buttons, ADA ramp reconstruction, illuminated street name signs, intersection lighting, and CCTV installation. The project spans both Lee and Charlotte Counties, placing it directly within the target geography.

US 41 at Gulfstream Avenue Roundabout Final Design, FDOT District One, Sarasota, FL

— Signal and ITS Engineer-of-Record. Design included mast arm replacement design to remove strain poles utilized during TTCP and replace with mast arms at the intersection of Gulfstream Avenue and Sunset Drive/Golden Gate Point, replacement of impacted power service, relocation of stop bars, replacement of pedestrian signals, accessible pedestrian buttons, reconstruction of ADA ramps, internally illuminated street name signs, yield to pedestrian overhead signs, intersection lighting, and the installation of CCTV cameras, conduit and cabling.

Space Coast Trail PD&E Study and Final Design, FDOT District Five, FL

Signing, Pavement Marking, and RRFB Design Task Lead Engineer. Kimley-Horn provided services for this 30-mile shared-use trail from Parrish Park to Canaveral National Seashore. The project included six at-grade crossings over SR 402, each featuring Rectangular Rapid Flashing Beacons (RRFBs). This is a strong Florida trail crossing signalization example directly tied to Nicole's work.

Lakewood Ranch Boulevard Extension, Sarasota, FL — Project Engineer for design of the HAWK signals. Kimley-Horn provided design and construction phase services for a new roadway corridor from the southern village boundary of the Lakewood Ranch Stewardship District to Fruitville Road. The new Lakewood Ranch Boulevard roadway was designed as a four-lane urban minor arterial roadway with closed drainage and constructed to meet Sarasota County land development regulations. This joint partnership between Lakewood Ranch Stewardship District and Sarasota County allows for the accelerated design and construction of a desperately needed roadway corridor that provides an alternate route to the I-75 corridor when incidents occur on the interstate

Additional Relevant Projects

- **Neptune Road Railroad Crossing Safety Improvements, Kissimmee, FL**
- **US 301 & Marsh Bend Trail Signalization Improvements, Sumter County, FL**
- **Lake County Round Lake Road, Tavares, FL**
- **CSX Railroad Crossing for Sumter County along CR 525E, Sumter County, FL**

Professional Credentials

- Bachelor of Science, Civil Engineering, University of Florida
- Professional Engineer in Florida, #84306
- IMSA Traffic Signals Level II, #141353
- FDOT Advanced Temporary Traffic Control (TTC/MOT) Certified, #608436

Special Qualifications

- Nicole is a transportation engineer with 13 years of experience in traffic operations and design
- She has also been involved with providing bicycle and pedestrian planning, corridor studies, regional trip distribution analysis, cost estimates, GIS support, and traffic impact studies
- Additional experience includes signing and pavement marking, railroad crossing alert systems, and temporary traffic control plans



ASHLEY MIELE, PE

Utilities Infrastructure & Coordination

Professional Credentials

- Bachelor of Science, Environmental Engineering, Roger Williams University
- Professional Engineer in Florida, #66476

Special Qualifications

- 24 years of experience in southwest Florida, specializing in environmental wastewater and water engineering projects, including treatment facilities, pumping systems, utility relocations, permitting, hydraulic analyses, and feasibility studies
- Known for responsive management and exceeding client expectations, Ashley has served as engineer of record for over \$200 million in infrastructure improvements in Sarasota and Charlotte County alone
- Experienced with permitting through agencies, including FDEP, SWFWMD, FDOT, and ACOE

Relevant Experience

Legacy Trail Extension Utility Design (CMAR), Sarasota County, FL

Project Manager and Engineer-of-Record. As a part of the Legacy Trail Extension project, Kimley-Horn was retained for professional engineering services to design, permit and construct approximately 3,300 LF of 16-inch reclaimed water main including 620 LF of 4-inch and 6-inch reclaimed water mains to make connections along Sawyer Loop Road, 3,100 LF of 30-inch potable water main including 800 LF of horizontal directional drill (HDD) under Clark Road. The project had a multi-disciplinary approach and was constructed with a Construction Manager at Risk (CMAR). Utility design involved conflicts with drainage structures, coordination on connection points and crossing of Sawyer Loop Road. Kimley-Horn provided a design that both accommodated the needs of the Sarasota County Utilities Department and complemented the overall vision for the Legacy Trail, working extensively with multiple County departments throughout project development.

Peace River Manasota Regional Water Supply Authority Regional Integrated Loop Phase 2B Pipeline (42-inch Potable Water Transmission Main), Charlotte County, FL

— Project Manager and Engineer-of-Record to provide design services via a design-build delivery method for approximately 13 miles of 42-inch potable water transmission main. The proposed transmission main will connect to the termination point of the PRMRWSA Phase 2A Pipeline, extend west along the border of Charlotte and Sarasota Counties, and proceed south to terminate at the Charlotte County Gulf Cove Booster Pump Station (BPS). The pipeline is anticipated to be constructed using a combination of construction methodologies, including open trench, horizontal directional drill, and jack and bore. The connection to the Charlotte County Gulf Cove BPS is anticipated to be at the existing inlet piping to the ground storage tank. The proposed on-site piping is configured to accommodate future tanks on either side of the existing GST. Services also include review, pay application review, responding to requests for information, contract closeout, and record drawings.

Emerald Harbor Utility, Longboat Key, FL — Project Manager. Kimley-Horn assisted the Town of Longboat Key with the replacement and rehabilitation of the roadway and infrastructure within the Emerald Harbor development. The project consisted of the rehabilitation of seven lift stations, force main piping, water main piping, and water and irrigation services. The roadway improvements consisted of milling and resurfacing all roads within the development, along with three new roadway cross-sections to address areas of poor stabilization and drainage. The project included a basis of design report (BDR) that evaluated the condition of the infrastructure, including review of sanitary sewer videos, field site visits, and flow analysis. Construction plans and technical specifications, as well as construction phase services, were also included. The project involved extensive coordination with the local utility department for future conduit placements, residents, the Town, and the Construction Manager at Risk.

Osprey Avenue Phase II and IV 20-inch Force Main and 12-inch Water Main Replacements (CMAR), Sarasota, FL

Project Manager and Engineer-of-Record. The City of Sarasota hired Kimley-Horn to evaluate and perform utility and roadway design services on a half-mile downtown corridor extending from an historic residential neighborhood to the south, while the northern end extends into a commercial business district. This ongoing project includes the replacement of two aged asbestos cement (AC) pipelines (10-inch and 18-inch), which are being used for a water main and a force main (respectively). A new 16-inch water main and a new 24-inch force main will be installed (along with new curbing, sidewalks, and pavement), while maintaining existing tree canopies that include a “Grand Oak Tree,” requiring special protection.

Chiquita Boulevard Widening and Landscape Improvements, Cape Coral, FL — Project Engineer. Kimley-Horn designed the reconstruction of Chiquita Boulevard, widening it from a four-lane rural road to a six-lane urban corridor over 5.2 miles from Cape Coral Parkway to SW Pine Island Road. The design accommodates six travel lanes, a 15.5-foot median for turn lanes, and 6-foot sidewalks within a constrained 100-foot right-of-way by using 11-foot travel lanes and leveraging an additional 6-foot easement. Numerous residential driveways along the corridor were reconnected with minimal disruption, though some required temporary construction easements or extended improvements onto private property to achieve desirable access. Stormwater treatment options were limited due to the high number of driveways and existing utilities within the corridor.

Additional Relevant Projects

- **Potable Water Interconnect, Sarasota County, FL**
- **Lakewood Ranch Boulevard Extension and Water Main Extension, Lakewood Ranch, FL**
- **Blue-Ridge Salford North, North Port, FL**



JIM WOOD, AICP

Trail Planning

Professional Credentials

- Master of Science, Geography, Florida State University
- Bachelor of Science, Telecommunications, University of Florida
- American Institute of Certified Planners, #32054

Special Qualifications

- Jim has nearly 30 years of multi-modal planning experience
- Brings unique perspective and leadership experience from past roles as FDOT Chief Planner and FDEP's Chief of Greenways and Trails
- Founded the Florida Greenways and Trails Foundation, a non-profit organization is committed to advocating for developing and maintaining trails and greenways
- Extensive expertise in integrating transportation, land use, and recreation planning, with a strong focus on multimodal systems, trail development, and current industry trends
- Skilled in public involvement and community engagement, fostering collaboration among diverse stakeholders to support successful planning initiatives

Relevant Experience

Paradise Coast Trail Vision and Feasibility Study, Naples, FL — Project Manager. Jim led development of the Vision and Feasibility Study for the 70 miles of Paradise Coast Trail in support of the Naples Pathway Coalition (NPC), FDOT District One, Collier County, the City of Naples, and the Collier MPO. The Vision encompassed development of a Conceptual Corridor, Action Plan, and Promotional Toolkit. The completed Vision enabled NPC to successfully pursue state and local funding for the Paradise Coast Trail Feasibility Study. The study consisted of a partner agency Project Charter; a systemwide Existing Conditions Summary; Stakeholder and Public Outreach including use of Kimley-Horn's *KollabSpace* virtual meeting space platform; a comprehensive Feasibility Analysis with identification of preliminary alternatives; an Implementation Action Plan to define the path forward to program and systematically complete the system; and the final Pathway Report. The project was completed on time and with full concurrence of all agency partners.

Shared Use Non-motorized (SUN) Trail Program, Statewide, FL

Program Administrator. Jim oversaw the FDOT staff and consultant team that developed, launched and implemented this program which was established through new state legislation in 2015. Program creation included identifying the statewide SUN Trail network and creating the process to distribute \$25 million of recurring annual funding. Jim led the collaborative effort which encompassed several FDOT program areas, all 7 districts, extensive partner and public outreach, and direct coordination with the Florida Greenways and Trails Council. He also directed initial SUN Trail project selection, prioritization and programming within FDOT's Five-Year Work Program, and subsequent updates through 2018. The program was fully developed and launched within less than a year of legislative establishment, including identification of two priority regional trail systems, the Coast to Coast Connector and the St. Johns River to Sea Loop.

Collier to Polk Regional Trail Master Plan, FDOT District One, FL

Project Manager. The Collier to Polk Regional Trail Master Plan is a collaborative initiative led by FDOT District One to establish a vision for a connected multi-use trail spanning Collier, Hendry, Glades, Highlands, Hardee, and Polk counties. The planning process involves comprehensive stakeholder and public engagement, an assessment of existing conditions within the study area, review of current trail plans and programs, identification of key communities and destinations to be linked by the trail, development of overarching concepts and alternatives, and creation of an action plan to guide future project development.

MetroPlan Orlando Vision Zero Action Plans, Osceola County, St. Cloud, and Kissimmee, FL

Project Manager. Responsibilities include coordinating with a multi-disciplinary Steering Committee and city-specific Working Groups, conducting extensive public engagement, analyzing corridors with high rates of fatal and serious injury crashes, identifying effective countermeasures, creating prioritized work programs, and establishing processes for implementation and monitoring progress. This work is being managed under Kimley-Horn's MetroPlan Orlando General Planning Consultant contract.

Strategic Intermodal System (SIS) Strategic Plan and Continuing Planning Support, FDOT District Five, FL

Project Manager. Jim led Kimley-Horn's support of District Five's effort to develop a more strategic, data-driven approach to implementation of the Strategic Intermodal System (SIS) Program. The effort included: District and MPO coordination meetings to obtain guidance and input; preliminary Needs Assessment incorporating safety and travel demand analysis; development of a Strategic Prioritization Approach; and pilot prioritization of preliminary candidate needs. He led prioritization of SIS 1st Five Year and Cost Feasible Plan projects. All of these efforts consisted of leading presentations and facilitating SIS prioritization meetings with District leadership and program staff.

Florida Greenways and Trails System Plan, Statewide, FL* — Project Manager. While at FDOT, Jim oversaw development of FDEP's 2012 Florida Greenways and Trails System (FGTS) Plan to establish infrastructure and conservation priorities. The first update since Connecting Florida's Communities laid the groundwork for the FGTS in 1998, the 2012 plan provided a new foundation through: establishment of clear priorities for coordinating, directing and focusing resources; and a new framework for systematically "closing gaps" and connecting priority corridors. The plan linked the FGTS to companion state plans for economic development, tourism, health, transportation, recreation and conservation. The entire mapping and plan development process including statewide public involvement was completed in less than 12 months.

Additional Relevant Projects

- **Camp Blanding to Osceola National Forest Ecological Greenway, FL**
- **Florida Greenways and Trails System Plan, Statewide, FL**
- **Concept, Feasibility & Mobility Study for the Osceola-Brevard County Connectors, Orlando, FL**

** Project completed prior to joining Kimley-Horn*



Catherine Winter, PE
Senior Community Outreach Specialist

Catherine has over 22 years of professional experience in the transportation field ranging from Project Development and Environment (PD&E) studies and roadway design to traffic operations. Her work experience has included developing roadway alignments and preparing design plans for construction projects, analyzing conceptual alignments for PD&E projects, developing and implementing public involvement plans and strategies, and acting in various roles for General Engineering Consultant (GEC) contracts for the Florida Department of Transportation (FDOT), and Florida's Turnpike Enterprise (FTE).

Relevant Project Experience

SR 776 (South McCall Road) Intersection Safety Improvements from Biggs Street/Mayport Street to Port Charlotte Town Center, FDOT District One, Charlotte County, FL: The purpose of this project is to improve safety, enhance traffic flow, and reduce crashes. The improvements included converting existing full median openings into two-way directional median openings at seven intersections along the corridor: Oceanspray Boulevard, Sea Mist Drive/Shalimar Street, David Boulevard, Hollis Avenue, Cornelius Boulevard, Biscayne Drive, and Collingswood Boulevard. Potential median modifications are also being considered at three additional intersections: Mayport Street/Biggs Street, Regina Drive/Roberta Drive, and at the Port Charlotte Town Center west entrance. Catherine is responsible for leading public involvement efforts for Valerin including coordinating and conducting the public meeting.

SR 776 Safety Improvements from Merchants Crossing to the Sarasota County Line, FDOT District One, Charlotte County, FL: SR 776 is a five-lane undivided roadway with two travel lanes in each direction, a center two-way left-turn lane, and bicycle lanes and sidewalk on both sides of the roadway. Proposed improvements include implementing traffic separators, protected bicycle lanes, and raised medians with directional median openings at designated locations throughout the corridor to better accommodate turning movements along SR 776. Catherine is responsible for leading public involvement efforts for Valerin including coordinating and conducting the public meeting, preparation of notifications, advertisements, and collateral, and providing support services for presentations.

SR 72 (Clark Road) PD&E Study from East of I-75 to Lorraine Road, FDOT District One, Sarasota County, FL: The purpose of this project is to improve operational capacity of SR 72 (Clark Road) from east of I-75 to Lorraine Road in order to accommodate future travel demand projected as a result of area-wide population and employment growth. Other goals include enhancing safety conditions and accommodating multimodal activity. Catherine was responsible for leading public involvement efforts for Valerin including coordinating and conducting the Alternatives Public Information Meeting, preparation of notifications, advertisements, and collateral, and providing support services for presentations.

Palmetto Trails Network Plan PD&E Study, FDOT District One, Manatee County, FL: FDOT District One, on behalf of Manatee County, is beginning a PD&E Study for a proposed trail through the City of Palmetto. The trail is one of six transportation improvements proposed in Manatee County's BUILD grant application, known collectively as the Palmetto Trails Network Plan (PTNP). The purpose of the PTNP is to re-establish multimodal, community connections throughout the City of Palmetto that were previously affected during the construction of US 41. Other goals of the project are to provide safe and viable travel options for the community to access area destinations and support quality of life and economic objectives of the surrounding area. The study is currently evaluating the Middle Section which includes trail segments between the Manatee County Area Transit Center, Palmetto Youth Center, Dr. Martin Luther King Jr. Trail, Lincoln Memorial Middle School, and Lincoln Park (Coach Eddie Shannon Park) as well as the Northern Section which includes the development of trail segments connecting Lincoln Park (Coach Eddie Shannon Park) and Washington Park through the neighborhoods just east of US 41. The new Southern Section of the study area includes the evaluation and development of trail segments and "complete street" facilities (traffic calming, shared bicycle markings on the road, and sidewalks) between the Green Bridge at US 41 Business, Connor Park, and Dr. Martin Luther King Jr. Park. Catherine leads public engagement and community outreach efforts including developing a strategic and integrated Public Involvement Plan (PIP), coordinating and conducting the neighborhood focus group meetings, as well as authoring all collateral including website content.



Create • Communicate • Connect

Key Qualifications

- **22 Years of Experience**
- Public Involvement Expertise
- Transportation Industry Experience

Education

- BS, Civil Engineering, University of Florida

Certification

- Florida Professional Engineer #64676, 2006

Training

- USU Accessible Documents – ADA Compliance Course



Grant Fichter, PSM

SUR Surveyor

EXPERIENCE

- 29 Years

EDUCATION

- BS, Business Supervision & Management, Florida Southwestern State College, 2021
- AA, Florida Southwestern State College, 2014

REGISTRATION

- Professional Surveyor & Mapper, Florida # 7453, 2022

TRAINING

- ACES International, Inc.
- Intermediate MOT/TTC
- Confined Space Training
- Professional Utility Locator Training (Utility Training Academy)
- Subsurface Utility Engineering (Utility Training Academy)

PROFESSIONAL AFFILIATION

- Florida Surveying & Mapping Society (FSMS)
- National Utility Contractors Association (NUCA)

PROFESSIONAL PROFILE

Mr. Fichter is highly experienced in the science of land surveying and subsurface utility location. He began his career as a survey rod-person and after years of dedication and hard work, worked his way into the position of survey and subsurface utility engineering (SUE) manager. He is responsible for scheduling crews for their day-to-day tasks, researching surveys, briefing and debriefing crews, and conducting the initial Quality Control (QC) of all field data. Additional experience includes design, Right-of-Way (R/W) control, pre-construction and post-construction, as-built, Global Positioning System (GPS), construction layout, and hydrographic/bathymetric surveys. His experience in locating and designating underground utilities/facilities includes using various approved methods such as ground-penetrating radar, vacuum excavation equipment, and electromagnetic transmitting and detection devices. Additionally, Mr. Fichter is a Certified Damage Prevention Specialist through the Association of Communications and Electronics School (ACES International, Inc.) and has extensive training in Advanced Utility Locator and SUE locating and marking.

PROJECT EXPERIENCE

North 2 – Utilities Extension Project (UEP) Design Engineering Services, Cape Coral, FL – City of Cape Coral. Project Manager & Survey Field Crew Supervisor. AIM provided Survey and SUE services area on this project known as “North 2”, is in the northwest and northeast quadrants of the city and covers roughly 4.3 square miles, which includes 90 miles of roadway and approximately 8,700 parcels. Survey services included bringing together numerous previous surveys covering the entire project area and SUE services included Quality Level-B (designating) and Quality Level-A (locating) to accurately depict existing underground utilities and connection points in key areas of the project.

Sun Trail Phase 3 Survey, Lee County - Cape Coral. AIM Performed full topographic design survey for the 5,700' corridor. Design survey included establishing project horizontal and vertical control, right of way mapping and property line determination and identification of underground utilities along the route with SUE. Soil borings were also located as part of the survey. Mapping included research deeds, title reports, plats and depiction of canal easement, public utility easements and roadway rights of way. The project deliverables included a 3D model of project limits including mainline and side streets to ensure proper design tie-ins along the route.

I-75 (SR 93) from Broward County Line to Toll Booth (CA632), Collier County, FL – FDOT District One. Survey Project Manager. AIM assisted in the design of this project by providing survey and SUE services for the resurfacing, restoration, and rehabilitation (RRR) of approximately 50 miles of I-75 that is intended to extend the service life of the existing roadway. The project begins at MP 0.000 and ends at MP 49.032. The existing pavement width is 76' eastbound and westbound, including shoulders, and the project corridor includes 83 bridges as well as an existing Freeway Management System (FMS) with Intelligent Transportation System (ITS) infrastructure.

WILLIAM "IAN" ROVIRA IV, P.E.

Project Engineer



Summary of Capabilities

Geological Field and Lab Testing
Design Level Geotechnical Engineering
Roadway Soil Survey
Construction Supervision
Construction Materials Testing of Soils, Asphalt & Concrete
Permeability Testing
Hazardous Waste Site Assessment Studies
Phase I Environmental Assessments

Years of Experience

With Tierra: 5 year
Other Firms: 7 years

Education

B.S., Civil Engineering, University of South Florida, 2007

Professional Organizations/Registrations/Awards

FL Registered Professional Engineer – License No. 74586

Mr. Rovira has more than 12 years of experience in the field of Geotechnical Engineering and currently serves as a Project Engineer for Tierra, Inc. His experience includes Geotechnical Engineering, Laboratory Testing and Construction Materials Testing and Inspection. Mr. Rovira has gained experience through a variety of infrastructure projects including roadways, and bridges, intersection improvement projects including signalizations, water and wastewater facilities, pipelines, commercial developments and utility projects.

In addition, Mr. Rovira has extensive experience performing soil classifications, standard and modified proctors, grain size analysis, natural and organic content testing, Atterberg Limit testing, moisture content testing and compression strength testing of concrete and grout.

GEOTECHNICAL PROJECT EXPERIENCE

SUN Trail Phase 3 Kismet Parkway East from Del Prado Boulevard to NE 24th Avenue, Lee County
Legacy Trail Extension and North Port Connector, Sarasota County
North Port Connector Trail Extension to Warm Mineral Springs Park, Sarasota County
Washington Loop Road over Prairie Creek Bridge Replacement, Bridge No. 010009, Charlotte County
Rosery Road from the Pinellas Trail to Missouri Avenue Phase 1, City of Largo, Pinellas County
Lithia Pinecrest Road from Fishhawk Boulevard to Lumsden Road PD&E, Hillsborough County
City of Tampa: North Willow Avenue and West Cypress Street Intersection Improvements, Hillsborough County
City of Tampa: GolfView Neighborhood Flooding Relief, Hillsborough County
City of Tampa: Drew Park CRA Mobility, Connectivity, and Safety Improvements Zone 1, Hillsborough County
City of Tampa: North O' Brien Street from West Cypress Street to West Spruce Street, Hillsborough County
City of Tampa: 43rd Street Drainage Improvements, Hillsborough County
City of Plant City: Turkey Creek Road and Sydney Road Intersection Improvements, Hillsborough County
Executive Drive / Commercial Court at Jacaranda Boulevard Pavement Evaluation, Sarasota County
Ken Thompson Park Shoreline Protection, Sarasota County

FDOT District I

CR 775 over Oyster Creek Bridge, Charlotte County
Bell Boulevard (Sunrise Boulevard to Joel Boulevard) Pedestrian Bridge, Lee County
US 41 Gulfstream Roundabout, Sarasota County
US 41 Venice Bypass from Gulf Coast Boulevard to Bird Bay Drive, Sarasota County
SR 29 from S. of Agriculture Way to CR 846E, Collier County
SR 29 from New Market Road to SR 82, Collier County
N. 15th Street/301 Boulevard from Tallevast Road to US 41, Manatee County
US 98 (SR 700)(Peace River-Ft. Meade) at Bridge No. 160064 (John Singletary Bridge), Polk County
I-75 Rest Areas, Charlotte County
SR 80 from Dalton Lane to Indian Hills Drive, Hendry County
SR 951 from Manatee Road to North of Tower Road, Collier County
SR 82 from Lee Boulevard to Shawnee Road, Lee County
SR 50 from Cobb Road to West of Buck Hope Road, Hernando County
SR 60 Grade Separation over CSX Railroad, Polk County

TAB

PROPOSED MANAGEMENT PLAN

II. PROPOSED MANAGEMENT PLAN

Charlotte County

* Key Personnel



Principal-in-Charge

Gary Nadeau, PE*



Project Manager

Phil Reid, PE*



Engineer-of-Record

Jordan Leep, PE, PMP*



QA/QC

Frank Heck, PE*

ENGINEERING

Trail Team

Lead Designer | Emily Saidi, PE*

Yordan Gil, PE

Hoa Chau, PE

Scott Zyra, EI

Structural Design

Jerry Piccolo, PE, FRSE*

Katiushka Rich, PE

Roadway Design & Temporary Traffic Control

Jordan Leep, PE, PMP*

Steve Hartl

Utilities Infrastructure & Coordination

Ashley Miele, PE*

Antonio Alicea, PE

Trail Support Services

Stormwater Management

Brian Rose, PE*

Logan Norris, PE

Josie Wiederkehr, PE

Signing and Pavement Marking

Antonio Alicea, PE

At-Grade Trail Crossing Signalization

Nicole Heck, PE, IMSA II*

Emily Saidi, PE*

Lighting Design

Jordan Leep, PE, PMP*

Scott Zyra, EI

Environmental Assessment/ Permitting

Ronnie Van Fleet, PWS*

Jeff Hemphill, PWS, CNRP, GTA

Cultural Resources

Chris Hunt, PhD, RPA

Jeffrey Shanks, RPA

PLANNING/GRANT SUPPORT

Trail Planning

Jim Wood, AICP*

Grant Support Services

Joe Crozier, AICP

Tami Bailey

SUBCONSULTANTS

Public Involvement

Valerin | Catherine Winter, PE

Survey, SUE, ROW

AIM | Grant Fichter, PSM

Geotechnical Services

Tierra | William "Ian" Rovira, PE

CONSTRUCTION PHASE SERVICES

Phil Reid, PE*

Jordan Leep, PE, PMP*

Emily Saidi, PE*

Jerry Piccolo, PE, FRSE*

Gary Nadeau, PE, and Phil Reid, PE, will serve as our Principal-in-Charge and Project Manager, respectively. Jordan Leep, PE, PMP, will serve as Engineer-of-Record and Emily Saidi, PE, will serve as Lead Designer.

None of these individuals will be substituted without the express permission of the County throughout the duration of this contract.

TAB

PREVIOUS EXPERIENCE OF TEAM

III. PREVIOUS EXPERIENCE OF TEAM PROPOSED FOR THIS PROJECT

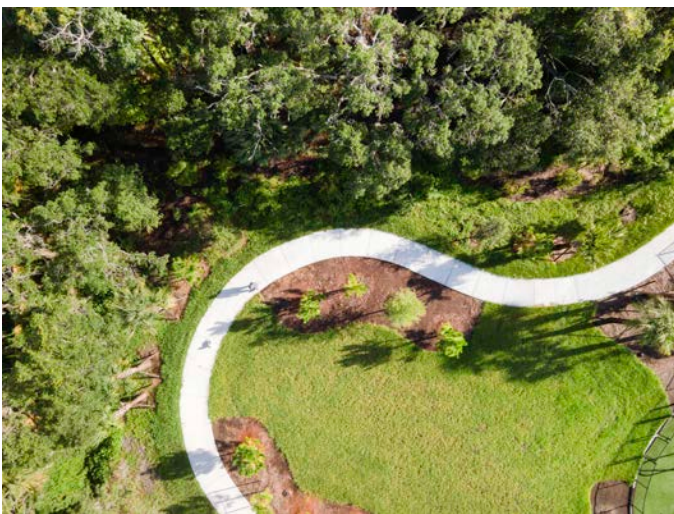
A. DESCRIBE PROJECTS THIS TEAM HAS COMPLETED

Legacy Trail Extension

Sarasota County, FL

This 13.7-mile Sarasota County project extended the Legacy Trail from Culverhouse Nature Park to Payne Park, as well as the North Port Connector Trail from the east end of the pavement on Forbes Trail to Warm Mineral Springs Park. Kimley-Horn provided trail design and related civil engineering, structural/bridge engineering, bridge inspection, planning/landscape architecture, environmental assessment/permitting, stormwater management, utilities infrastructure, communication system, and community engagement services. The Legacy Trail Extension segment of the project (8.9 miles) consists of trail improvements along the old Seminole Gulf Railroad ROW and includes trail improvements, drainage, landscaping, three trailheads including lighting, seven rest stops, two trail bridges, numerous at-grade crossings requiring signing and markings, signalization, and landscape improvements along the entire trail. The North Port Connector trail segment of the project (4.8 miles) consists of an at-grade asphalt and graded shell trail and three trail bridges. This trail is a community treasure that provides connectivity to these areas, enhancing user experience and value to the community. Following construction of the Legacy Trail, Sarasota County engaged Kimley-Horn to complete PD&E Studies for three proposed trail bridges at Beneva Road, Bahia Vista Street, and Tuttle Avenue.

- 2024 ASLA Florida Design Award of Merit – Open Space Category
- 2023 FACERS Large Agency Project of the Year
- 2023 ACEC Florida Engineering Excellence Grand Conceptor Award
- 2022 ACEC Florida Engineering Excellence Award



North Port Connector Trail Extension to Warm Mineral Springs

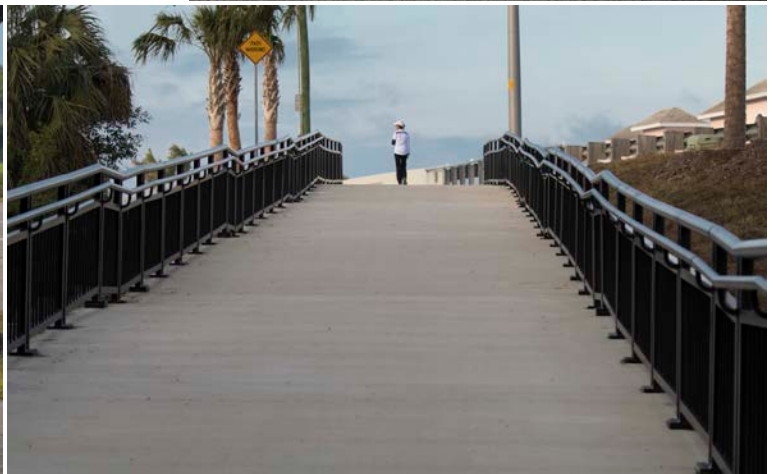
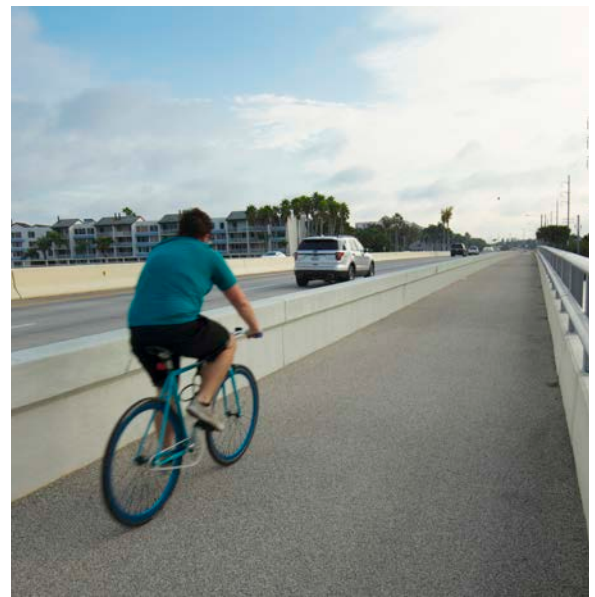
North Port, FL

Kimley-Horn is providing design services for the City of North Port to support the extension of the North Port Connector Trail—an integral addition to the region’s expanding trail system. The scope includes preparing construction plans and documentation for Segment 1, which features a 12-foot-wide paved trail extending approximately 5,900 feet south from the existing terminus at W Price Boulevard to Durango Avenue. Segment 2 continues the trail an additional 3,600 feet south to connect with a future parking lot at Warm Mineral Springs Park. Additionally, Kimley-Horn will provide engineering design and permitting services for a new trailhead facility at the trail’s terminus within Warm Mineral Springs Park, enhancing connectivity, accessibility, and recreational opportunities for the community.

SR 682 (Pinellas Bayway) Trail North, Phase II

St. Petersburg, FL

Kimley-Horn was retained by the City of St. Petersburg to provide professional engineering services for the design of a multi-use trail on the south side of SR 682 (Pinellas Bayway) beginning at the end of the Phase I trail, at the Pinellas Bayway Toll Plaza, and continuing west to the Gulf Intracoastal Waterway Draw Bridge. Our scope of work included design, permitting, project administration, surveying, design phase services, public involvement, and preparation of construction documents. Other services included coordination with FDOT for compliance with various Local Agency Program (LAP) requirements since this project was federally funded through the FDOT LAP. It serves as the final critical piece of the connector that ties the skyway trail to St. Pete Beach and Fort Desoto. This project of just under two miles of multi-use recreational trail spanned two bridges. Kimley-Horn worked with the Department to come up with a modified configuration of the traffic barrier over both bridges to provide user-friendly dedicated trail space over both bridges. Kimley-Horn completed this project with an advanced schedule 6 months ahead of the original production date.



Space Coast Trail PD&E Study and Final Design

Brevard County, FL

For FDOT District Five, Kimley-Horn led a PD&E study for three segments of Space Coast Trail. Our team evaluated shared-use trails, regional trail connections, and buffered bike lanes for crossing the Haulover Canal. The preliminary assessment involved data collection and conceptual design alternatives incorporating Complete Streets into the selected areas. Environmental services included habitat mapping, Florida scrub-jay surveys, gopher tortoise surveys, and writing and submittal of NEPA documentation—the Natural Resource Evaluation and Contamination Screening Evaluation Report. After completing the PD&E study for this 30-mile-long proposed 8- to 12-foot-wide bike/pedestrian trail, Kimley-Horn was selected to design and prepare construction plans for the first 11-mile-long section. Design services include pavement design (concrete pavement for railroad crossing), structural design (box culvert and overhead cantilever signage), signing and pavement marking, milling and resurfacing, ADA accommodations, drainage design, intersection design, utility coordination, and environmental permitting. This project is part of a connected coast-to-coast bike/pedestrian trail system extending across Florida from the Gulf of Mexico to Canaveral National Seashore.



River to Sea Loop Trail, Phase I (SUN Trail)

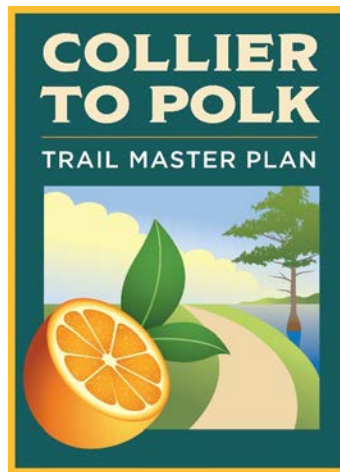
DeLand, FL

Kimley-Horn was selected to perform study and final design services for River to Sea Loop Trail, Phase I from Lake Beresford Park to Old New York Avenue, a distance of 1.6 miles, and is part of the SUN Trail network for multimodal connectivity. The study phase involved reviewing a previous PD&E study performed by FDOT and evaluating three additional alignment options adjacent to the FDOT railroad right of way. This phase also included existing conditions analysis, planning evaluation, public involvement and right of way acquisition support including meetings with property owners and presentation at County Council. Based on the preferred alignment from the study phase, the design phase consisted of trail horizontal and vertical design, drainage analysis and design including roadside swales, berms, inlets and pipes. The scope also included environmental assessments for potential wetlands and protected species and gopher tortoise survey. The trail improvements required a SJRWMD permit exemption and an FDEP no permit determination. Other services included cultural resource assessment, contamination screening, utility coordination, bidding support and construction phase services. The utility coordination and certification is critical to the project because a majority of the trail alignment is adjacent to Duke Energy Transmission Poles.

Collier to Polk Regional Trail Master Plan

FDOT District One, FL

Kimley-Horn led development of the Collier to Polk Regional Trail Master Plan to define the vision for a connected multi-use trail through Collier, Hendry, Glades, Highlands, Hardee, and Polk counties. The Master Plan is FDOT's first-ever comprehensive regional trail master plan and was developed, in part, to advance District One's Active Transportation Plan. Kimley-Horn developed the Master Plan to make the case and inspire forward momentum for this ambitious project. Engagement included stakeholder meetings with over 50 individuals representing three MPOs, six counties, eleven municipalities, state and federal resource management agencies, and other organizations. Kimley-Horn coordinated five open houses across the six-county region to solicit input and tell the project story using extensive graphics, maps, and narratives. Outreach also included development of a project brand, a standalone website, and virtual open house (see Notable/Creative Approach). Master Plan development included existing conditions analysis, identification of Trail Town candidates, and a comprehensive inventory of potential destinations and points of interest. Preliminary routing alternatives were developed for the nearly 300-mile corridor. The Master Plan set the stage for implementation through a preliminary work plan, planning-level cost estimates, a conceptual project development schedule, and a series of implementation actions.



South Lake Howard Pedestrian Enhancements

Winter Haven, FL

Under a Master Continuing Professional Services Agreement, Kimley-Horn is providing the City of Winter Haven with enhancements to pedestrian facilities and roadway rehabilitation/reconstruction from 15th Street SW to 20th Street SW for approximately 3,500 linear feet. The federally funded project has a strong emphasis on efficiency in both cost and schedule, with review meetings between Kimley-Horn and the City of Winter Haven scheduled to follow each phase submittal. Kimley-Horn is preparing concept plans, NEPA services, environmental permitting services, construction documents, and bidding assistance.

Greater Port Charlotte Bridge Rehabilitation

Charlotte County, FL

Under an on-call consulting services contract, Kimley-Horn was retained by Charlotte County to assess and design rehabilitation plans to facilitate the maintenance of three bridges within the Greater Port Charlotte Area. The three bridges are the O'Hara Drive Bridge over the Atlantis Waterway, Pelham Boulevard over Auburn Waterway, and Wintergarden Avenue over Como Waterway. These three span bridges consist of precast/prestressed concrete slab unit bridge systems supported on a row of precast/prestressed concrete piles. These bridges are in relatively good condition, with typical maintenance-related deficiencies for bridges of their age. The repairs were aimed at addressing the observed deficiencies and included long-term maintenance repairs. The repairs consisted of both structural and non-structural repairs. Kimley-Horn reviewed the FDOT Bridge Inspection reports and performed a thorough field review of the bridges to develop the Bridge Repair Memorandums, which identified the recommended repairs. At the O'Hara Drive bridge, during Kimley-Horn's site visit, it was determined that emergency repairs be performed at the bridge pilings due to the severe condition of the existing pile splices that were located at the water line. Pile jackets were installed on the piles in question. This emergency repair was completed prior to the remaining recommended repairs.

After coordinating with the County, the bridge repairs consisted of the following: applying sealer to the bridge deck, concrete repairs, guardrail repairs, revetment installation, railing repairs, rip-rap installation, void backfilling, expansion joint repairs, and installation of anti-graffiti coating. At the Pelham Boulevard and Wintergarden Avenue bridges, environmental permitting was completed with Southwest Florida Water Management District (SWFWMD) and the U.S. Army Corps of Engineers (USACE) for the in-water installation of the revetment repairs. In addition to the repairs, at the request of the County, Kimley-Horn included rehabilitation plans to replace the substandard bridge railing with a crash-tested concrete traffic barrier system at the Wintergarden Avenue bridge.



The County also requested an investigation to widen the existing sidewalk at the Pelham Boulevard bridge. This was achieved by removing the existing concrete parapet wall and replacing it with an FDOT pedestrian railing system that was mounted to the side of the bridge to aid in increasing the sidewalk width. Kimley-Horn performed a load rating of the existing bridges as part of the rehabilitation. Kimley-Horn will also be assisting the County through the bidding and construction phases of this project.

REFERENCES LIST

FIRM

- LEGACY TRAIL EXTENSION: Curtis Smith, PG, PMP, Sarasota County – 941.807.4065
- SPACE COAST TRAIL: Tyler Burgett, PE, FDOT District Five – 386.943.5388
- COLLIER TO POLK REGIONAL TRAIL MASTER PLAN: Katherine Chinault, FDOT District One – 863.519.2511

LEAD DESIGNER

- DESOTO AREA SIDEWALKS, PHASE II: Vinod Sancheti, Sarasota County – 941.415.4282

TAB

IV

PROJECT CONTROL

IV. PROJECT CONTROL

Kimley-Horn uses a variety of tools and techniques to effectively control both project schedules and cost controls for ensuring the successful execution of a project. These controls help in tracking tasks, managing project progress, and meeting project deadlines. Below are a few of the techniques we will utilize for the Cape Haze Pioneer SUN Trail Pathway to assure that schedules are met and ultimately who is responsible for schedule control and cost controls.

A. SCHEDULE

1. WHAT TECHNIQUES ARE PLANNED TO ASSURE THAT SCHEDULE WILL BE MET?

Gantt Charts

Gantt charts are always utilized in managing projects at Kimley-Horn. The Gantt chart or project schedule provides a visual representation of project tasks and their associated dependencies, allowing the project team to track progress and identify any delays or bottlenecks that may impact the schedule.

The preparation of a detailed project schedule, taking all anticipated tasks into account, will serve as a critical control component in meeting your project requirements. Prior to beginning the project, we will prepare a detailed project schedule for the County's review and approval and will update the schedule on a monthly basis, showing the completion percentage of each task. The Cape Haze Pioneer SUN Trail project will be a complicated project involving many tasks that must be executed in proper sequence to ensure the overall schedule is met.

Critical Path Method (CPM)

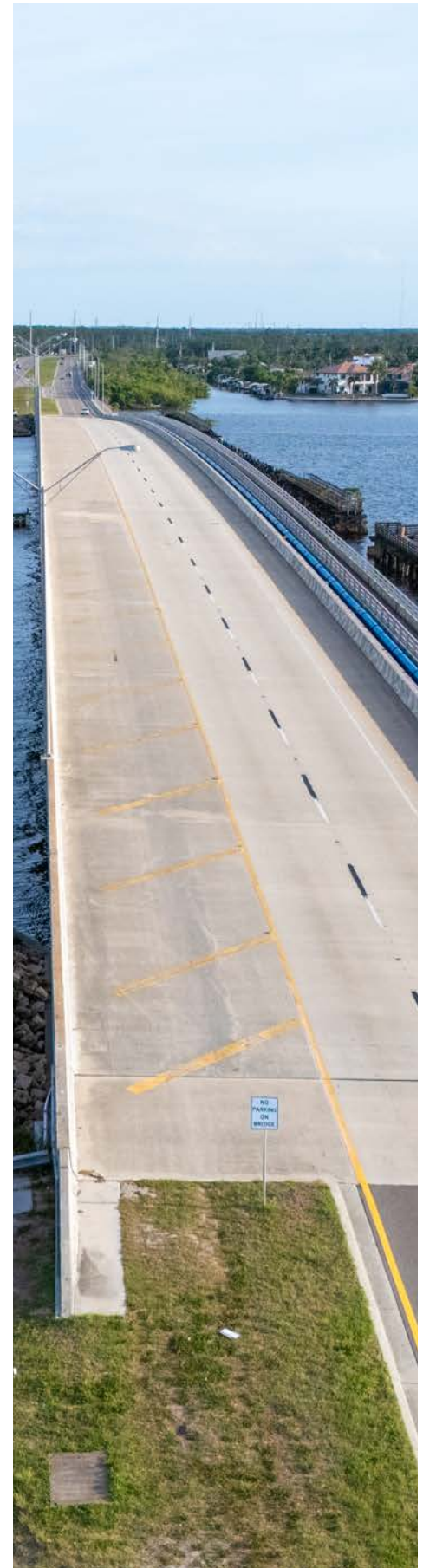
Our schedules always utilize the CPM process to identify the critical path, which is the longest sequence of dependent activities. Our team will closely monitor and manage these activities to ensure they are completed on time.

If one of the critical path tasks is not properly executed, it could have significant repercussions to meeting project milestones or the overall project schedule. For instance, we anticipate that environmental permitting and the FDOT review process could be lengthy. It is important to clearly understand the amount of time necessary to complete these processes and properly schedule the tasks accordingly to ensure completion prior to bidding the project.

Regular Progress Meetings

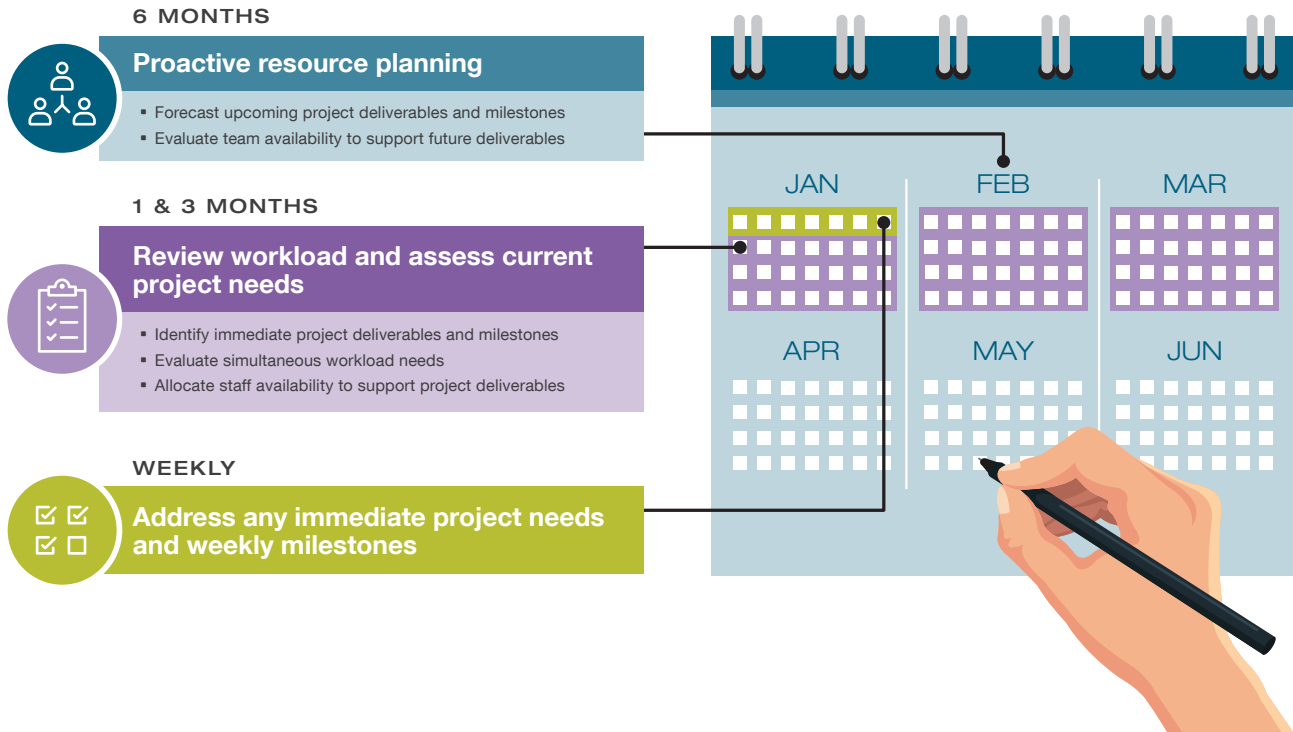
Regular meetings with project team members and stakeholders help in monitoring progress, identifying potential issues, and taking corrective actions to keep the project on schedule.

To further ensure clear lines of communication, we will conduct monthly (or at the frequency directed by the County) progress meetings with the County's project manager and staff to provide updates regarding the status of the project and tasks completed during the prior period. We will also identify critical and time-sensitive issues that warrant special attention and coordination. Progress project meetings are great tools to discuss the critical aspects of a project to ensure our decisions are consistent with County preferences. This proactive approach will help ensure our decisions are right the first time, eliminating the need for redo work and shorter task durations.



Resource Leveling

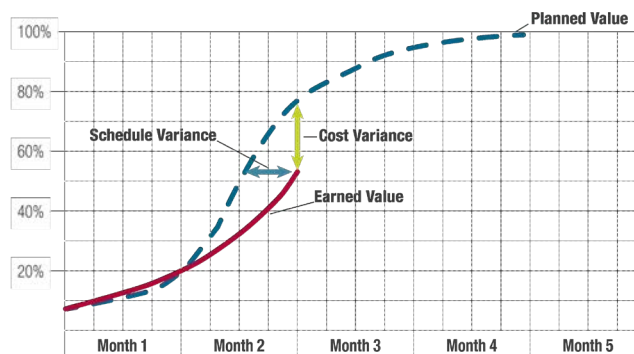
This technique involves optimizing the allocation of resources to balance workloads and prevent resource constraints that could lead to schedule delays. At Kimley-Horn, we undertake this process through a proprietary software called “Castaheads” that we created to level staffing resources across the firm, ensuring we have appropriate resources in the right location to meet client commitments.



Our proactive resource management system delineates adequate in-house resources for any given task, phase, or timeframe. If it is determined additional resources are necessary, we will shift qualified staff to ensure the project will stay on track. Kimley-Horn is a single-cost-center organization, meaning all individual offices report to one company. This allows our project managers to draw upon resources from our 165+ offices across the country, as needed. This structure allows us to allocate available resources from wherever they are located to help ensure we meet schedule and quality commitments. These same resources can be called upon to help any of our subconsultants, should the need arise. We have the expertise to assist on any of the subconsultant tasks and stand ready to commit those resources where they are needed. Our single-cost-center structure allows us to focus those resources on meeting client requirements and has enabled us to establish an excellent reputation of providing high-quality deliverables on time.

Earned Value Method (EVM)

EVM integrates schedule, cost, and performance data to provide insights into project progress and forecast future schedule performance. This tool is effective at determining if a project task is being completed efficiently. We will discuss this technique further under the cost control section.



2. WHO WILL BE RESPONSIBLE TO ASSURE THAT SCHEDULE WILL BE MET?

Our Project Manager, **Phil Reid, PE**, is primarily responsible for ensuring that schedules are met. He is responsible for developing the project schedule, monitoring progress, identifying potential delays, and taking necessary actions to keep the project on track. The project team members also play a role in meeting schedules by completing their assigned tasks on time and communicating any potential issues or delays to the project manager.

B. COST

1. WHAT CONTROL TECHNIQUES ARE PLANNED?

There are several key cost control measures that should be assessed or taken into consideration while undertaking a major infrastructure improvement project. These various cost control measures involve controlling internal and/or external costs, and as a result the techniques used to manage or mitigate these costs differ.

➤ THE KEY COST CONTROL MEASURES CONSIST OF:

- Controlling design costs
- Controlling construction costs

Controlling Design Costs

Effectively controlling design costs involves different techniques, a thorough understanding of the project scope of services, and management tools to track/assess design budgets. Often during design, requests are made by project reviewers, agencies, and other involved parties that may encompass project expansion, resulting in unanticipated improvements. This is often referred to as “scope creep.” Although making the necessary changes from the design perspective may be minor, there could be significant impacts on construction costs. By thoroughly understanding the scope, we will alert the County project manager to a request that will impact the project design and construction costs as they arise.

➤ MANAGING SCOPE CREEP IS AN EFFECTIVE WAY TO CONTROL DESIGN AND THE POTENTIAL FOR ADDITIONAL CONSTRUCTION COSTS.

We also use several internal techniques to track/monitor internal design costs. These include accounting software packages (Costpoint) and Excel spreadsheets.

- We use an industry standard accounting package to collect time posted to projects and assess the cost of this time against the project budget to ensure we are completing the project within the identified budget. This is done on a biweekly basis.
- For more complex projects like Cape Haze Pioneer SUN Trail, we will use an additional production monitoring technique, the EVM. It involves a detailed, project-specific spreadsheet that will evaluate planned project costs, current project costs, and actual earned revenue based on individual project task completion status. The actual earned revenue is typically referred to as an “S” curve. This technique has proven to be a resourceful tool to assist the project manager in understanding the interdependency between project costs in relation to what design work was actually completed during this period. This powerful technique can identify, based on the three independent curves, whether a project is ahead or behind schedule and exactly how much design work is required to get the project back on target.
- Our production monitoring spreadsheets are a resource allocation tool that can notify the project manager when it is necessary to add or reduce resources to keep a project on schedule and within budget.

Controlling Construction Costs

Although monitoring scope creep will have an impact on controlling construction costs, we use several additional techniques in controlling construction costs on roadway and trail improvement projects. The most significant techniques include:

Construction Cost Estimating Approach

- We will closely monitor construction costs at each phase of the submittal and anytime significant changes occur to the project that may influence overall construction cost. If there is a significant change in cost, we will immediately notify the project manager.
- We will prepare a detailed opinion of probable construction cost (OPCC) and will use recently bid County projects to determine the unit prices for individual pay items. We will assess unit prices as we receive updated information.
- Unit prices will be individually evaluated based on the magnitude of work to ensure construction costs are taken into consideration. The volume of work on construction tasks that involve a large number of setups and start and stop activities often impact the unit prices of items.
- We will update construction unit prices at each phase of the submittal.
- We will immediately communicate with County staff regarding cost escalations once we are aware of them.

Value Pricing Design Approach

- During the design of critical project features, including retaining walls, drainage features, culverts, lighting systems, and other significant elements, we will assess the cost of various options, the value price, and make recommendations to the County as to the most cost-effective option available.
- We will continuously scrutinize the proposed design process, especially during our QA/QC reviews, to identify cost savings opportunities that should be considered during the design phase. This could consist of further refining the roadway profile to minimize the use of fill material, more closely designing the pavement structure to meet the anticipated future vehicular design loads which will allow us to economize the pavement section, and many other elements.

Bid Alternatives

- One technique we have used successfully for our clients is the development and use of bid alternatives. This is an intentional use of alternative designs or components of design that can be eliminated from the bid easily and effectively if the bids come in too high. Through the use of these bid alternatives we still achieve the projects primary goals while allowing room for upgraded features if the bid allows.

Open Communication with the County

- In many instances, communication with the County is another effective approach to controlling construction costs. County staff have significant practical experience regarding what works well in the County. By establishing a strong partnership, we can more closely work together to address construction cost escalation, and likely find better/more cost-effective ways to undertake the improvement.

2. DEMONSTRATE ABILITY TO MEET PROJECT COST CONTROL.

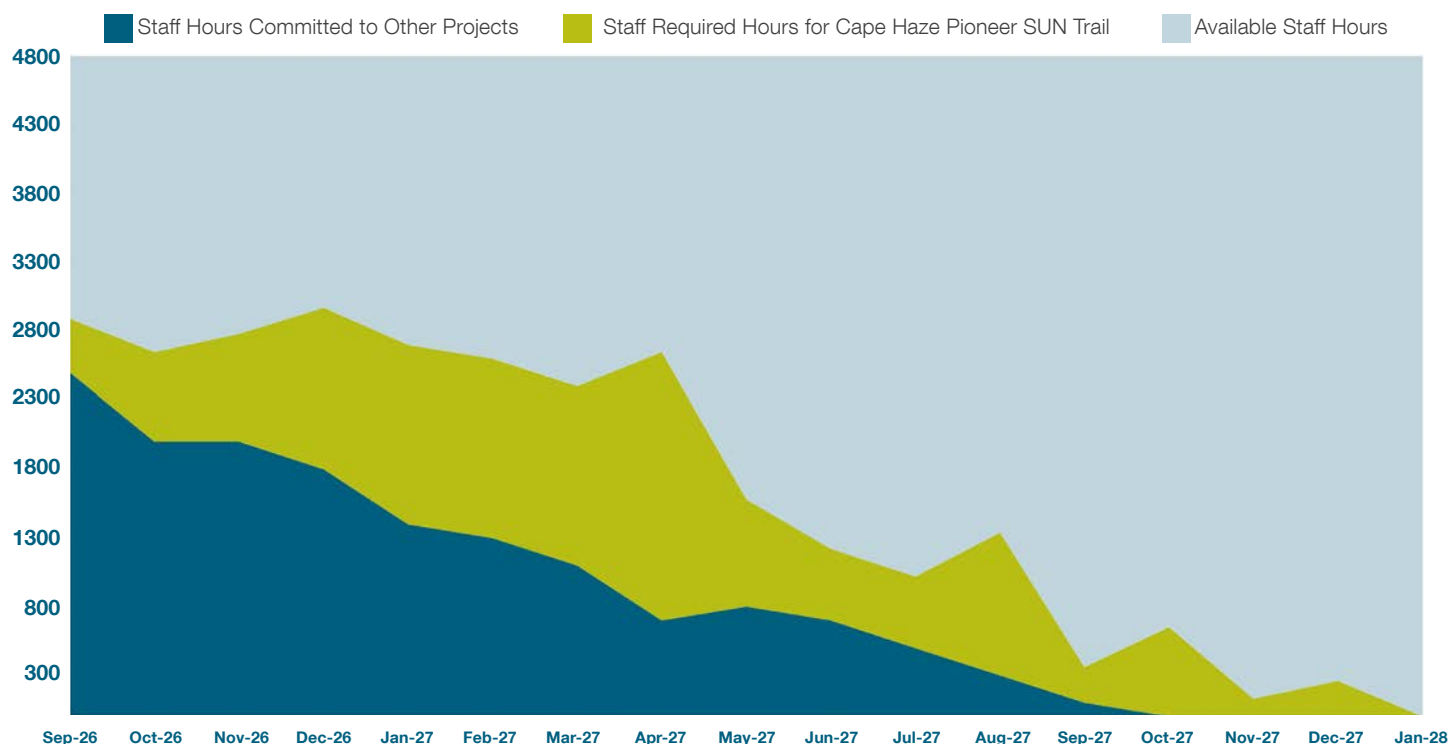
Kimley-Horn's ability to meet project cost control requirements can best be exemplified by our track record of meeting our client's budgets. On several recent projects we have effectively designed each project to come in under the intended construction budget. This alone should be a testament that we have a strong cost control system that has been proven time and time again. In the chart below, we have listed several recent projects where we have carefully managed project costs.

PROJECT NAME	DESCRIPTION	ORIGINAL BUDGET	FINAL BUDGET	COMPLETION TIME
Legacy Trail Extension Design, Sarasota	13.7-mile project	\$6.1M	\$5.26M	Completed Sept 2022 – on schedule
17th Street Trail Extension, Sarasota	1.5-mile project	\$440K	\$440K	Scheduled for end of 2026 – on schedule
South Dade Trail, Miami	22-mile project	\$11.8M	\$11.8M	Anticipated completion date is TBD; Schedule adjusted to incorporate redesign and value engineering sessions

3. WHO WILL BE RESPONSIBLE FOR COST CONTROL?

Our Project Manager, **Phil Reid, PE**, is responsible for cost controls. He is responsible for developing the project work plan, monitoring project costs, analyzing variances, and taking corrective actions to control costs. The project team members also play a role in cost control by providing accurate cost estimates, tracking expenses, and adhering to the planned budget. We will partner with the County Project Manager to ensure they are actively engaged to help avoid scope creep on the project from stakeholders. If additional scope is desired for the project, then budgets will need to be increased accordingly. Additionally, stakeholders and the finance department may also have responsibilities related to cost controls, such as approving budget revisions or providing financial guidance.

C. RECENT, CURRENT AND PROJECTED WORKLOAD



TAB

V

**PROPOSED
DESIGN
APPROACH FOR
THIS PROJECT**

V. PRESENT PROPOSED DESIGN APPROACH FOR THIS PROJECT

A. DESCRIBE PROPOSED DESIGN PHILOSOPHY.

Our design philosophy for the Cape Haze Pioneer SUN Trail Pathway is centered on delivering a safe, maintainable, and context-sensitive multi-use facility that effectively balances regional mobility objectives with the unique environmental, cultural, and community characteristics of the corridor. The proposed pathway is envisioned not only as a transportation asset, but as a thoughtfully integrated component of the surrounding landscape, designed to enhance connectivity while respecting existing natural systems and adjacent land uses.

This project represents a significant investment within the SUN Trail network, and as such, it demands a disciplined, multidisciplinary approach that prioritizes technical excellence, constructability, and long-term performance. Our strategy emphasizes early and continuous coordination across engineering, environmental, and planning disciplines to proactively identify constraints, minimize impacts, and advance practical, implementable solutions.

Equally important is our commitment to meaningful stakeholder engagement throughout the project lifecycle. **We recognize that successful delivery depends on collaboration with local agencies, community members, and regulatory partners to ensure the design reflects shared priorities and addresses corridor-specific concerns.** By integrating these perspectives, we aim to create a resilient, user-focused trail that not only meets programmatic goals but also delivers lasting value to the region and the communities it serves.

KEY ELEMENTS OF OUR DESIGN PHILOSOPHY INCLUDE:

➤ Alignment Verification

We will build upon the Caltrans feasibility study as a foundational framework, advancing its concepts through a detailed corridor analysis process. Drawing on our experience with similar trail systems, including the Legacy Trail, we systematically vet proposed alignments against right-of-way constraints, utility conflicts, existing conditions, and constructability.

This process allows us to confirm, refine, or adjust feasibility study recommendations into implementable solutions, reducing risk and establishing a clear path to permitting and construction. We have reviewed the study alignment against real world constraints with the goal of improving safety and reducing the need for utility relocation work, resulting in a cost-effective refinement of the study alignment.

➤ Context-Sensitive, Community-Focused Design

In constrained residential segments, our approach is focused on minimizing impacts while enhancing overall community value and livability. We prioritize context-sensitive solutions that thoughtfully address key concerns such as privacy, safety, aesthetics, and potential property impacts. Through transparent communication, careful alignment evaluation, and the use of clear visualizations, we will ensure that residents understand both the design intent and the long-term benefits of the proposed improvements.

Drawing on our extensive experience delivering multi-use trail projects, we recognize that these facilities serve as more than transportation corridors—they are opportunities to “stitch” communities together. This project is no exception. The Cape Haze Pioneer SUN Trail Pathway will function as a critical multimodal connection, linking residential neighborhoods with nearby commercial destinations while providing a high-quality community amenity. In doing so, the project will significantly improve corridor-wide connectivity, enhance ADA accessibility, and elevate safety for both bicyclists and pedestrians.

Early, consistent, and meaningful engagement with Gulf Cove residents and County stakeholders is central to our project delivery approach. By fostering open dialogue from the outset and maintaining regular communication throughout the design process, we aim to build trust, proactively address concerns, and clearly demonstrate the long-term value the project will bring to the community.

➤ Technical Expertise and Design Innovation

This project presents several key challenges, including limited right-of-way, the Myakka River crossing, and the integration of a continuous 12-foot-wide trail along SR 776 and through adjacent neighborhood corridors. Our team will evaluate and advance context-sensitive alternatives that balance cost, constructability, operational performance, and long-term maintenance considerations. Potential solutions include:

- Bridge widening or cantilevered trail configurations
- Innovative treatments for constrained residential segments
- Targeted drainage and stormwater management enhancements

All proposed solutions will be developed in accordance with FDOT and SUN Trail design standards, with a strong emphasis on minimizing risks associated with permitting, utility conflicts, and construction complexity.

➤ Environmental Stewardship and Regulatory Coordination

Given the project's proximity to the Myakka River, wetlands, and coastal resources, **our design process integrates environmental considerations from the outset**. We coordinate closely with permitting agencies to identify risks early and develop solutions that:

- Minimize impacts to sensitive habitats and surface waters
- Address stormwater requirements and potential permitting needs beyond prior exemptions
- Maintain project momentum by avoiding late-stage regulatory conflicts

Our team's proactive coordination and relationship-driven approach helps streamline approvals and supports a **predictable, efficient path to construction**. By minimizing the environmental impacts, it will help us to reduce the permitting needs often giving us more control over the schedule and eliminating the need for mitigation. In addition to cost and schedule, it also supports our public involvement efforts. The Community can be protective of environmental resources as reducing or eliminating environmental impacts is often received positively.

➤ Visualization-Driven Decision Making

To support stakeholder understanding and decision-making, we utilize plan-view graphics, typical sections, and 3D visualizations to clearly communicate design intent. These tools are particularly valuable for:

- Demonstrating impacts and benefits in constrained residential areas
- Illustrating bridge and structure alternatives
- Supporting public involvement and agency coordination

➤ Commitment to Delivering Value

Our approach focuses on delivering practical, cost-effective solutions that align with the County's long-term vision and funding realities. Through a detailed corridor analysis, **we will refine feasibility-level concepts into implementable design solutions**, prioritizing connectivity between the Gulf Cove community, Port Charlotte's economic centers, and key recreational assets. This process ensures the proposed trail enhances mobility, integrates seamlessly with its surrounding environment, and provides lasting value as part of the SUN Trail network.

We emphasize solutions that are not only cost-effective, but also maintainable and constructible within available budgets. Our value engineering philosophy prioritizes innovative, "out-of-the-box" thinking to maximize efficiency and performance while minimizing unnecessary costs. By carefully evaluating alternatives, constructability, and lifecycle considerations, we will deliver a design that provides exceptional overall value to the County and its residents.

B. WHAT PROBLEMS DO YOU ANTICIPATE AND HOW DO YOU PROPOSE TO SOLVE THEM?

TRAIL DESIGN

➤ Problem 1: Trail Alignment – Segment 1

Although the SUN Trail Extension feasibility study recommends locating the trail on the east side of SR 776, this approach would require introducing a new signalized crossing just north of the Myakka River bridge. Introducing additional crossings on a high-speed arterial presents inherent safety and operational concerns, including increased conflict points between trail users and vehicular traffic and potential disruptions to traffic flow. In design we must also carefully design the location of the trail to avoid impact to FPL transmission operations. FPL has released new criteria that requires specific maintenance such as 1:10 max slopes adjacent to their transmission poles, so impacting slopes in this area would require additional coordination and extend construction limits.

Bridge Approach and Departure - Mangrove Avoidance

Locating the trail along the west side of SR 776 introduces proximity to environmentally sensitive mangrove areas, particularly near the Myakka River crossing. On approach to the bridge, these mangroves are immediately adjacent to the back of the wall for approximately 3,000 feet north of the bridge.

➤ Solution 1: Refined Alignment

Based on our review of the corridor and prior feasibility study findings, our recommended alignment locates the multi-use trail along the west side of SR 776, providing a continuous and practical route that minimizes conflicts while maintaining a consistent user experience. This approach reduces the need for crossing movements along a high-speed corridor and supports safer, more constructible design through Segment 1 and works well with our proposed bridge approach. This alignment will carefully balance FDOT criteria while maintaining safe operations space for the FPL transmission poles.

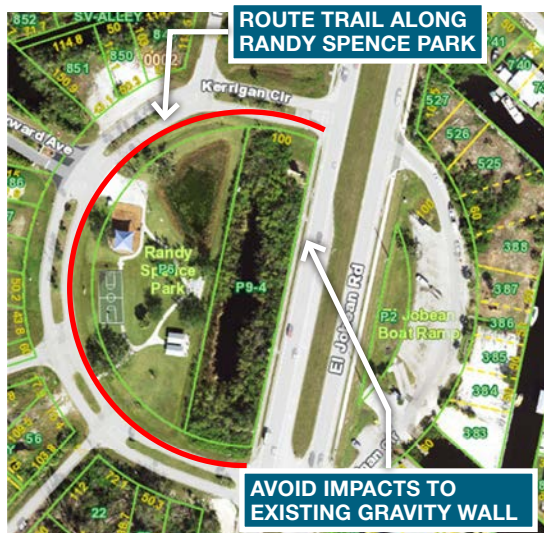
Key challenges associated with this alignment and our proposed solutions include:

Bridge Approach and Departure - Solutions

Our approach in these areas allows for the existing walls to remain in place. We are able to accomplish this through several creative value-added solutions:

- **Trail Routing Through Randy Spence Park**

Routing the trail through Randy Spence Park presents an opportunity to enhance user experience while avoiding impacts to the existing gravity wall along the back of sidewalk. We will evaluate alignments that integrate the trail along Kerrigan Circle, minimizing impacts to park features while improving connectivity and reducing costs related to gravity wall reconstruction.



▪ **Bridge Approaches and Departures**

A key element of our design strategy is a disciplined focus on cost-effective implementation, particularly at the Myakka River bridge approaches and crossings—**areas that represent one of the most significant cost drivers for the project.** Existing wall systems at the bridge approaches and departures are located immediately adjacent to environmentally sensitive features, including mangroves and rip-rap-supported embankments. Any direct impact to these wall systems would likely trigger extensive regulatory permitting, substantial reconstruction costs, and the need for mitigation associated with mangrove impacts.

Recognizing these constraints, our preliminary evaluation indicates that there is approximately 8 feet between the existing wall systems and the back of curb along the bridge approaches. Based on this condition, we have identified a more efficient and cost-conscious alternative that maintains the existing wall systems while strategically modifying the roadway cross section. By shifting the curb line up to the adjacent travel lane and utilizing the existing bicycle lane space for curb, guardrail, and trail, we can accommodate a safe, compliant multi-use trail without altering the current travel lane alignment.

This approach preserves the integrity of the existing wall, avoids impacts to environmentally sensitive areas, and maintains compatibility with potential future widening along SR 776. Most importantly, it delivers comparable functionality at a significantly reduced cost. Our planning-level analysis indicates that this strategy could result in savings to the County on the order of \$3 million when compared to alternatives requiring wall modification, environmental mitigation, and associated permitting efforts.

The southern bridge departure has similar constraints and a similar solution will be used at this location.

▪ **Connection to Segment 2 (Culvert Crossing Transition)**

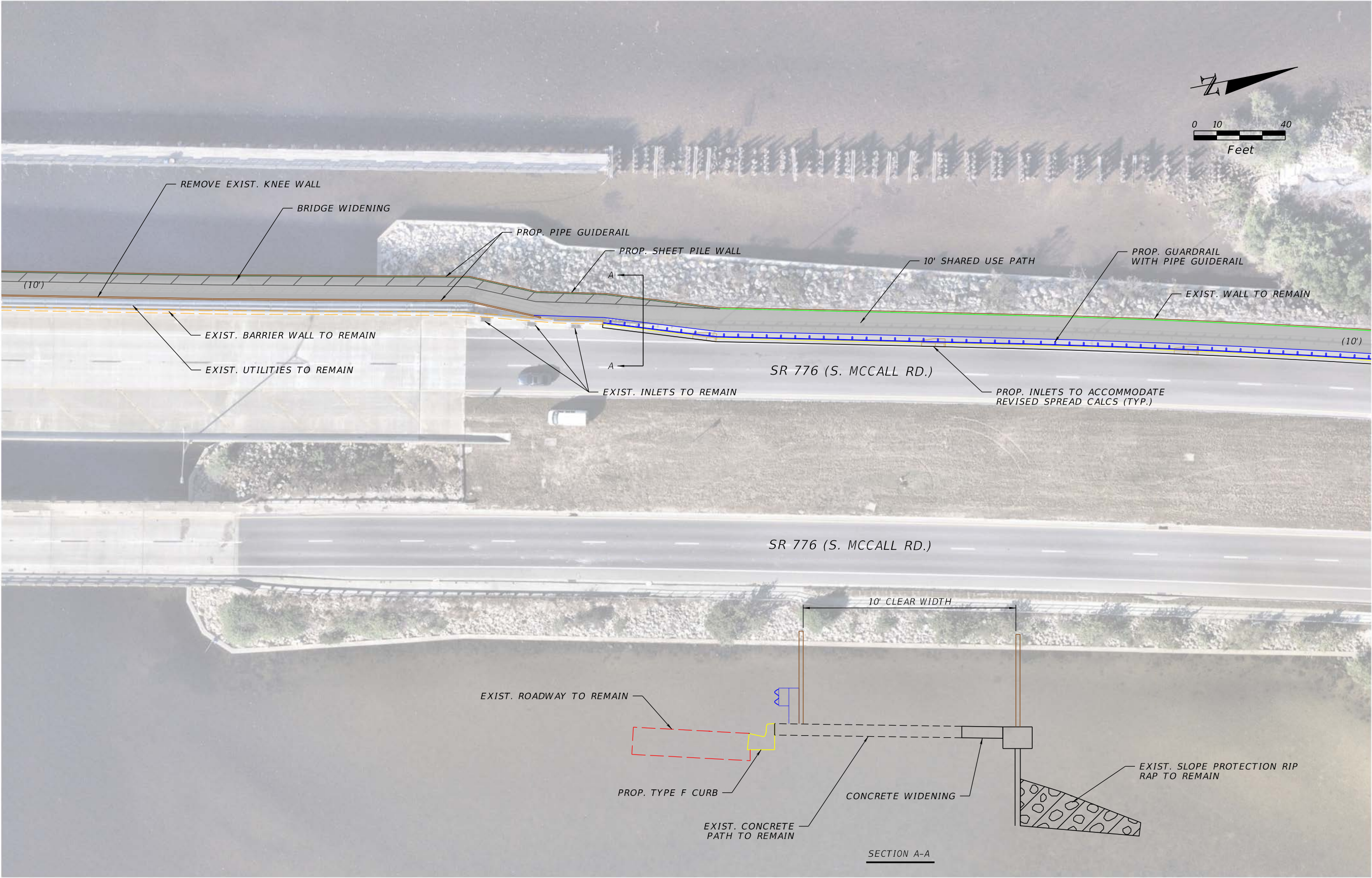
An existing box culvert is located beneath Gillot Boulevard on the west side of South McCall Road. In this area, the proposed trail alignment follows the west side of South McCall Road, transitions along Gillot Boulevard over the culvert, and continues north along Holton Terrace. Key existing elements include guardrail surrounding the culvert crossing and a receiving lane with an 17-foot pavement width.

The primary design approach for this segment connection is to preserve the existing box culvert and maintain the existing roadway functionality. The proposed approach includes sawcutting the existing edge of pavement, and proposing new curb closer to the roadway centerline to reduce the receiving lane to a more standard 11-foot width, creating space to accommodate the trail and lateral offset criteria. The approach replaces the existing guardrail to provide adequate clearance for the trail while maintaining a minimum 5-foot offset between the guardrail and the culvert, consistent with safety considerations. This strategy minimizes impacts to the existing pavement and avoids structural modifications to the culvert.

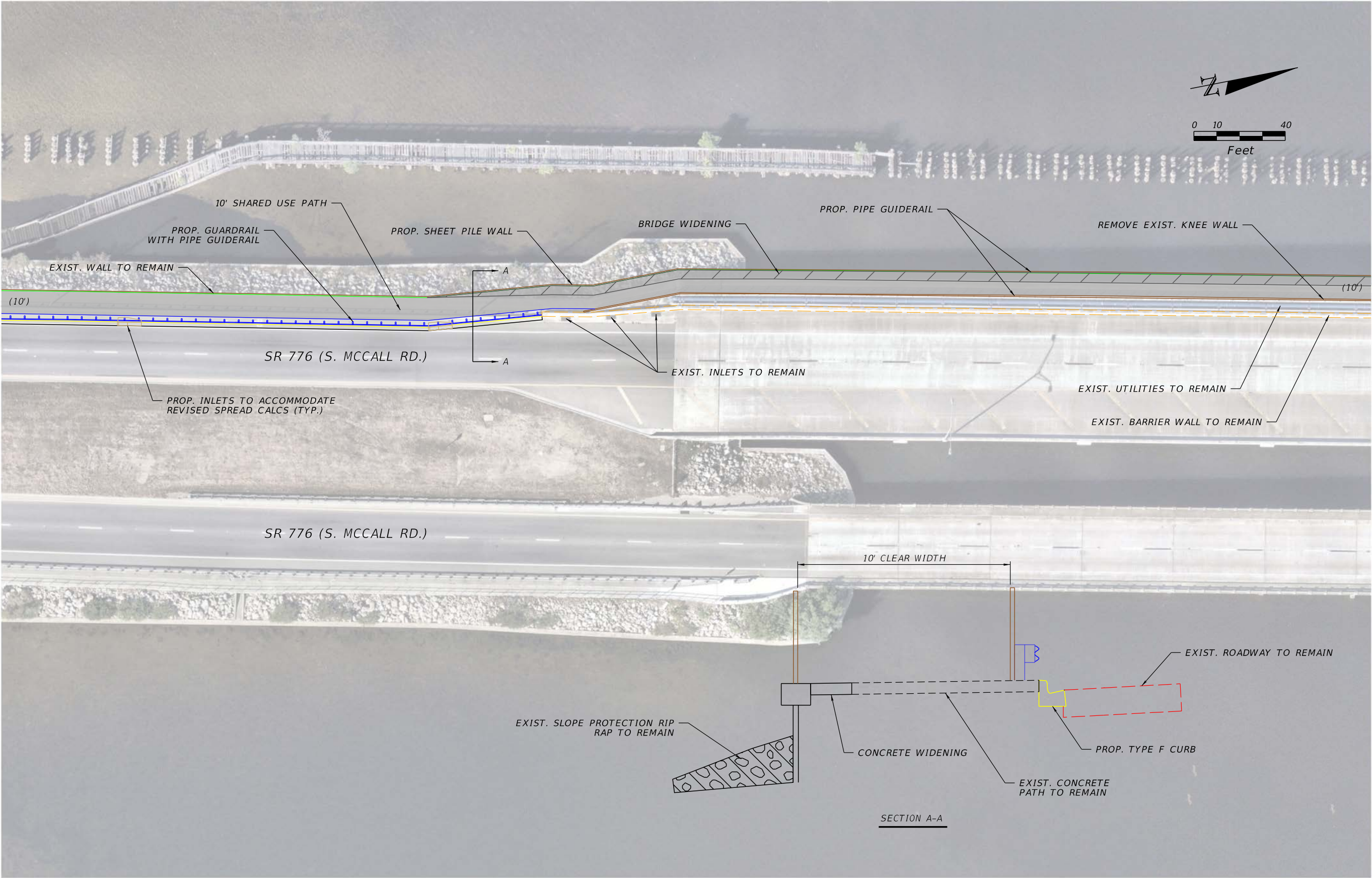
The proposed crosswalk at Holton Terrace is strategically placed to balance safety and operational constraints. This location allows for the stop bar to be positioned behind the crosswalk while maintaining access to the adjacent property owner's driveway.

Overall, this approach represents a cost-effective strategy that preserves critical infrastructure elements, minimizes reconstruction, and responds effectively to the physical and operational constraints of the intersection.

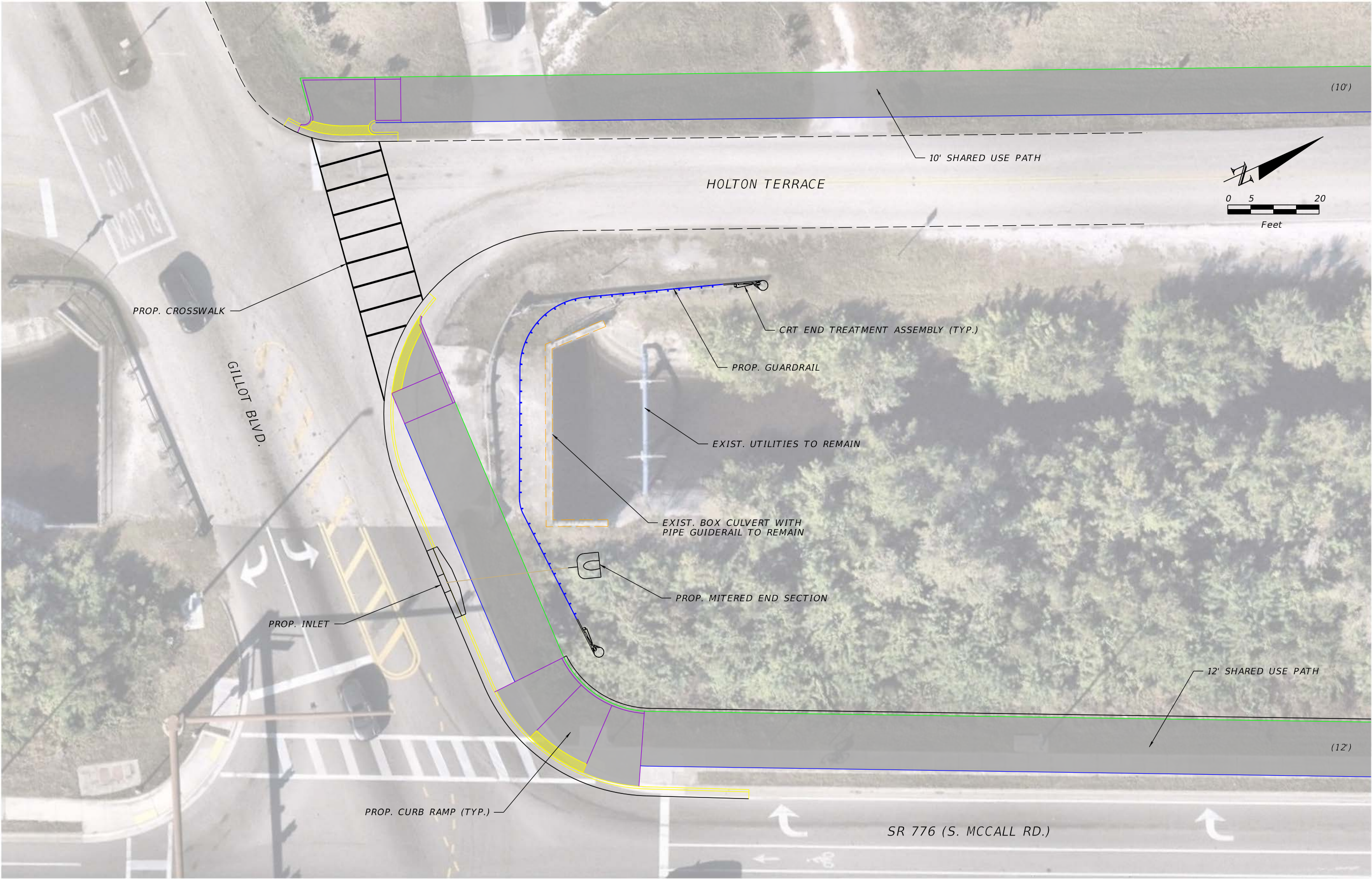
NORTH END APPROACH TO BRIDGE



SOUTH END DEPARTURE FROM BRIDGE



CULVERT CROSSING TRANSITION



➤ Problem 2: Trail Alignment – Segment 2

Our team generally agrees with the David Boulevard alignment presented in the feasibility study, with refinements to better address right-of-way constraints, driveway impacts, and existing drainage features.

▪ Trail Width

We recommend utilizing a *10-foot-wide shared use path* through this segment, consistent with SUN Trail guidance for constrained corridors. This reduced width allows for a more context-sensitive design, minimizing impacts to adjacent driveways and preserving the functionality of the existing roadside swale system.

▪ Proposed Alignment Refinements

The alignment begins along the *north side of Foresman Boulevard*, transitions onto *David Boulevard*, and continues along the *west side of the roadway*. The route then follows the *west side of Spire Street* and the *north side of Gallagher Boulevard* to facilitate a direct and functional connection into the future Myakka River Park.

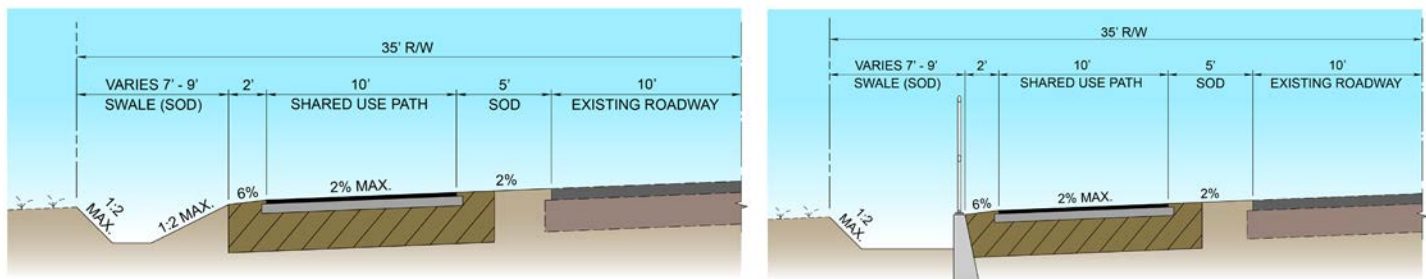
▪ Fantan Street Adjustment

We recommend shifting the alignment to the *west side of Fantan Street*, rather than the east side as proposed in the feasibility study, due to the availability of additional right-of-way and overhead electric poles on the east side of the roadway.

▪ David Boulevard Transition

Continuing along David Boulevard as generally shown in the feasibility study, we propose maintaining the trail on the *north side initially*, then transitioning to the *south side at Fleming Street*. From this point, the alignment continues along the *west side of Holton Terrace* to Gillot Boulevard. This adjustment avoids constraints associated with the adjacent canal system along Holton Terrace Boulevard.

We will coordinate closely with Charlotte County throughout the corridor analysis process to confirm the preferred trail width and alignment within this constrained segment. During the corridor analysis, we will further evaluate tradeoffs between trail width options, right-of-way requirements, driveway impacts, and drainage considerations to identify balanced, context-sensitive solutions. This iterative process ensures the selected alignment and typical section reflect County priorities and minimize impacts to the surrounding community. See below for proposed typical section alternatives through the Gulf Cove Community:

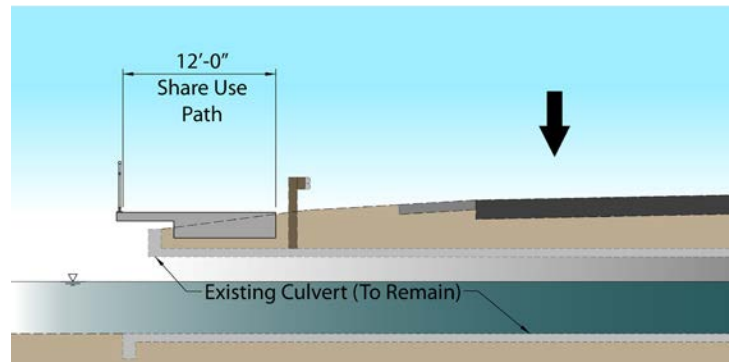


➤ Problem 3: Culvert Crossings

Along SR 776, multiple existing box culverts provide hydraulic connectivity between wetlands on either side of the corridor. On the west side of SR 776, the available space between the back of guardrail and culvert headwalls is often insufficient to accommodate a full 12-foot shared use path. Additionally, culvert outfalls are frequently located within mangrove areas, making traditional culvert extensions both environmentally impactful and expensive. At many of the culvert crossings, County utilities are also present just beyond the ends of the culvert with aerial crossings. These unique constraints require a out-of-the-box solution.

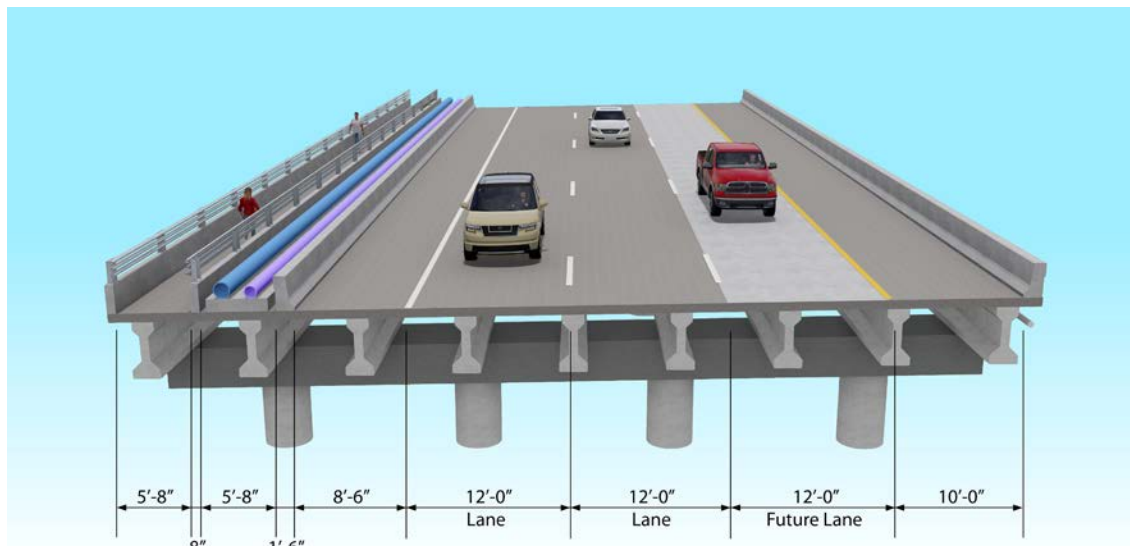
➤ Solution 3: Cantilevered Trail Section

To address these constraints, our team has developed a solution that maintains the full trail width without requiring culvert extensions. This includes the use of a cantilevered trail section, where a thickened structural slab acts as a counterbalance to extend the pathway over the culvert headwall. This approach avoids in-water work, minimizes impacts to sensitive habitats, and reduces permitting complexity while maintaining hydraulic function. We have successfully implemented similar cantilevered systems on FDOT facilities, extending pedestrian infrastructure over constrained features such as seawalls, demonstrating the constructability and effectiveness of this solution in tight and environmentally sensitive conditions. This approach can be implemented without impacting the existing raised utility infrastructure adjacent to many of these culverts.



➤ Problem 4: Myakka River Bridge Crossing

Our team evaluated multiple alternatives for accommodating a shared use path on the southbound SR 776 bridge over the Myakka River (Bridge No. 010104). This FDOT-owned structure currently supports two southbound travel lanes, roadway shoulders, a 6-foot sidewalk along the west side, and a utility shelf located between the sidewalk and travel lanes that carries a ductile iron watermain and a ductile iron Reclaim main. Additional width exists along the eastern shoulder, currently striped out, to accommodate potential future widening of South McCall Road to six lanes. The existing bridge is not wide enough to accommodate the multi-use trail without impacting the future travel lane or utilities.



EXISTING SOUTHBOUND S MCCALL ROAD BRIDGE SECTION (LOOKING NORTH)

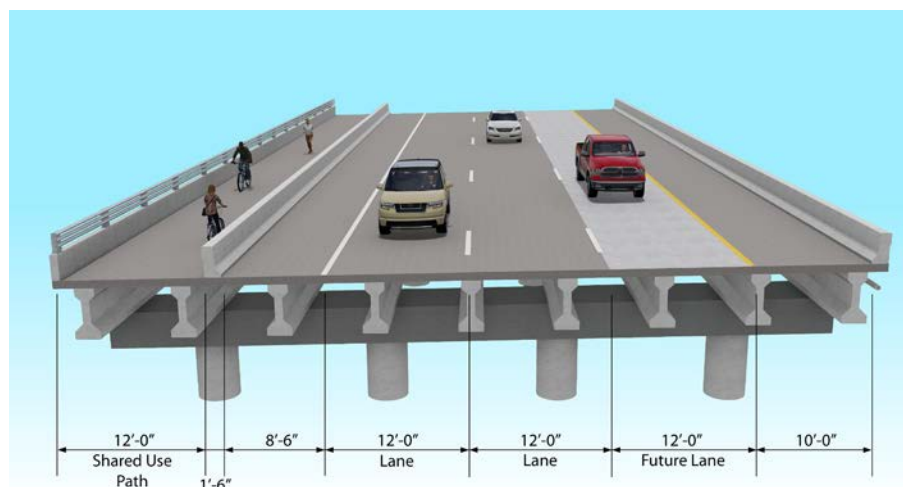
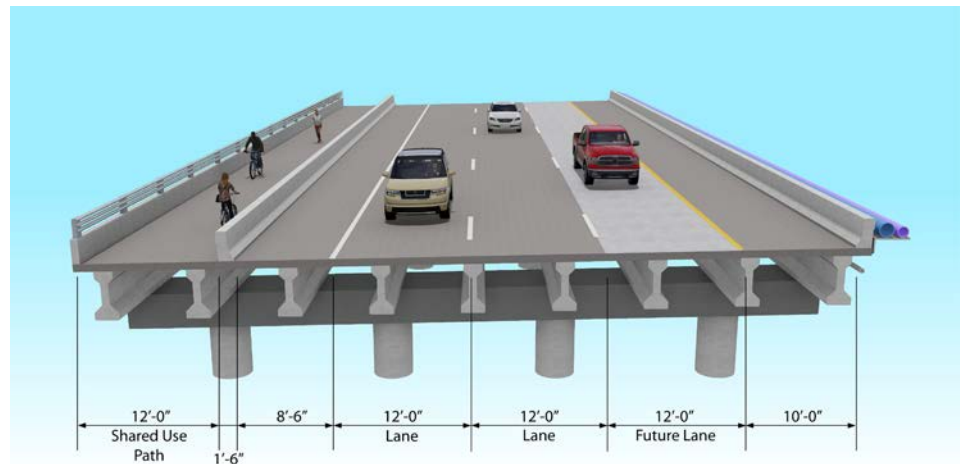
➤ Solution 4: Proposed Bridge Alternative Analysis and Preferred Alternative

Our team initially evaluated alternatives that looked to relocate the utilities onto a utility hanger system to avoid widening the bridge. Adding new piers and modifying the beams and bents would be costly. However, we are aware that Charlotte County Utilities does not prefer to hang utilities from the bridge if avoidable. For bridges of this length and height and a location within a corrosive environment, hanging the utilities from the underside or outside of the bridge is challenging to maintain and requires specialized equipment to access for maintenance. Based on experience, this is more expensive than directional drilling the utility. Consequently, this alternative was not advanced beyond the concept phase.

We also evaluated shifting traffic and bridge-supported utilities eastward to utilize the available shoulder width, but this approach would conflict with FDOT's potential for future roadway expansion and was not advanced further.

This required our team to look at some out of the box solutions. We have developed what we feel are the two most constructible and cost-feasible alternatives to accommodate the shared use path along the southbound Jobean bridge:

1. Remove the utilities from the existing bridge deck and directional drill both the watermain and reclaim main under the river.
2. Leave the existing utilities in place and widen the bridge deck to the outside.

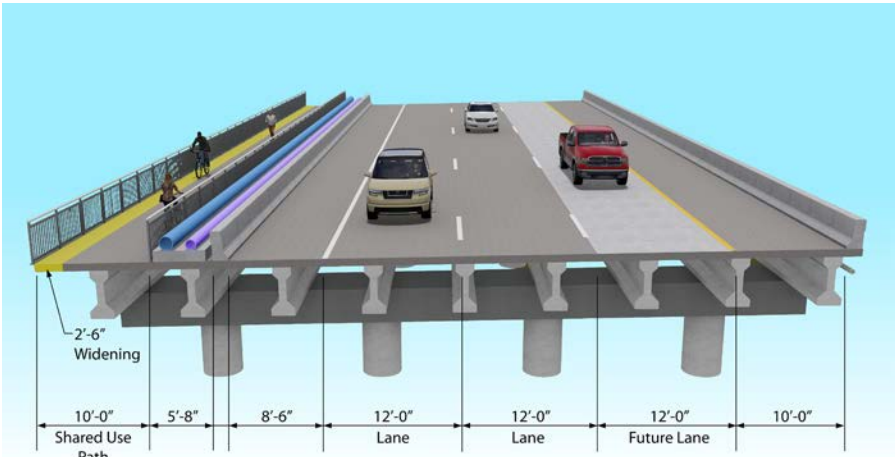


ALTERNATIVE 1 - TYPICAL SECTION

Alternative 1

Directionally drill both the watermain and the reclaim main under the Myakka River. Environmentally sensitive areas are present at both the north and south roadway approaches to the bridge which limit the drilling entry and exit points. In design our team would investigate drill alignments that start in the existing roadway median, horizontally deflect to the west of the existing southbound bridge, and exist within the roadway median. The directional drill would also need to accommodate FDOT's future SR 776 expansion that will also replace the

existing northbound bridge. Our team has successfully designed and installed directional drills on alignments with similar horizontal deflections to avoid environmentally sensitive areas and existing bridge foundations. With the utilities directionally drilled under the Myakka River, the existing bridge can be reconfigured without the utility shelf to accommodate a 12-foot shared use path. Based on recent similar bids we anticipate this alternative comes at an estimated cost of \$7.5 million.



ALTERNATIVE 1 -TYPICAL SECTION

Alternative 2

This option removes the western and interior pedestrian railing, widens the bridge deck by 2.5 feet, installs a new aluminum pedestrian railing to accommodate a 10-foot shared use path. The existing pedestrian railings consist of concrete parapet walls with aluminum railing. The added dead load of the deck widening is offset by exchanging the heavy concrete pedestrian railing with an aluminum pedestrian railing immediately adjacent to the utility lines. This alternative does reconfigure the weight over the western exterior bridge beam and the widened

bridge deck adds area for pedestrian loading. Early in the design phase our team will perform a structural evaluation of the western exterior bridge beams that looks to maximize the deck widening width without overloading the existing western exterior beams. The evaluation will investigate if a shared use path width wider than 10 feet can be accommodated. Opportunities to adjust the interior railing location relative to the existing utility supports will also be explored to optimize available space. This alternative provides a more cost-effective solution, with an estimated construction cost of approximately \$2 million.

Based on this alternatives analysis our recommended alternative is to widen the existing bridge, and leave the existing utilities in place. This minimizes cost, reduces risk for the future widening project by FDOT and maintains a viable 10-foot-wide trail while minimizing environmental impacts and leaving maintenance access to the utilities on the existing bridge.

	ALTERNATIVE 1	ALTERNATIVE 2
Requires utility relocation	Yes	No
Environmental permitting challenges	Yes	No
Shared-use path width	12-foot	10-foot (Minimum)
Requires structural evaluation of exterior bridge beams	No	Yes
Approximate construction cost	\$7.5 million	\$2 million

PUBLIC INVOLVEMENT

Kimley-Horn will partner with **The Valerin Group (Valerin)** for the public involvement program, who will lead the day-to-day execution of outreach activities. Valerin brings strong local knowledge and experience in stakeholder engagement, making them well-positioned to lead this critical element of the project. Together, our team understands the unique considerations and constraints associated with implementing non-motorized transportation facilities, where success depends on building awareness, establishing trust, and gaining community support.

As part of this strategy, Valerin will take the lead in developing and implementing a customized Community Outreach Plan. This plan will serve as the guiding framework for engagement, outlining outreach goals, stakeholder strategies, communication methods, key messaging, and public involvement elements throughout this phase of the project.

Valerin will lead the development and maintenance of a comprehensive stakeholder database that includes property owners, residents and tenants, local businesses, and government agencies. Given the diversity of land uses along the proposed corridor—including residential communities, commercial centers, recreational facilities, and institutional uses—this targeted outreach effort is a critical element of the overall approach. Key stakeholders include communities such as Gulf Cove, Gardens of Gulf Cove, Waterways Villas, Riverwood, Biscayne Landing, and West Port; mobile home and RV communities such as Vizcaya Lakes and Encore Harbor Lakes; and commercial destinations including Port Charlotte Town Center, Toledo Square Shopping Plaza, MRT Lawn & Garden, Sam's Club, and numerous smaller businesses. The corridor also serves major recreational and community destinations, as well as nearby schools and educational institutions, all of which represent important user groups that will benefit from improved connectivity.

Valerin will take primary responsibility for conducting outreach and engagement activities, supported by Kimley-Horn's technical expertise and coordination with the broader project team. This includes direct coordination with Charlotte County staff, elected officials, and advisory groups such as the Charlotte County and Charlotte–Punta Gorda MPO Bicycle and Pedestrian Advisory Committees. The team will also engage with regional and statewide trail organizations to broaden awareness and gather input.

The public involvement approach will incorporate a variety of engagement elements to maximize participation and accessibility, including public meetings, small-group meetings, newsletters, and digital tools. Valerin will lead the preparation of outreach materials such as Frequently Asked Questions (FAQs), surveys, and project updates, while Kimley-Horn provides review and ensures consistency with project goals and messaging. Additional strategies may include QR codes linked to comment forms and partnerships with local organizations to expand outreach through established communication channels.



Leveraging experience from similar projects in the region, including multimodal improvements along the SR 776 corridor, the team recognizes that this is a highly engaged community. Valerin will lead efforts to proactively inform and engage stakeholders throughout the project, with Kimley-Horn providing guidance to ensure alignment with County objectives and project constraints.

Anticipated stakeholder considerations include safety and security, privacy, property values, maintenance responsibilities, and construction-related impacts. Valerin will lead efforts to address these concerns through direct engagement and targeted educational materials, highlighting design features that preserve privacy, enhance safety, and ensure compatibility with surrounding land uses. Kimley-Horn will support these efforts by providing technical insights and data, including best practices and documented benefits of similar trail systems.

Through this collaborative approach—led by Valerin and supported by Kimley-Horn as prime—Charlotte County will benefit from a proactive, transparent, and inclusive public involvement process that builds consensus, addresses concerns, and establishes a shared vision for a trail system that enhances connectivity, recreation, and quality of life.

FPL TRANSMISSION LINES

Kimley-Horn will implement a proactive, coordination-driven design approach to address the trail's proximity to newly constructed FPL transmission infrastructure along the west side of SR 776. Our team will initiate early coordination with FPL to obtain as-built data, easement limits, and clearance requirements. Conflict exhibits and coordination matrices will be developed to identify and avoid potential impacts to transmission poles and facilities. We will incorporate this information into the design early, allowing for informed decisions before advancing the trail alignment and profile.

Design development will focus on context-sensitive adjustments to the trail alignment, grading, and profile to maintain required clearances to transmission facilities. We will also coordinate easements, consent agreements, and construction access requirements with FPL early, and define clear construction requirements for work near energized facilities, including notification and protection measures. This approach minimizes schedule risk by avoiding re-design, and ensures a constructible design aligned with FPL standards.



TRAIL LIGHTING

Lighting for the Cape Haze Pioneer SUN Trail Pathway will have two distinct approaches following the context of each of the areas through which the trail will extend. Along SR 776, the trail will be lit through a combination of upgrades to existing roadway light poles and supplemental lighting provided through new poles. Our team recommends utilizing standard size roadway lighting for much of the trail along SR 776. Because of the increased spacing of the poles that we can achieve, this will result in a more cost effective approach to light the trail.

Along SR 776, there is existing road side lighting that can be modified to light the trail to current standards from Gillot Boulevard to Willow Bend and from west of Collingswood to Enterprise Drive, a total distance of approximately three miles of the corridor. For these areas, we recommend upgrading the existing pole top turnpike style fixtures to an LED pole top fixture and relocating these poles as required to facilitate the trail. Based on the final location of the trail, one alternative to assess would be the use of a secondary fixture addition to the existing poles. The change to LED fixtures would likely still allow the systems to stay within voltage drop requirements and would save the cost of over 3 miles of new conduit, poles, and foundations. We will assess pole top, and tiered mounting approaches to assess photometric compliance with this approach in design.

North of Willow Bend and where transmission poles exist on the same side of the roadway with the trail alignment, we will need to review the use of pedestrian level lighting to meet the clear distance requirements of FPL to these high voltage lines. A new system will be required within these limits as an existing system does not exist.

Once the trail extends into the residential area to the south within the Gulf Cove Community the lighting design will need to be more context sensitive. If the trail is lit for the full length within Gulf Cove, pole placement will require careful attention. Poles should not be placed in areas where light pollution into windows can occur. In these situations, utilizing existing power poles and partnering with the power company for arm attachments can be an effective solution supplemented by lower level pedestrian poles at critical intersection crossings or areas of higher conflict. We will work closely with the County to better understand the goals and objectives of the lighting design within the Gulf Cove community to ensure we align the safety and aesthetic objectives of the project with the County and community vision.

STORMWATER APPROACH

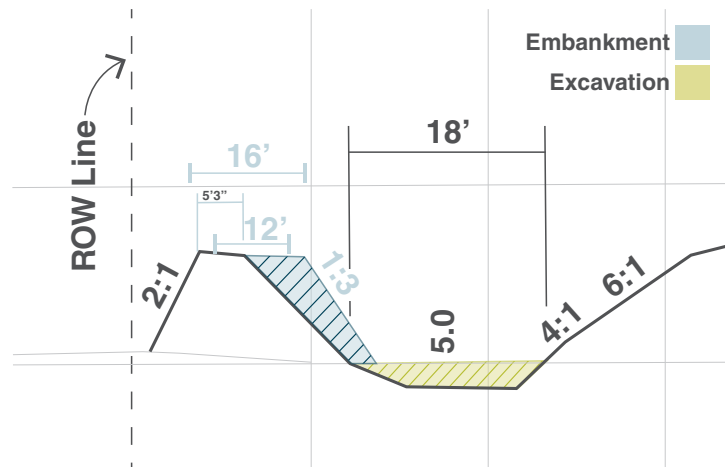
Segment 1

▪ SR 776 Bridge approaches curb and gutter retaining wall section

This section of SR 776 has curb and gutter with a closed drainage system. Utilizing the existing bike path and sidewalk behind the guardrail would require shifting the curb in to the existing edge of travel lane. The bike path is providing extra storage for spread; removing this bike path could cause spread violation. Mitigation of spread violation would be to provide flanking inlets. There are inlets on both sides of the road at the same location. The existing inlet could be converted to a manhole and a new inlet installed on the lateral from the inlet across the road. If the trunkline is on the same side as the bike path, flanking inlets could be connected directly to the trunkline. If the trunkline is on the opposite side of the road, the flanking inlets could be connected to the existing inlet. We anticipate FDOT will require hydraulic verification of the closed drainage system as part of the FDOT Drainage Permit. We recommend anticipating performing stormtab calculations and preparing pre vs post impervious calculations to demonstrate this project does not cause any adverse impacts to the SR 776 facility.

▪ SR 776 segment with flush shoulders

Stormwater in this segment sheetflows to the roadside swales for treatment and attenuation. The pathway is anticipated to be located near the ROW away from the travel lanes. There is a 5-foot wide berm along the ROW with 1:2 and 1:4 slopes. To accommodate the pathway, this berm would need to be widened which will impact the treatment and attenuation swale. Mitigation to swale impacts could consist of confirming actual impervious areas vs what was permitted, regrading of treatment swales such as steepening slopes or lowering the swale bottom elevation.



Segment 2

This segment currently provides positive drainage to the outfall locations without water quality treatment or attenuation. Conveyance is via roadside swales, culverted and sag driveways to the outfall location. These outfall locations are typically sidestreet swales or a more well defined outfall such as the pipe connections to the canals on David Boulevard. The proposed pathway is anticipated to impact the existing roadside swales. Options to mitigate the swale impacts would be utilizing a 10-foot-wide pathway with a 2-foot flat and then a narrower and slightly deeper swale. This would not require drop off protection and ditch calculations for conveyance along with cut and fill calculations would be required. A second option would be to utilize gravity wall along the back of the sidewalk in constrained areas. This would provide more conveyance but would require handrail for the drop off protection. The gravity wall could be set over 2 feet from the edge of the pathway to eliminate the drop off hazard. This approach would provide an improved aesthetic as a more contextually sensitive alternative within Gulf Cove. A third option could be to utilize back of sidewalk inlets and pipe the swale to the nearest outfall location. We would recommend back of sidewalk inlets at property lines to provide the flexibility for future development as residential builds continue to occur in the area. Setting structures at property lines would not impede future driveways and most of the homes here are higher than the land between the houses which are low spots and drain to the road. Back of sidewalk inlets could be offset from the pathway so they are outside the drop off hazard.

Based on our site observations, we observed that one outfall location on David Boulevard, had been improved from an open swale to a pipe outfall to the Condado Waterway. The proposed pathway is anticipated to traverse a triple 19-inch x 30-inch elliptical cross drain just north of Norlander. This cross drain extends about 15 feet from EOP. One option would be to utilize gravity wall and a headwall to maintain conveyance. This would require handrail to protect the drop off hazard. A second option would be to extend these culverts beyond the drop off utilizing a concrete jacket. This would not require gravity wall, headwall, or handrail. A third option would be to install a drainage structure to connect to the three cross drains and pipe the outfall to the Latham Waterway. This would not require gravity wall, headwall, or handrail but would require piping the outfall approximately 120 feet to Latham Waterway. We would anticipate a headwall at this location to allow for future seawall construction. This design could also be applied to the cross drain under Foresman Boulevard between Kennel Street and David Boulevard.

ENVIRONMENTAL PERMITTING

Our team of over 40 environmental scientists in Florida is in tune with the various jurisdictions for the environmental agencies across Florida. We understand these agencies' criteria and know how to successfully permit projects even within environmentally sensitive areas. Permitting the project through the various agencies will be a critical element to the Cape Haze SUN Trail Pathway project. We have studied the project and anticipate permitting, or at a minimum, coordinating with the following agencies:

Federal

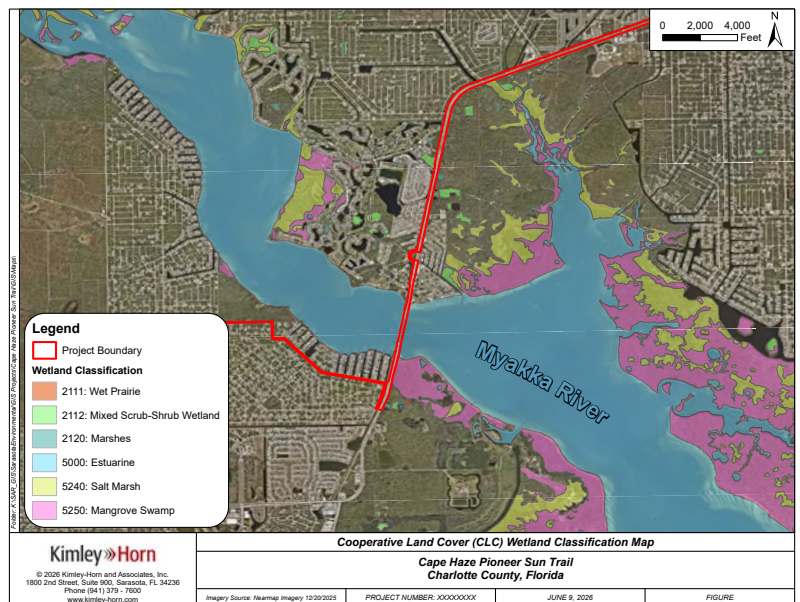
- US Army Corps of Engineers (USACE)
- US Geological Survey (USGS)
- US Coast Guard (USCG)
- US Fish and Wildlife Service (USFWS)
- National Marine Fisheries Service

State

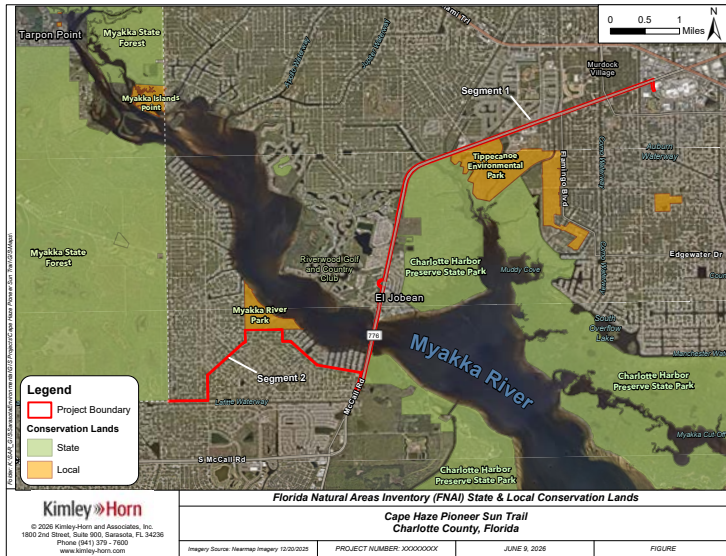
- Southwest Florida Water Management District (SWFWMD)
- Florida Department of Environmental Protection
- Florida Division of Historical Resources
- Florida Fish and Wildlife Conservation Commission (FWC)
- Florida Forest Service

Wetland and Aquatic Resource Permitting

We anticipate needing an individual Environmental Resource Permit (ERP) from the SWFWMD and a Nationwide Permit (NWP) from the USACE for this linear project. We will work with the SWFWMD and USACE during the preapplication meetings with each agency to downgrade to a more expeditious permit type for the overall project area and different segments based on no or de minimis impacts. The trail corridor abuts several conservation areas and wetlands associated with tidal areas, mangrove swamps, and salt marsh wetlands. The project corridor also bisects or is adjacent to Sam Knight Creek, Doolittle Waterway, Eastwind Waterway, and publicly owned conservation areas, such as the Tippecanoe Environmental Park, Charlotte Harbor Preserve State Park, Myakka Park, and Myakka State Forest. As such, State and federal permitting agencies will closely evaluate the natural resource evaluations, alternatives analyses, avoidance and minimization measures taken, and environmental narratives provided for the applications. The Kimley-Horn environmental team will also need to coordinate directly with those agencies (Charlotte County Natural Resources, FDEP, SWFWMD, and Florida Forest Service) that are the land managers responsible for management and familiar with their respective conservation lands.



Our environmental permitting strategy is critical to keeping this project on the fast track. NWP issuance is expected to take longer than the ERP issuance so we will start that process first. The ERP process for this bridge replacement is fairly straightforward and should be processed quickly. We recommend pursuing an NWP for this project because dredge and fill impacts will likely be under NWP thresholds per crossing for the entire trail project. If impacts can be avoided entirely, then we can potentially receive a No Permit Required (NPR) from the USACE.



The most important element of a USACE application is a thorough environmental narrative with clear and understandable natural resource exhibits, USACE wetland data forms in the right locations, flow patterns maps, historical aerial maps, Mean High Water Line documentation, and photo and other documentation of the Waters of the US (WOTUS) lines. We would pursue a more expeditious Preliminary Jurisdiction Determination (PJD) which allows the USACE to claim jurisdiction of all water resources on the project site. We know that the Myakka River, Sam Knight Creek, Doolittle Waterway, Eastwind Waterway and associated wetlands will be considered WOTUS, even with the most recent WOTUS guidance documentation provided in 2024 and that currently under consideration by the USACE. Pursuing an NWP also has the added benefit of forcing consultation with USFWS through a Section 7

Consultation, which has a required and expedited response time through consultation between the two federal agencies. A Section 10 Consultation for projects with no federal nexus typically takes twice or three times as long to process. We expect this to be a considerable permit issuance time saver, especially for consultation on the Florida bonneted bat and the Florida scrub-jay, two federally listed species with habitat and documented presence along the corridor.

A USCG permit should be a rather simple process because the trail improvements will not change boat navigation under the Myakka River bridge. The project may qualify for an exemption with the USCG. **Our permitting strategy through all of the agencies is based on our hundreds of permit submittals for linear projects (including trails), bridges and other infrastructure projects and includes very specific information, graphics, and justifications that we know agency personnel will be looking for with this submittal.** Because of our thorough submittals and strong agency relationships, our typical approval times for permitting are generally quicker and require fewer requests for additional information than expected for typical projects.

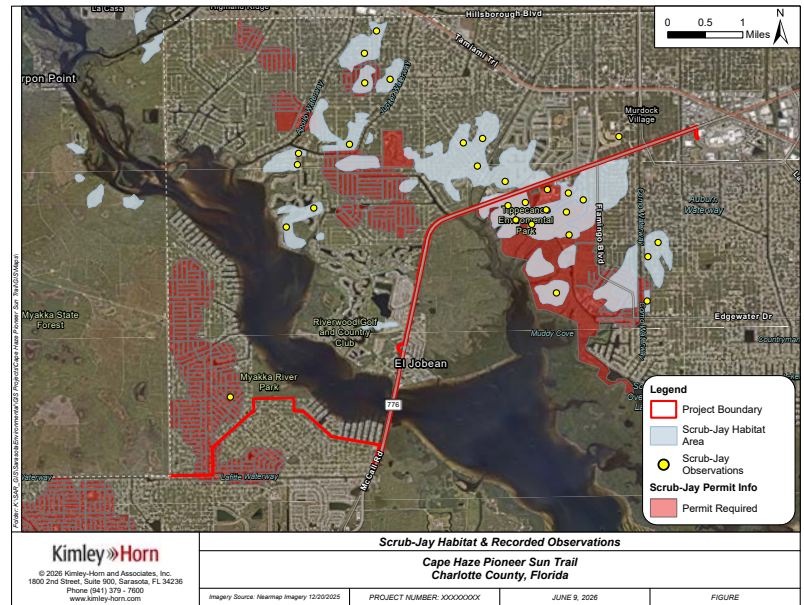
Early in the design phase, efforts will be made to reduce permitting requirements and to avoid and minimize any potential impacts to cultural, natural, and other environmental resources. In the initial phase of the project, our team will reach out to the State Historic Preservation Office to confirm if a Cultural Resource Assessment Survey (CRAS) will be required as part of the permitting for this project and will reach out to federal and State agencies to get on the docket for preapplication meetings. These pre-application meetings also serve to force identification of an agency project manager, a permitting professional with whom we can further communicate on the constraints and environmental considerations for our project. A wetland and surface water delineation and general listed species survey will be conducted early in the project schedule to identify any other needs based on habitats observed and various listed species consultation areas.

- **Permitting for Segment 1** along SR 776 within the vicinity of the bridge has offsite stormwater management ponds which provide water quality and attenuation for SR 776. Calculations will be prepared to demonstrate there is sufficient water quality and attenuation in the existing ponds and that there are no adverse impacts to the ponds.
- Further north, SR 776 has linear treatment facilities which provide water quality and attenuation. Calculations will be prepared to demonstrate there is sufficient water quality and attenuation in the system for the additional impervious area.
- One challenge we will need to mitigate in this area is by widening the existing berm near this linear treatment swale, we will impact the storage volume in this treatment swale. We propose to mitigate this concern by over-excavating the bottom of the ditch. The existing treatment facility has a slope to the bottom of the swale. This slope is not necessary and we can use that volume to help mitigate the impacts caused by the additional swale embankment.
- We anticipate an Individual Environmental Resource Permit for this segment to document the water quality and storage updates.

- **For Permitting Segment 2** in the residential area, ROW is limited to design a stormwater management facility to provide water quality and attenuation. We have reviewed the SWFWMD permitted plans and they have permitted sidewalks in this area as an Exemption. Florida Statute 62-330.051 (10) is for the construction of pathways up to 14 feet in width. This exemption requires no impacts to wetlands or surface waters other than drainage ditches constructed in uplands. There are two areas where surface waters may be impacted. Our approach will be to document these drainage ditches as uplands to qualify for the exemption from permitting.

Listed Species Surveys

Potential State and federally listed species impacts will be coordinated with USFWS and FWC through the SWFWMD and USACE permitting process and are not expected to cause any project delays. Due to project being located within USFWS Consultation Area of the Florida Bonneted Bat (FBB), coordination with USFWS during permitting will be required, and an Acoustic Monitoring Survey or FBB Roost Structure Inventory and Survey may be required, depending on any tree removal activities proposed as part of the project. Kimley-Horn has bat biologists who specialize in acoustic and roost surveys for bats, and we have the specialized equipment to perform numerous surveys for suitable habitat for each 0.6-mile segment along the corridor. Best management practices for the FBB will also need to be considered during construction and clearing of trees and other vegetation and will likely be conditioned with the NWP.



The Cape Haze Pioneer SUN Trail traverses documented scrub-jay habitat and is located in the scrub-jay permitting areas identified by Charlotte County. As such, a scrub-jay survey utilizing the methods outlined in the 2007 Florida Scrub-Jay General Survey Guidelines and Protocols developed by the USFWS South Florida Ecological Services Office would need to be conducted for the corridor in suitable habitat. If scrub-jays are documented in the corridor, then we would need to implement some BMPs to include protection of documented nests and clearing and grubbing and construction outside of the nesting season. We are implementing this measure for the City of North Port Legacy Trail Connection to Warm Mineral Springs. The Kimley-Horn team has several biologists that are trained and have conducted scrub-jay surveys and have permitted projects with potential impacts to this species.



Gopher tortoises are typically common in upland habitats located in this part of Charlotte County. We propose conducting a 100% survey according to the FWC Gopher Tortoise Permitting Guidelines within 25 ft of the project corridor so that minor adjustments to the trail alignment could be made to avoid active burrows. To verify if conditions have changed from the original survey, a 100% survey would need to be conducted within 90 days of construction commencement or clearing and grubbing. If burrows cannot be avoided, then an FWC permit to relocate the tortoises will need to be obtained. Kimley-Horn has seven experienced Authorized Gopher Tortoise Agents that are available to conduct the surveys and permitting as necessary and we have secured dozens of permits and orchestrated the safe relocation of hundreds of gopher tortoises to mitigation banks. We have also negotiated special measures to allow relocation of tortoises to adjacent conservation lands with construction site isolation BMPs. We implemented this cost-savings measure for the Legacy Trail Project at the Deer Prairie Creek Preserve for Sarasota County Parks, Recreation, and Natural Resources.

National Environmental Policy Act (NEPA)

If federal funding becomes available for the project, the environmental team is experienced at conducting required impact assessments and reporting to comply with NEPA. If there is a federal nexus, this project would require an Environmental Assessment (EA) that addresses floodplains, wetlands, listed species, noise, clean air, contamination, explosive and flammable hazards, cultural resources, and various executive orders that are still in place with the current federal administration. In addition, there are several public noticing requirements that need to be followed methodically to keep the project on the right track and allow for an official Requested Release of Funds (RROF) so Charlotte County can pay for work authorized under any federal grant agreements. This entire process will need to be closely coordinated with the County's Responsible Entity before bids can be solicited, and construction can commence. In addition, public noticing would need to include coordination and updates with all of the adjacent conservation landowners and managers.

FDOT PERMITTING

Kimley-Horn understands that the Cape Haze Pioneer SUN Trail Pathway will be constructed largely within FDOT right-of-way along SR 776, requiring comprehensive coordination with FDOT and a multi-permit strategy. **As a firm regularly trusted with some of FDOT's most high-profile projects, we bring a deep understanding of FDOT standards, expectations, and review processes, allowing us to proactively align our approach with District One's requirements from the outset.**



Our approach begins with early coordination with FDOT staff to confirm permitting pathways, submittal requirements, and review timelines, ensuring alignment prior to advancing design. We identify all required permits—including access, drainage, and utility permits—early in the process and integrate these requirements directly into design development and the project schedule. Our team has working relationships with **FDOT structures engineer Mark Peronto and permit/ERC review coordinators**, which helps to make coordination with the Department a seamless process.

Our team applies a proactive, reviewer-focused approach to streamline approvals and minimize review cycles. Our plans are developed using FDOT standards, formats, and conventions, ensuring they have the look and feel of an FDOT-delivered project. This consistency allows reviewers to quickly navigate plan sheets, understand design intent, and verify compliance—resulting in a smoother and more efficient review process.

This approach is informed by our successful experience delivering FDOT-permitted trail projects, including the Legacy Trail Extension in Sarasota County, where our team guided a complex, multi-phase, multi-jurisdictional facility through FDOT coordination and permitting requirements. That experience reinforces our ability to anticipate FDOT review expectations, provide complete and technically sound submittals, and maintain project momentum through the FDOT review process.

DEVELOPMENT COORDINATION

Kimley-Horn will coordinate closely with adjacent developments to ensure compatibility with proposed and future infrastructure improvements. Coordination will be required for the planned connection to Flamingo Boulevard within the West Port development, which includes additional traffic signal enhancements. These improvements are currently being designed and permitted through FDOT by Kimley-Horn on behalf of the developer, allowing for seamless integration with our project's signal design.

Additional coordination will occur at the intersection of SR 776 and Toledo Blade Boulevard, where a future signal upgrade is proposed. Our design will be developed to accommodate and integrate with these anticipated improvements.

Kimley-Horn will also coordinate with the West Port Villages commercial development located on the northeast corner of Toledo Blade Boulevard and SR 776 to ensure consistency and compatibility of design elements.

Coordination will extend to the Harbor Village development, located just south of the project limits. This development may include improvements within the right-of-way that will require collaboration with Charlotte County.

Other nearby developments, including Acorn Self Storage just south of Lee Circle, may also necessitate coordination to address potential impacts and ensure cohesive project implementation.

C. DESCRIBE PROBABLE SITE-SPECIFIC ALTERNATIVES.

We will further evaluate and refine the site-specific alternatives identified in Section B to balance cost, impacts, and constructability. Key alternatives to be advanced during the corridor analysis include:

- **SR 776 Alignment Alternatives (Segment 1)**
 - East vs. west side of roadway, with west side preferred for safety and continuity
- **Myakka River Bridge crossing Alternatives (Segment 1)**
 - Directional drilling utilities with full 12-foot path (~\$7.5M)
 - Bridge widening with utilities in place (~\$2M, preferred)
- **Trail Width Alternatives (Segment 2)**
 - 12-foot standard width path
 - 10-foot path in constrained areas (preferred)
- **Drainage Alternatives (Segment 2)**
 - Regraded swales
 - Gravity wall system
 - Piped conveyance with back of sidewalk inlets
- **Culvert Crossing Alternatives (Segment 1)**
 - Conventional extensions
 - Cantilevered slab solution (preferred)
- **Lighting Approach Alternatives (Segment 1)**
 - New lighting system throughout the corridor
 - Modify existing roadway lighting along SR 776 where feasible (preferred)

These alternatives will be vetted through a structured corridor analysis process to identify the most cost effective and implementable solutions. We will coordinate closely with Charlotte County throughout this process to confirm and advance the preferred alternative.

D. DESCRIBE INNOVATIVE APPROACHES IN PRODUCTION AND DESIGN.

Our team incorporates innovative, practical approaches that improve project efficiency, enhance decision-making, and reduce risk throughout design and delivery.

PHASED DELIVERY APPROACH

This project presents the opportunity to implement a phased delivery strategy that prioritizes Segment 1, recognizing it as the most visible and immediately impactful portion of the corridor. While the overall schedule advances both segments concurrently through design, bid documents for Segment 1 can be developed and delivered early, providing the County with the flexibility to bid and construct this segment independently. This approach allows the County to:

- Deliver early project benefits and demonstrate tangible progress
- Build public support and community confidence through an early success
- Strategically advance construction using available funding while maintaining momentum on the overall corridor design

INTEGRATED PROJECT MANAGEMENT TOOLS (ASANA)

To support efficient production and coordination, we utilize Asana as a centralized project management platform. This allows our team to:

- Track design tasks, milestones, and deliverables in real time
- Maintain coordination across disciplines
- Coordinate efficiently with subconsultants and stakeholders
- Monitor progress against schedule and quickly address potential issues

This structured, transparent workflow improves team communication, reduces inefficiencies, and helps maintain project momentum from kickoff through final delivery.

3D MODELING AND COORDINATION

We utilize detailed 3D modeling on all roadway and trail projects, providing significant value to the County by ensuring smooth integration with adjacent features and existing infrastructure. This approach allows us to accurately tie into existing conditions, driveway connections, and identify right-of-way constraints early in the design process while avoiding inconsistencies that can lead to field conflicts.

Our models also incorporate existing utilities and proposed underground elements—including stormwater systems, drainage structures, and utility improvements—which are evaluated through **clash detection analysis**. This process allows us to proactively identify and resolve conflicts between design elements before construction, reducing change orders, minimizing risk, and improving overall project constructability.

E. INCLUDE CONCEPTUAL LEVEL SCHEDULE TO ILLUSTRATE DESIGN AND PERMITTING TIME, SEQUENCES OF MAJOR ELEMENTS.

Task / Phase	2026				2027												2028
	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J
START-UP ACTIVITIES																	
Notice to Proceed																	
Submit Project QC Plan & Schedule																	
Design Survey																	
Geotechnical Investigation																	
PUBLIC INVOLVEMENT																	
Public Engagement																	
Public Meeting 1																	
Public Meeting 2																	
PRELIMINARY ANALYSIS																	
Corridor Analysis																	
Typical Section Package																	
Drainage / Hydraulics Memo																	
DESIGN																	
Utility Coordination																	
CCU Design Meeting 1 - Utilities																	
Charlotte County Lighting Meeting																	
District 1 Design Meeting - Structures																	
Phase II Plans – Prep & QC																	
Phase II Submittal																	
CCU Design Meeting 2 - Utilities																	
Phase III Plans – Prep & QC																	
Phase III Submittal																	
Phase IV Plans – Prep & QC																	
Phase IV Submittal & Draft Specifications																	
Final Contract Plans (Bid Docs) – Prep & QC																	
Final Contract Plans & Specifications (Bid Docs)																	
PERMITTING / ENVIRONMENTAL																	
SWFWMD Pre-Application Meeting																	
SWFWMD Permitting																	
Obtain SWFWMD Permit																	
USACE Pre-Application Meeting																	
Obtain USACE "No-Permit Req'd"																	
FDOT ERC Reviews																	
Obtain FDOT Approval																	

NOTE: Segments 1 and 2 will be designed concurrently and adhere to the same design schedule.

 Deliverables

TAB

VI

**RECENTLY
ACCOMPLISHED
SIMILAR
PROJECTS**

VI. PRESENT EXAMPLES OF RECENTLY ACCOMPLISHED SIMILAR PROJECTS

Legacy Trail Extension

 *Sarasota, FL*

PROJECT SUMMARY:

This 13.7-mile Sarasota County project extended the Legacy Trail from Culverhouse Nature Park to Payne Park, as well as the North Port Connector Trail from the east end of the pavement on Forbes Trail to Warm Mineral Springs Park. Kimley-Horn provided trail design and related civil engineering, structural/bridge engineering, bridge inspection, planning/landscape architecture, environmental assessment/permitting, stormwater management, utilities infrastructure, communication system, and community engagement services. The Legacy Trail Extension segment of the project (8.9 miles) consists of trail improvements along the old Seminole Gulf Railroad ROW and includes trail improvements, drainage, landscaping, three trailheads including lighting, seven rest stops, two trail bridges, numerous at-grade crossings requiring signing and markings, signalization, and landscape improvements along the entire trail. The North Port Connector trail segment of the project (4.8 miles) consists of an at-grade asphalt and graded shell trail and three trail bridges. This trail is a community treasure that provides connectivity to these areas, enhancing user experience and value to the community.

SCHEDULE CONTROL

Schedule control was achieved by segmenting the project and phasing both design and construction. This approach allowed the design team and the County to closely monitor each segment while aligning funding allocations with the overall project timeline.

COST CONTROL

Cost control was achieved through early coordination with Sarasota County and a thorough understanding of adjacent project timelines. Because multiple bridges were planned in future phases, this coordination allowed the design team to align the trail layout to avoid future bridge approaches, minimizing future rework and reducing overall costs.

CONSTRUCTION PROBLEMS AND MEANS TAKEN TO SOLVE THEM

While much of the project was designed, permitted and constructed without issue, one item that required additional resolution was performing hydro-seeding in an area that held water during storm events. This low lying area just off the trail side needed to be regraded and sodded to mitigate the lack of grass in the area.

ANY ADDITIONAL CONSTRUCTION COSTS CAUSED BY DESIGN DEFICIENCIES, NOT PROGRAM CHANGES

There were no additional construction costs caused by design deficiencies.



SR 682 (Pinellas Bayway) Trail North, Phase II

 *St. Petersburg, FL*

PROJECT SUMMARY

Kimley-Horn was retained by the City of St. Petersburg for design and construction phase services on the Bayway trail north project. The Bayway trail connected two existing segments of trail within the City's trail network. It serves as the final critical piece of the connector that ties the skyway trail to St. Pete Beach and Fort Desoto. This project of just under 2 miles of multi-use recreational trail spanned two bridges. Kimley-Horn worked with the Department to come up with a modified configuration of the traffic barrier over both bridges to provide user-friendly dedicated trail space over both bridges. Kimley-Horn completed this project with an advanced schedule six months ahead of the original production date.

SCHEDULE CONTROL

Schedule control was achieved through critical path management. Utilizing scheduling software, we tracked the critical path tasks and worked closely with project stakeholders to keep the project on track.

COST CONTROL

Cost control efforts were achieved through the maintenance of a living estimate based on recent bids local to the area. As this project had several pay items that were non-standard we utilized bid alternatives in the advertisement to ensure the project could be constructed within available budgets.

CONSTRUCTION PROBLEMS AND MEANS TAKEN TO SOLVE THEM

One construction issue was the bridge approach. There was a steep embankment that needed to be widened to accommodate the trail width. To support this while avoiding the need for ROW acquisition, we developed a concrete masonry unit proprietary wall system specification. This was approved by central office and seamlessly included in the constructed project.

ANY ADDITIONAL CONSTRUCTION COSTS CAUSED BY DESIGN DEFICIENCIES, NOT PROGRAM CHANGES

There were no additional construction costs caused by design deficiencies.



Apollo Beach Boulevard Extension/I-75 Flyover (Paseo Al Mar Boulevard)

 Hillsborough County, FL

PROJECT SUMMARY

Kimley-Horn provided professional engineering services for the extension design of Apollo Beach Boulevard, from US 41 to Paseo Al Mar Boulevard, now a vital east-west corridor in southern Hillsborough County. This extension resulted in a four-lane facility, including the bridge over I-75 to the eastern limits of the conservation easement. Our tasks included permitting, wetland delineation, preparing mitigation plans, and coordinating and modifying the conservation easement with multiple agencies. Extending Apollo Beach from US 41 to US 301 served as an alternative east/west connection, which ultimately reduced traffic demands on Big Bend Road. This work effort included alignment and traffic studies; surveying; geotechnical exploration, testing, and analysis; the preparation of engineering reports with right-of-way maps and environmental documentation incorporating roadway, stormwater detention, and wetland mitigation requirements; permitting requirements; and determination of right-of-way requirements. Permitting agencies included the Southwest Florida Water Management District (SWFWMD) and the U.S. Army Corps of Engineers (USACE).

SCHEDULE CONTROL

The design portion of the project was completed on schedule. We did experience a bit of a permitting delay, and the County requested that we prepare a mitigation site for the wetland impacts because there was not an approved mitigation bank in the area. This delayed the project moving into construction for about one year.

COST CONTROL

There were no design-related change orders required for this project. We did submit for a change order to add additional scope and funds associated with the post-design services.

CONSTRUCTION PROBLEMS AND MEANS TAKEN TO SOLVE THEM

The only construction-related problem was associated with a new driveway connection to the FWC-managed lands, where the existing vertical elevation of the dirt access road was at a different elevation than the existing survey. We quickly revised the profile of the driveway and associated side drains and submitted a new plan sheet revision.

ANY ADDITIONAL CONSTRUCTION COSTS CAUSED BY DESIGN DEFICIENCIES, NOT PROGRAM CHANGES

There were no additional construction costs caused by design deficiencies—the driveway modification was addressed early enough that it did not result in construction rework.



TAB

VIII

EXPERIENCE AND CAPABILITIES

VII. DESCRIBE YOUR EXPERIENCE AND CAPABILITIES IN THE FOLLOWING AREAS:

VALUE ENGINEERING

Kimley-Horn brings extensive experience with proven results in applying value engineering to complex, linear infrastructure projects, including multimodal corridors and shared-use trails such as those found in coastal and residential environments like Cape Haze Pioneer SUN Trail. Our team integrates value engineering as a continuous, design-driven process—leveraging detailed cost estimating, real-time market validation, and iterative design reviews—to ensure projects maximize available funding while maintaining performance, constructability, and community connectivity. We routinely develop and refine Opinions of Probable Construction Cost (OPCC) using recently bid projects and contractor input, updating unit pricing throughout design to reflect current market conditions.

Our experience includes evaluating multiple design alternatives for key elements such as drainage systems, structural features, and corridor alignments, allowing us to recommend the most cost-effective solutions without compromising safety or long-term maintenance. Through our internal QA/QC process, value engineering is continuously applied to reduce overdesign, improve constructability, and minimize change orders during construction. We also work closely with local agencies to prioritize improvements and incorporate practical, proven solutions that reflect local construction conditions. This combination of technical rigor, cost awareness, and collaborative decision-making enables Kimley-Horn to consistently deliver high-value projects that optimize public investment and support successful implementation.

UTILITY COORDINATION

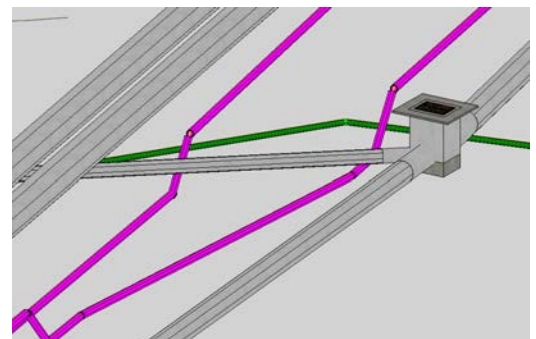
Kimley-Horn brings extensive experience coordinating utilities on complex transportation and trail projects, including corridors with significant constraints such as limited right-of-way, dense underground infrastructure, and overhead transmission facilities. Our team understands that utility coordination is often critical to project success and schedule, and we proactively integrate it into each phase of project delivery—from initial corridor analysis through final design and construction support.

Our approach begins with early identification of potential conflicts through survey data, subsurface utility engineering (SUE), and direct coordination with utility providers. We work closely with franchise utilities, municipalities, and private owners to evaluate relocation needs, minimize conflicts, and develop practical, constructible solutions that maintain reliable service throughout construction.

Kimley-Horn has significant experience working around power company transmission lines and major utility corridors, where vertical and horizontal clearances, access requirements, and safety considerations require close coordination with utility providers. On projects such as the SR 31 corridor improvements, where trail accommodations were evaluated within an active roadway corridor containing overhead transmission infrastructure, our team worked directly with the power utility to understand clearance requirements, understand restrictions, and long-term maintenance needs. This coordination informed trail alignment decisions to minimize impacts to transmission infrastructure while maintaining a safe and accessible facility for users.

In constrained corridors—such as residential neighborhoods or trail alignments with high driveway density—we further refine utility placement and design details to avoid unnecessary relocations and reduce impacts to adjacent properties. Our team also considers operational factors such as maintaining service during construction, sequencing tie-ins, and ensuring access to homes and businesses.

Utility coordination is fully integrated into our project management and scheduling processes, recognizing that utility relocations are often on the critical path. We maintain regular communication with all stakeholders to proactively resolve conflicts, secure necessary approvals, and keep projects on schedule.



3D MODEL UTILITY CLASH DETECTION

CRITICAL PATH METHOD

Kimley-Horn brings extensive experience utilizing the Critical Path Method (CPM) to develop and manage project schedules for complex, multi-disciplinary infrastructure projects. Our schedules are built around identifying the critical path—the longest sequence of dependent activities—and proactively monitoring these tasks to ensure they are executed efficiently and without delay. Our team understands that critical path activities directly control overall project duration, and any disruption to these tasks can significantly impact project delivery. As a result, we place strong emphasis on early identification and active management of high-risk schedule components. On similar projects, we have successfully accounted for potentially time-intensive elements such as environmental permitting and right-of-way acquisition by accurately defining durations, sequencing tasks appropriately, and incorporating these activities early in the schedule. This experience allows us to develop realistic, achievable schedules that mitigate risk and support timely project delivery through bidding and construction.

CORRIDOR ANALYSIS

Kimley-Horn brings extensive experience performing corridor analysis studies that support the planning, evaluation, and implementation of multimodal facilities similar in scale and complexity to the Cape Haze Pioneer SUN Trail. Our team has successfully delivered corridor and PD&E-level studies throughout Florida that integrate engineering, environmental, and community considerations to identify feasible, context-sensitive solutions.

Our experience includes corridor-level evaluations for trail and transportation projects such as the **Space Coast Trail PD&E Study**, where Kimley-Horn analyzed multiple segments and alternatives, incorporating existing conditions, environmental constraints, and stakeholder input to identify implementable solutions and advance the preferred corridor into final design. Similarly, on the **River to Sea Loop Trail (SUN Trail)**, our team evaluated multiple alignment options, coordinated with property owners and agencies, and supported selection of a preferred alignment that balanced feasibility, environmental impacts, and community needs.

Kimley-Horn has also led large-scale corridor planning efforts such as the **Collier to Polk Regional Trail Master Plan**, which required multi-county analysis of existing conditions, identification of key connections and destinations, evaluation of conceptual corridors, and development of an actionable implementation strategy.

At a more localized level, our team has performed corridor feasibility and alignment studies such as the **North Port Connector Trail** alignment study, where we evaluated routing options, right-of-way-constraints, environmental considerations, and utility conflicts to identify a viable and constructible alignment that met community and agency goals. This experience directly aligns with the challenges anticipated along the SR 776 corridor and adjacent residential areas.

Kimley-Horn's corridor analysis process is grounded in a data-driven approach that combines desktop evaluation with field verification. We begin with a review of spatial data from GIS, agency mapping, and available regulatory sources, along with on-site observations. Initial analyses focus on identifying environmental features such as wetlands, surface waters, protected habitats, and potential listed species, as well as key engineering considerations including waterway crossings, right of way constraints, and stormwater needs. These findings are then verified through field reconnaissance to confirm conditions and refine constraints, ensuring that alternatives reflect real-world conditions and regulatory requirements.

A key strength of Kimley-Horn is our ability to leverage multidisciplinary expertise, integrating transportation engineering, environmental sciences, drainage, utility coordination, and public engagement to evaluate corridors holistically. This approach ensures that alternatives are not only technically feasible, but also responsive to community concerns and regulatory requirements.

SUN TRAIL DESIGN

Kimley-Horn brings extensive experience and demonstrated capabilities in SUN Trail design, supported by a deep portfolio of successful multi-use trail projects throughout Florida and nationwide. Our team has designed more than 400 miles of shared-use trails and has led the planning, design, and implementation of complex SUN Trail corridors, including the **Legacy Trail Extension in Sarasota County**, a 13.7-mile, multi-segment facility delivered through a phased SUN Trail program.

On the Legacy Trail Extension—from Culverhouse Nature Park to Payne Park, as well as the North Port Connector—Kimley-Horn provided comprehensive services including trail design, structural/bridge design, environmental permitting, stormwater management, utility coordination, and public involvement. These segments included at-grade trail sections, multiple prefabricated trail bridges, and numerous intersection crossings requiring signals, pedestrian hybrid beacons, and RRFBs, demonstrating our ability to integrate multimodal safety features within active transportation corridors.

Our capabilities extend beyond final design into system-level planning and program development efforts that directly support SUN Trail implementation statewide. Kimley-Horn contributed to the **SUN Trail Multi-Use Trail Asset Inventory**, providing valuable data and insight to support statewide trail planning and maintenance strategies. Additionally, our role in the **Paradise Coast Trail Feasibility Study** and the **Collier to Polk Trail Master Plan** demonstrates our ability to plan and evaluate long-range trail corridors, assess feasibility, and develop actionable implementation strategies for regionally significant trail systems.

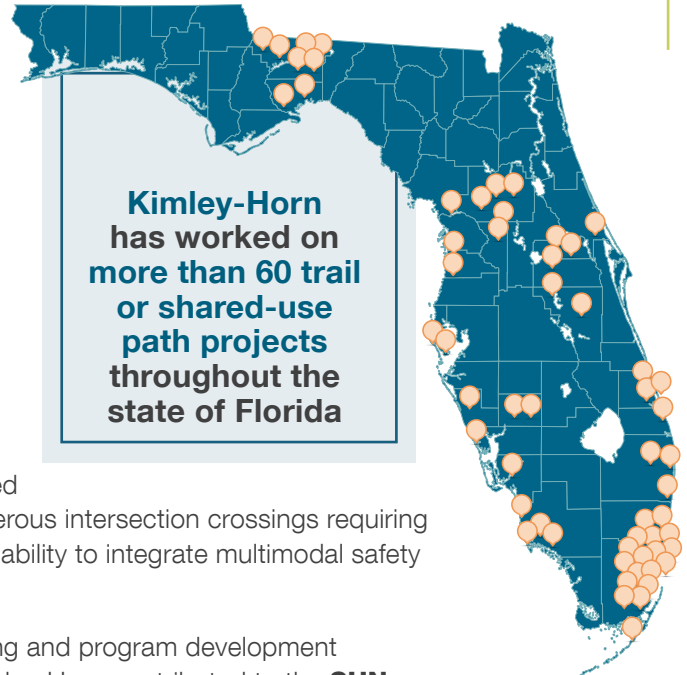
Kimley-Horn's SUN Trail capabilities are strengthened by a fully integrated, multidisciplinary delivery approach that brings together roadway, drainage, structural, environmental, utility coordination, and public involvement expertise. Our team also includes professionals with direct experience in the development and administration of the SUN Trail program, providing a strong understanding of funding requirements, FDOT coordination, and permitting processes.

This combination of hands-on SUN Trail delivery allows Kimley-Horn to successfully advance projects from concept through construction—delivering high-quality, connected trail systems that enhance mobility, improve safety, and provide lasting value to the communities they serve.

PUBLIC INVOLVEMENT

Kimley-Horn will partner with Valerin, who brings specialized experience with public involvement. Although Kimley-Horn can provide in-house public engagement involvement and will be an active liaison throughout the project's public involvement, we see value in bringing in a partner with extensive experience.

Valerin brings strong experience and a proactive approach to public involvement, particularly on complex corridor safety projects for FDOT in Charlotte County. On the **SR 776 (South McCall Road) Intersection Safety Improvements project**—from Mayport Street/Biggs Street



FDOT Florida Department of Transportation
Attention: Ulises Valles
801 N. Broadway Avenue
Bartow, FL 33800

CONTACT US

We encourage you to participate in the S.R. 776 from Merchants Crossing to the Sarasota County Line Public Meeting. If you have questions or comments regarding the project, please contact FDOT Project Manager, Ulises Valles.

Ulises Valles
Florida Department of Transportation
801 N. Broadway Avenue
Bartow, FL 33800
Direct: (863) 519-2253
Email: Ulises.Valles@dot.state.fl.us

Public Meeting
S.R. 776 from Merchants Crossing to the Sarasota County Line
801 N. Broadway Avenue
Bartow, FL 33800

FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or email at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the public meeting.

www.floridadot.com [facebook.com/myFDOTSWFL](https://www.facebook.com/myFDOTSWFL) [@myFDOT_SWFL](https://www.instagram.com/myFDOT_SWFL) [@myFDOT_SWFL](https://www.linkedin.com/company/myFDOT_SWFL)

S.R. 776 from Merchants Crossing to the Sarasota County Line
Financial Project ID No.: 449652-1

FDOT May 2025

PUBLIC MEETING

The Florida Department of Transportation (FDOT), District One, invites you to the State Road (S.R.) 776 from Merchants Crossing to the Sarasota County Line Public Meeting on Wednesday, May 20, 2026. The in-person public meeting (open house format) will begin at 6:00 p.m. The virtual meeting will begin at 6:00 p.m. For your convenience, FDOT is providing three ways to participate:

- Virtual Option:** Attend virtually from 6:00 p.m. to 7:00 p.m. from a computer, tablet, or mobile device. You can register in advance at dot.fl.gov/776. Once registered, attendees will receive a confirmation email containing information about joining the meeting online. Please note, Internet Explorer cannot be used to register or attend this meeting.
- In-Person Option:** Attend in person from 6:00 p.m. to 7:00 p.m. at Elsie Quirk Library, 100 W. Dearborn Street, Englewood, Florida. Attendees who are not feeling well should not attend the in-person meeting.
- Website:** View the materials online at www.floridadot.com/projects/449652-1.

The same information will be presented at both the live in-person and online meetings. All meeting materials will be available online by May 13, 2026. You do not have to attend a live event in order to submit a comment. Comments can be submitted at the live meeting, through the website, or through the contact information provided on the other side of this notification. While comments about the project are accepted at any time, please send your comments by June 1, 2026, to be included in the formal public meeting record.

PROJECT OVERVIEW

FDOT, District One, is proposing improvements along S.R. 776 in Charlotte County. The purpose of the improvements is to improve safety, enhance traffic flow, and reduce crashes. The proposed improvements will improve access control through the construction of raised traffic separators, a protected bike lane, and raised medians at designated locations throughout the corridor.

Register to Attend Virtually
Scan the QR Code shown here to register, and you will receive a confirmation email containing information about how to join the public meeting online.

www.floridadot.com [facebook.com/myFDOTSWFL](https://www.facebook.com/myFDOTSWFL) [@myFDOT_SWFL](https://www.instagram.com/myFDOT_SWFL) [@myFDOT_SWFL](https://www.linkedin.com/company/myFDOT_SWFL)

to the Port Charlotte Town Center—Valerin led all aspects of public engagement to support safety-driven design decisions. The project focused on improving traffic operations and reducing crashes through targeted access management strategies, including converting existing full median openings into two-way directional openings at seven key intersections and evaluating potential modifications at additional locations. Valerin developed and executed a comprehensive public involvement program that included both in-person and virtual public meetings, ensuring stakeholders had multiple opportunities to understand the proposed changes, provide input, and remain informed throughout the process.

Valerin is also leading public involvement for the **SR 776 Safety Improvements project from Merchants Crossing to the Sarasota County Line**. This corridor introduces context-sensitive improvements such as raised medians, traffic separators, and protected bicycle lanes to enhance multimodal safety and better manage turning movements along this heavily traveled roadway. Valerin's role includes communicating the purpose and benefits of these improvements to a diverse stakeholder group, addressing community questions and concerns, and facilitating meaningful engagement that supports informed decision-making. Across both projects, Valerin demonstrates the ability to translate technical concepts into clear, accessible messaging while fostering transparent and effective communication with the public and project partners.



It is also important as the prime consultant, that Kimley-Horn be well-versed and engaged in the public involvement process. Our public involvement experience is strongly represented in our work for the **Collier to Polk Regional Trail Master Plan**. We held five open houses across six counties and leveraged Kimley-Horn's *KollabSpace* platform to create an inviting virtual setting to mirror the content presented at the in-person open houses and provide a comment portal. The public was able to access the information at their convenience during the comment period, which significantly increased the public comments received for the project.

ENVIRONMENTAL ASSESSMENT

Our team of local environmental scientists specialize in conducting environmental assessments throughout Florida. We survey for listed species, wetland limits, and benthic resources for the various types of aquatic environments. The Kimley-Horn team routinely leverages our innovative technology to enhance our site assessment and species survey/monitoring capabilities. Kimley-Horn utilizes field tablets fully equipped with the GIS Collector/Enterprise application and sub-meter GPS units to allow our field personnel to have interactive devices, data layers, and imagery in the field, which can be customized specifically for this project. This tool expedites field data collection in real time and on georeferenced aerial photography and promotes an expedited delivery of wetland linework, surveyed features, listed species locations, utility conflicts, alternatives analyses, and various technical reports.

On the **Legacy Trail Extension** project, Kimley-Horn also conducted environmental assessments and permitting for wetlands and protected species along both corridors for a total of over 12 miles of trails. Kimley-Horn also conducted the wetland and other environmental impact avoidance and minimization, and mitigation and performed a corridor alternatives analysis of two potential alignments through conservation lands for the North Port Connector Route to identify the least impactful and most cost-effective alternative based on various environmental, hydrologic, and financial costs criteria. Environmental scientists completed applications for SWFWMD Environmental Resource Permits and USACE Dredge and Fill permits, conducted Uniform Mitigation Assessment Methodology (UMAM) wetland impact and mitigation analysis, documented eagle nests, mapped gopher tortoise burrows, and evaluated presence or likelihood of other listed species. Kimley-Horn also delineated and mapped wetlands, Other Surface Waters (OSW), and other habitats protected under local regulations and environmental ordinances, including scrubby flatwoods, mesic hammock, and Grand and Heritage Trees. Kimley-Horn also conducted a Florida bonneted bat survey according to the US Fish and Wildlife Service protocol for this federally protected species and gopher tortoise permitting with Florida Fish and Wildlife Conservation Commission with relocations along both corridors.

Kimley-Horn also conducted environmental assessments and permitting for wetlands and a natural and altered creek system, and conducted protected species surveys along the corridor for the **North Port Connector Trail Extension to Warm Mineral Springs** project within the Deer Prairie Creek Preserve and Warm Mineral Springs Park. Kimley-Horn also conducted environmental impact avoidance and minimization evaluation and performed a corridor alternatives analysis of an alignment through conservation and park lands to identify the least impactful and most cost-effective alternative based on various environmental, hydrologic, and financial costs criteria. Environmental scientists completed applications for SWFWMD Environmental Resource Permits and USACE's Dredge and Fill permits, documented eagle nests, mapped gopher tortoise burrows, and evaluated presence or likelihood of other listed species. Kimley-Horn also delineated and mapped wetlands, Other Surface Waters, and other habitats protected under local regulations and environmental ordinances, including scrubby flatwoods, mesic hammock, and Heritage Trees. Kimley-Horn also conducted a Florida scrub-jay survey according to the USFWS protocol for this federally protected species and have negotiated Best Management Practices for constructing within a documented home range of an active scrub jay family without causing a costly incidental take. Kimley-Horn is also working with FWC to secure a permit that allows us to relocate tortoises into the adjacent conservation lands at a cost savings to the City of North Port.

SPECIALIZED EXPERIENCE

Projects within FDOT corridors require seamless coordination across multiple disciplines, as landscape, utilities, drainage, lighting, and roadway infrastructure are highly interdependent. For this project, disciplined, continuous coordination will be essential to integrate all design elements within a constrained, evolving corridor. Kimley-Horn's strength lies in our integrated, in-house multidisciplinary team, enabling real-time collaboration rather than sequential hand-offs. This approach allows conflicts to be identified and resolved early, improving design quality while reducing risk to schedule and budget.

Kimley-Horn brings specialized experience delivering integrated **bridge, roadway, and trail improvements** within constrained transportation corridors. Our team routinely evaluates and designs improvements in proximity to existing bridge infrastructure, including widening approaches and trail accommodations that require careful coordination of structural, roadway, environmental, and utility considerations.

On projects such as the **SR 682 (Pinellas Bayway) Trail**, Kimley-Horn designed a multi-use trail extension within a constrained coastal corridor approaching a major bridge crossing. The project required close coordination with FDOT to evaluate structural constraints and develop a solution that maintained roadway operations while providing a safe, continuous multimodal crossing. Similar to the Myakka River Bridge, this effort included modification of the existing bridge structure to accommodate a shared-use path alongside active vehicular traffic, requiring careful integration of structural, geometric, and safety design considerations.

As part of the improvements, Kimley-Horn removed an existing FDOT barrier wall to create space for the trail and developed a project-specific specification for an epoxy-based surface coating. This treatment provided a durable, uniform riding surface that seamlessly tied the modified bridge section into the adjacent trail corridor while smoothing the transition where the barrier wall was removed.



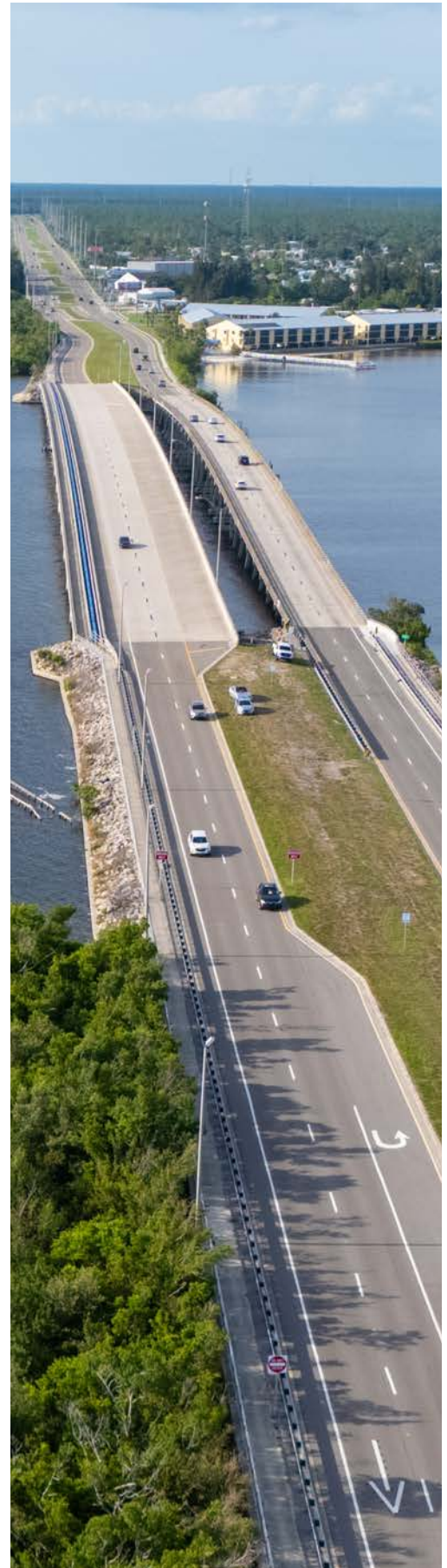
Kimley-Horn has also supported bridge-related improvements and evaluations for Charlotte County through projects such as the **Englewood East bridge rehabilitations, CR 775 over Buck and Oyster Creek bridge rehabilitations, and Greater Port Charlotte Bridge rehabilitations**, where our team assessed existing bridge structures, performed field evaluations, and developed repair recommendations to extend service life and improve long-term performance. While focused on rehabilitation, this experience reflects our understanding of working within existing bridge constraints and developing practical, constructible solutions in active corridors

This experience directly supports the Cape Haze Pioneer SUN Trail, where the project includes a critical crossing of the Myakka River Bridge and requires evaluation of widening, retrofitting, or parallel solutions. Kimley-Horn's ability to integrate trail facilities with existing bridge infrastructure, while coordinating with FDOT and addressing environmental and community constraints, ensures development of practical, implementable solutions that maintain safety and enhance regional connectivity.

BRIDGE DESIGN

The structural team at Kimley-Horn are technical experts in the design, construction inspection, and evaluation of bridges, seawalls, signal/sign structures, permanent and temporary retaining walls, and roadway structures. Our structural experience includes a variety of facilities, including the design of over 1,000 bridges and the inspection of nearly 3,000 bridges for programs in several states. Our local South Florida structural team has widened or replaced numerous bridges across South Florida for both FDOT and many South Florida municipalities. Our local team is experienced in designing bridges ranging from large, curved steel bridges to smaller canal crossings. We have designed and rehabilitated many bridges over Southwest Florida Water Management District (SWFWMD) canals and have a working knowledge of the District's bridge requirements.

For the **Legacy Trail Extension**, Kimley-Horn's structural services for the project included designing multiple culverts in Deer Prairie Creek Preserve for an elevated trail connection over existing waterways that were Waters of the United States along the proposed trail route. Kimley-Horn also designed a pedestrian bridge over the R-36 canal which provided the connection between the City of North Port and West Price Boulevard. Services included coordination with and management of geotechnical, trail design, bridge hydraulics, bridge fabricator for design loading, and survey. A comprehensive field review of existing site conditions was also completed. Final engineering design tasks include development of box culvert and bridge type options that minimize permitting and construction costs, structural design of the owner preferred options, expected construction costs, and final construction plans preparation that meet trail design standards.



TAB

VIII

VOLUME OF WORK

PART IV - SUBMITTAL FORMS
PROPOSAL SUBMITTAL SIGNATURE FORM

1.	Project Team Name and Title	Years experience	City of office individual will work out of for this project	City individual's office is normally located	City of individual's residence
	Phil Reid, PE	13	Sarasota	Sarasota	Sarasota
	Gary Nadeau, PE	35	Tampa	Tampa	Tampa
	Jordan Leep, PE, PMP	18	Sarasota	Sarasota	Sarasota
	Emily Saidi, PE, IMSA I	5	Sarasota	Sarasota	Sarasota
	Jerry Piccolo, PE, FRSE	14	Palm Beach Gardens	Palm Beach Gardens	Palm Beach Gardens
	Frank Heck, PE	38	Tampa	Tampa	Tampa
	Brian Rose, PE	23	Fort Myers	Fort Myers	Fort Myers
	Ronnie Van Fleet, PWS	38	Sarasota	Sarasota	Sarasota
	Nicole Heck, PE, IMSA II	13	Lake Nona	Lake Nona	Orlando
	Ashley Miele, PE	24	Sarasota	Sarasota	Sarasota
	Jim Wood, AICP	29	Orlando	Orlando	Orlando
2.	Magnitude of Company Operations				
	A) Total professional services fees received within last 24 months:			\$ 5,010,087,975	
	B) Number of similar projects started within last 24 months:			1,379	
	C) Largest single project to date:			\$ 159,332,075	
3.	Magnitude of Charlotte County Projects				
	A) Number of current or scheduled County Projects			24	
	B) Payments received from the County over the past 24 months (based upon executed contracts with the County).			\$ 3,744,047	
4.	Sub-Consultant(s) (if applicable)	Public Involvement Location	% of Work to be Provided	Services to be Provided	
	The Valerin Group, Inc.	Tampa	7%	Public Involvement	
	AIM Engineering & Surveying, Inc.	Fort Myers	10%	Survey/SUE/Right-of-Way	
	Tierra, Inc.	Tampa	8%	Geotechnical Services	
5.	Disclosure of interest or involvement: List below all private sector clients with whom you have an active pending contract and who have an interest within the areas affected by this project. Also, include any properties or interests held by your firm, or officers of your firm, within the areas affected by this project.				
	Firm PROVIDED AT END OF FORM	Address			
	Phone #	Contact Name			
	Start Date	Ending Date			
	Project Name/Description				

NAME OF FIRM Kimley-Horn and Associates, Inc.

(This form must be completed and returned)

6. Minority Business:Yes X No

The County will consider the firm's status as an MBE or a certified MBE, and also the status of any sub-contractors or sub-consultants proposed to be utilized by the firm, within the evaluation process.

Comments or Additional Information:

For this project, we are teaming with The Valerin Group, Inc., as Woman Business Enterprise (WBE) with the state of Florida and a Small Business Enterprise (SBE) with the Florida Department of Transportation (FDOT), for public involvement.

The undersigned attests to his/her authority to submit this proposal and to bind the firm herein named to perform as per contract, if the firm is awarded the Contract by the County. The undersigned further certifies that he/she has read the Request for Proposal, Terms and Conditions, Insurance Requirements and any other documentation relating to this request and this proposal is submitted with full knowledge and understanding of the requirements and time constraints noted herein.

By signing this form, the proposer hereby declares that this proposal is made without collusion with any other person or entity submitting a proposal pursuant to this RFP.

In accordance with section 287.135, Florida Statutes, the undersigned certifies that the company is not on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, and does not have business operations in Cuba or Syria (if applicable) or the Scrutinized Companies that Boycott Israel List, or is not participating in a boycott of Israel.

As Addenda are considered binding as if contained in the original specifications, it is critical that the Consultant acknowledge receipt of same. The submittal may be considered void if receipt of an addendum is not acknowledged.

Addendum No. 1 Dated 5/29/2026 Addendum No. 3 Dated 6/10/2026 Addendum No. Dated

Addendum No. 2 Dated 6/4/2026 Addendum No. Dated Addendum No. Dated

Type of Organization (please check one):

INDIVIDUAL
CORPORATION☐ PARTNERSHIP
☒ JOINT VENTURE ☐

Kimley-Horn and Associates, Inc.

941.379.7600

Firm Name

Telephone

N/A

56-0885615

Fictitious or d/b/a Name

Federal Employer Identification Number (FEIN)

421 Fayetteville Street Suite 600

Home Office Address

Raleigh, NC 27601

59

City, State, Zip

Number of Years in Business

1800 2nd Street, Suite 900, Sarasota, FL 34236

Address: Office Servicing Charlotte County, other than above

Jordan Leep, PE, PMP

941.379.7647

Name/Title of your Charlotte County Rep.

Telephone

Senior Vice President

Name/Title of Individual Binding Firm (Please Print)



6/16/2026

Signature of Individual Binding Firm

Date

jordan.leep@kimley-horn.com

Email Address

(This form must be completed & returned)

Question 5

Disclosure of interest or involvement: List below all private sector clients with whom you have an active pending contract and who have an interest within the areas affected by this project. Also, include any properties or interests held by your firm, or officers of your firm, within the areas affected by this project.

Firm: Barclay Group

Address: 1211 N Westshore Blvd, Suite 801, Tampa FL 33607

Phone: 813.390.7584

Contact Name: Jerry Hart, Executive Vice President

Dates of Service: 11/18/2025–Ongoing

Project Name/Description: Site civil, traffic engineering, and landscape architecture services for retail development at NE corner of SR 776 & Toledo Blade Boulevard

Kimley-Horn Project Manager Contact: Justin Napolitano, PE | 239.673.2263

Firm: Brookfield Kolter Land Partners LLC

Address: 14025 Riveredge Drive, Suite 175, Tampa, FL 33637

Phone: 239.273.4675

Contact Name: Paul Martin, Vice President of Land Development

Dates of Service: 07/29/2024–Ongoing

Project Name/Description: Transportation engineering services and signal redesign for West Port Villages at northeast of SR 776 & Toledo Blade Boulevard

Kimley-Horn Project Manager Contact: Becca Bond, PE, AICP | 813.278.6911

Firm: Maronda Homes

Address: 9416 Camden Field Pkwy, Riverview, FL 33569

Phone: 813.786.7130

Contact Name: Rob Lee, Regional Director of Land Entitlements and Development

Dates of Service: 09/24/2025–Ongoing

Project Name/Description: Transportation engineering services for Harbor Village at intersections of SR 776 & Gasparilla Road, and SR 776 & Cattle Dock Point Road

Kimley-Horn Project Manager Contact: Becca Bond, PE, AICP | 813.278.6911

TAB

IX

LOCATION

IX. LOCATION

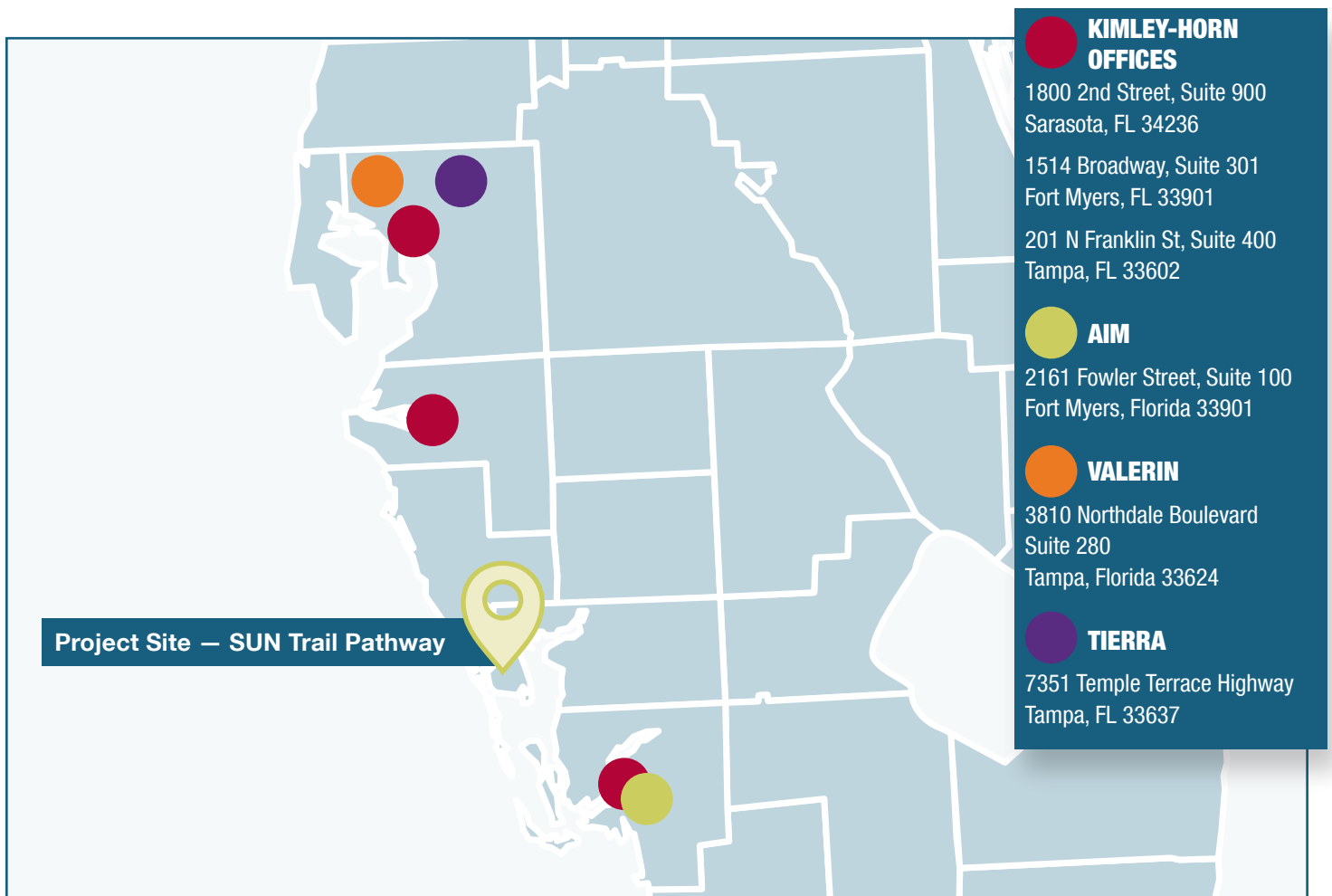
Our proximity to Charlotte County allows us to be at the project site and your office in less than one hour. We also strategically selected our subconsultants out of Tampa and Fort Myers, each under an hour and a half from the project site. However, responsiveness is much more than proximity or distance to you. Responsiveness is providing the client with information at short notice. It's promptly returning phone calls. It's meeting the client's needs. And it's where Kimley-Horn excels. We put our client's needs first. When you call, we will be there.

We strongly believe that Kimley-Horn's continuing success rests on the strengths of its day-to-day management, the vision for the firm, emphasis on quality, and responsiveness to you, our client. As part of our quality concept, Kimley-Horn leadership takes an active, hands-on role in the firm's day-to-day operations to see that our corporate commitments are met to our clients' satisfaction.

Problem/task resolution is a critical element of management. Our approach is to "deal with it now," by making good basic decisions and seeking advice, as necessary, without allowing a problem to get out-of-hand due to indecision. Problems require immediate, and often senior staff-level, attention to be effectively addressed - there is no more effective or efficient means of doing so.

Our firm also takes a proactive leadership role, where possible. A concerted effort is made to anticipate potential problems or negative impacts to operations and project development before these situations occur. These efforts allow us to make decisions which can preempt difficulties that hinder project development.

Below, you will find a map depicting the close proximity of the Kimley-Horn team to your project area.



TAB



LITIGATION

X. LITIGATION – HAVE YOU BEEN NAMED AS A DEFENDANT OR CO-DEFENDANT IN A LAWSUIT IN THE LAST FIVE YEARS?

Kimley-Horn and its subsidiaries have provided services in all 50 states and numerous countries. Because of the many and varied projects we have completed, we are subject to various legal proceedings from time to time and in the ordinary course of business. It is not practical to provide a complete list as part of this proposal. In the last five (5) years, Kimley-Horn has had more than 29,993 active projects in Florida, 33 of which had some form of litigation. Of these cases, 3 were dismissed, 20 were settled, and 10 are pending. This represents 0.1100% of all projects completed by Kimley-Horn in Florida over the past five years. None of the pending cases, if decided against Kimley-Horn, would have a material impact on our financial statements or impair in any way our ability to serve our clients. Generally, these matters are covered by insurance, and we consider them to be without merit. If you would like to discuss our legal matters in more detail, please contact Kimley-Horn's General Counsel, Ashley Keil, at 919.678.4179.

Legal proceedings in Florida within the past five (5) years are as follows:

1. 3315 Tower Condominium Association v. Tower 3315, LLC, et al; 11th Judicial Circuit Court, Miami-Dade, FL; No. 2020-019825-CA-01; filed 2020; alleged economic loss; settled; closed 2021.
2. Angela Briguglio v Palm Avenue Hospitality Holdings, et al; 12th Judicial Circuit of Sarasota County, FL; No. 2022-CA-3952-NC; filed 2022; served 2022; alleged personal injury; settled; closed 2023
3. Community Asphalt Corporation v. Wantman Group, et al; FDOT; 11th Judicial Circuit Court, Miami-Dade Co, FL; No. 2018-029816-CA-01; filed 2018; alleged economic loss; settled; closed 2023
4. Cone & Graham, Inc. v. Kimley-Horn and Associates, Inc.; In the Circuit Court of Broward County, Florida; Cause No. CACE-21-014631; filed 2021; alleged economic loss; settled; closed 2022
5. Jennifer Curell v FDOT, et al; 19th Judicial Circuit in and for St. Lucie County, Florida; Cause No. 562022CA001297AXXXHC; alleged personal injuries claimed; settled; closed 2024
6. Florida Silt and Sod, Inc. v. City of Plant City, et al; 13th Judicial Circuit Court, Hillsborough County, Florida; Case No. 22-CA-004094; filed 2022; alleged economic loss; settled; closed 2023
7. Irene Gomes v. Aldi, et al; 11th Circuit Court, Miami-Dade County, Florida; Cause No. 2020-009878-CA-01; filed 2020; served 2022; alleged personal injuries claimed; settled; closed 2022
8. Barbara Kline v. Simon Property, et al; 15th Judicial Circuit Court Palm Beach; Case No. 502019CA009926; filed 2019; served 2021; personal injury claim; settled; closed 2022
9. Grande Oaks at Heathrow Association v Kolter Signature Homes, et al; 18th Judicial Circuit Court, Seminole County; No. 2020-CA-003188; filed 2020; alleged economic loss; settled; closed 2023.
10. Jennifer Lancaster v. VCC, LLC, et al; 15th Judicial District Court of Palm Beach County, FL; No. 502019CA011526; filed 2019; served 2020; alleged personal injuries claimed; settled; closed 2021.
11. Medline Industries v. McShane Construction v. Ware Malcomb, et al.; 10th Judicial Circuit Court, Polk County, FL; No. 2020-CA-0022790; filed 2020; alleged economic loss; settled; closed 2023
12. Lawrence Milder v. RT GeoSolutions, et al; 17th Judicial District Court, Broward County, FL; No. 20-020512(25); filed 2020; served 2023; alleged personal injuries claimed; Dismissed; closed 2023
13. Yolanda Peaslee v The City of West Palm Beach, et al; 15th Judicial Circuit, Palm Beach County, Florida; No. 502021CA004964XXXXMB; personal injury claim; settled; closed 2023
14. Sherri Reed v. Town Center Boca Raton Trust, et al; 15th Judicial Circuit Court Palm Beach; Case No. 21CA005161; filed 2021; personal injury claim; settled; closed 2023
15. Christ Rose v. Wal-Mart Stores, Inc., et al; 17th Judicial Circuit Court, Broward County, FL; No. CACE-18-027255; filed 2018; served 2020; alleged personal injuries claimed; settled; closed 2021
16. Sema Construction, Inc. v. City of Altamonte Springs; 18th Judicial Circuit Court, Seminole County; Case No. 2015-CA-002951-15-W; filed 2016; alleged economic loss; settled; closed 2024

17. Esther Silberman v Town Center at Boca Raton, et al; 15th Judicial Court, Palm Beach, FL; No 50-2018-CA-009724; filed 2018; served 2021; alleged personal injuries claimed; settled; closed 2021
18. Kevin Sona, et al v. Stone Creek Community Assoc, et al; Fifth Judicial Circuit, Marion County, FL; Case # 20CA0026; filed 2020; served 2021; alleged personal injuries claimed; settled; closed 2022
19. Terrazas Riverpark Village Condominium Assoc v. Windmoor Project, et al; 11th Judicial Circuit, Miami-Dade, FL; No. 2020-017647-CA-01; filed 2020; alleged economic loss; settled; closed 2021
20. Morrison-Cobalt JV v. Kimley-Horn; In the Circuit Court of the 11th Judicial Circuit in and for Miami-Dade County, Florida; Cause No. 2021-013239-CA-01; alleged economic loss; settled; closed 2025
21. Mauricio Suarez v Miami -Dade County, et al; 11th Judicial Circuit Court, Miami-Dade, FL; No. 2024-011127-CA-01; filed 2024; served 2025; alleged personal injuries claimed; dismissed; closed 2025
22. Donald Stroman, Jr. v FDOT, et al; Cause No. 2023-CA-007165-O; Ninth Judicial District Court of Orange County, Florida; filed 2023; alleged personal injuries claimed; dismissed; closed 2025
23. Adrian E. Langford v. Suffolk Construction Co, et al; 12th Judicial Circuit Court, Sarasota, FL; No. 582020CA005449; filed 2020; served 2021; alleged personal injuries claimed; settled; closed 2026
24. Iconbrickell Master Assoc v Complete Property Service, et al; 11th Judicial Circuit, Miami-Dade, FL; No. 2023-028981-CA-0121; filed 2023; served 2024; alleged property damage claimed; pending
25. Acosta Tractors, Inc. v Biltmore Construction Co, et al; In the Circuit Court of the 11th Judicial Circuit of Miami-Dade, FL; No 18-020135-CA-25; filed 2018; served 2022; alleged economic loss; pending
26. Enrique Antezana, et al. v Kimley-Horn; Applied Technical Services; City of Miramar; 17th Judicial Circuit for Broward, Florida; No. CACE23012261; filed 2023; alleged property damage; pending
27. Royal Palm Polo Property Owners Association v. Toll FL I, LLC, et al; 15th Judicial Circuit, Palm Beach County, FL; No. 50-2024-CA-006059XXXAMB; filed 2024; alleged economic loss, pending
28. Julington Lakes Homeowners Association v Toll FL XIII Limited Partnership, et al; 7th Judicial Circuit, St. Johns, FL; No. CA24-0901; Filed 2024; served 2025; alleged economic loss, pending
29. North Meridian Condominium Association, Inc. v North Meridian, LLC, et al; 11th Judicial Circuit Court, Miami-Dade, FL; Case No. 2025-001550-CA-01; filed 2025; alleged economic loss, pending
30. City of Sunrise v West Construction, Inc. v Kimley-Horn, et al; 17th Judicial Circuit, Broward County, FL; Case No. 24-017627; filed 2024; served 2025; alleged economic loss, pending
31. Maria Agostino Albanese v ACME Barricades, et al; 15th Judicial Circuit, Palm Beach, FL; No. 50-2025-CA-005639XXXAMB; filed 2025; bicycle accident; wrongful death claimed; pending
32. PC Construction Company dba PCEO v Palm Beach County, et al; 15th Judicial Circuit, Palm Beach County, FL; No. 50-2025-CA-011062XXXAMB; filed 2025; alleged economic loss; pending
33. John Karangis, Rep for Estate of Phyllis Karangis vs. Flotech Environmental, et al; 5th Judicial Circuit, Sumter County, Florida; Case 2025CA000636AXMX; filed 2025; wrongful death; pending

TAB

XI

**MINORITY
BUSINESS**

XI. MINORITY BUSINESS

Kimley-Horn is not a small or minority-owned business enterprise. However, we consistently look for opportunities to partner with small and disadvantaged businesses in our contracts and through teaming agreements. **For this project, we are teaming with The Valerin Group, Inc., as Woman Business Enterprise (WBE) with the state of Florida and a Small Business Enterprise (SBE) with the FDOT, for public involvement.** We are committed to meeting or exceeding our clients' minority business participation goals. As our corporate policy, our firm actively seeks to encourage and promote the use of Small Business Enterprise (SBE), Disadvantaged Business Enterprise (DBE), Minority Business Enterprise (MBE), and Woman-Owned Business Enterprise (WBE) firms to support our business operations. We provide interested SBE, DBE, MBE, and WBE firms with the opportunity to serve as subconsultants on our teams, and we actively seek to increase our large database of qualified minority firms for use on future projects.

Our aggressive SBE, DBE, MBE, and WBE utilization policy ensures that Kimley-Horn is consistently furthering the positive economic development momentum generated through these programs. These policies extend to our own employees and recruitment initiatives as well. Our commitment to partnering with these firms is demonstrated by the fees allocated by Kimley-Horn.

From 2021 to 2025, we have paid small and disadvantaged firms more than \$500 million.

YEAR	TOTAL PAID	NO. OF DBE/MBE FIRMS USED
2025	\$157.40 Million	892
2024	\$123.20 Million	774
2023	\$93.70 Million	769
2022	\$71.10 Million	716
2021	\$54.70 Million	608

KEY PUBLIC INVOLVEMENT SUBCONSULTANT | THE VALERIN GROUP, INC.



An aerial photograph of a dense palm forest. A narrow path or road winds through the trees on the left side. In the bottom left corner, there is a small structure with two circular openings, possibly a well or a small building. The background is hazy, suggesting a misty or foggy day. The overall color palette is dominated by the greens of the palm trees and the light blues/whites of the sky and fog.

APPENDIX - FORMS

DRUG FREE WORKPLACE FORM

The undersigned vendor in accordance with Florida Statute 287.087 hereby certifies that Kimley-Horn and Associates, Inc.
does: (name of business)

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).
4. In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Impose a sanction on or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is so convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this firm complies fully with the above requirements.



Proposer's Signature Jordan Leep, PE, PMP, Senior Vice President

6/16/2026

Date

NAME OF FIRM Kimley-Horn and Associates, Inc.

(This form must be completed and returned)

**HUMAN TRAFFICKING AFFIDAVIT
for Nongovernmental Entities Pursuant To FS. §787.06**

Charlotte County Contract #20260180

The undersigned on behalf of the entity listed below, (the "Nongovernmental Entity"), hereby attests under penalty of perjury as follows:

1. I am over the age of 18 and I have personal knowledge of the matters set forth except as otherwise set forth herein.
2. I am an officer or representative of the Nongovernmental Entity and authorized to provide this affidavit on the Company's behalf.
3. Nongovernmental Entity does not use coercion for labor or services as defined in Section 787.06, Florida Statutes.
4. This declaration is made pursuant to Section 92.525, Florida Statutes. I understand that making a false statement in this declaration may subject me to criminal penalties.

Under penalties of perjury, I declare that I have read the foregoing Human Trafficking Affidavit and that the facts stated in it are true.

Further Affiant sayeth naught.



Signature

Jordan Leep, PE, PMP

Printed Name

Senior Vice President

Title

Kimley-Horn and Associates, Inc.

Nongovernmental Entity

6/16/2026

Date

NAME OF FIRM Kimley-Horn and Associates, Inc.

(This form must be completed and returned)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
AFFIDAVIT REGARDING LABOR AND SERVICES

Effective July 1, 2024, pursuant to §787.06(13), Florida Statutes, when a contract is executed, renewed, or extended between a nongovernmental entity and a governmental entity, the nongovernmental entity must provide the governmental entity with an affidavit signed by an officer or a representative of the nongovernmental entity under penalty of perjury attesting that the nongovernmental entity does not use coercion for labor or services.

Nongovernmental Entity's Name: Kimley-Horn and Associates, Inc.
Address: 1800 2nd Street, Suite 900, Sarasota, FL
Phone Number: 941.379.7647
Authorized Representative's Name: Jordan Leep, PE, PMP
Authorized Representative's Title: Senior Vice President
Email Address: jordan.leep@kimley-horn.com

AFFIDAVIT

I, Jordan Leep, PE, PMP (insert nongovernmental entity's authorized representative name), as authorized representative attest that Kimley-Horn and Associates, Inc. (insert nongovernmental entity's name) does not use coercion for labor or services as defined in §787.06, Florida Statutes.

Under penalty of perjury, I declare that I have read the foregoing Affidavit and that the facts stated in it are true.



(Signature of authorized representative)

6/16/2026

Date

STATE OF FLORIDA
COUNTY OF

Sworn to (or affirmed) and subscribed before me, by means of X physical presence or ___ online notarization, this day of June 14, 2026 (year), by

Caroline Piro

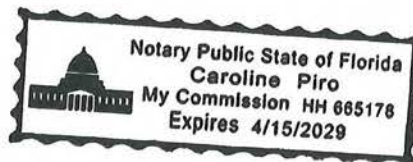
(Notary Public, not required when digital)

4/15/2029

Commission Expires

Personally known X or produced Identification ___

Type of Identification produced _____



END OF PART IV

NAME OF FIRM Kimley-Horn and Associates, Inc.

(This form must be completed and returned)



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

June 27, 2025

Cassie Sylvia, Marketing Coordinator
KIMLEY-HORN AND ASSOCIATES, INC.
200 S Orange Avenue
Suite 600
Orlando, FL 32801
cassie.sylvia@kimley-horn.com

Dear Sylvia:

The Florida Department of Transportation has reviewed your application for prequalification package and determined that the data submitted is adequate to technically prequalify your firm for the following professional services types of work per Rule 14-75, F.A.C.:

2.0 - Project Development & Environmental (PD&E) Studies

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

- 4.1.1 - Miscellaneous Structures
- 4.1.2 - Minor Bridge Design
- 4.2.1 - Major Bridge Design - Concrete
- 4.2.2 - Major Bridge Design - Steel

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

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

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

10.1 - Roadway Construction Engineering Inspection

11.0 - Engineering Contract Administration and Management

13.3 - Policy Planning

13.4 - Systems Planning

13.5 - Subarea/Corridor Planning

13.6 - Land Planning/Engineering

13.7 - Transportation Statistics

15.0 - Landscape Architect

Your firm is now technically prequalified with the Department for Professional Services in the above referenced work types. The overhead audit has been accepted, and your firm may pursue projects in the referenced work types with fees of any dollar amount. This status shall be valid until June 30, 2026, for contracting purposes.

Should you have any questions, please feel free to contact me by email at FDOT.PSPrequalification@dot.state.fl.us.

Sincerely,

A handwritten signature in blue ink that reads "Philip Pitts". The signature is written in a cursive, flowing style.

Philip Pitts
Professional Services Qualification Administrator
PP/YG



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

June 01, 2026

Sean Donahoo, Vice President
AIM ENGINEERING & SURVEYING, INC.
2161 Fowler Street
Suite 100
Fort Meyers, FL 33901
sdonahoo@aimengr.com

Dear Mr. Donahoo:

The Florida Department of Transportation has reviewed your application for prequalification package and determined that the data submitted is adequate to technically prequalify your firm for the following professional services types of work per Rule 14-75, F.A.C.:

2.0 - Project Development & Environmental (PD&E) Studies

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

- 6.1 - Traffic Engineering Studies
- 6.2 - Traffic Signal Timing
- 6.3.1 - Intelligent Transportation Systems Analysis and Design

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

- 8.1 - Control Surveying
- 8.2 - Design, Right of Way & Construction Surveying
- 8.3 - Photogrammetric Mapping
- 8.4 - Right of Way Mapping

- 10.1 - Roadway Construction Engineering Inspection
- 10.3 - Construction Materials Inspection
- 10.4 - Minor Bridge & Miscellaneous Structures CEI

- 13.4 - Systems Planning
- 13.5 - Subarea/Corridor Planning
- 13.6 - Land Planning/Engineering

Your firm is now technically prequalified with the Department for Professional Services in the above referenced work types. The overhead audit has been accepted, and your firm may pursue projects in the referenced work types with fees of any dollar amount. This status shall be valid until June 30, 2027, for contracting purposes.

Approved Rates

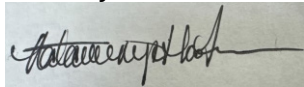
Home Overhead	Field Overhead	Facilities Capital Cost of Money (FCCM)	Premium Overtime	Home Direct Expense	Field Direct Expense	Published Fee Schedule
176.35%	126.78%	1.016%	Excluded	3.80%	18.16%	No

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

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

Should you have any questions, please feel free to contact me by email at FDOT.PSPrequalification@dot.state.fl.us.

Sincerely,



Natawnya Hartman
Professional Services Qualification Administrator
NH



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

June 03, 2026

Henri Jean, President
TIERRA, INC.
7351 Temple Terrace Highway
Tampa, FL 33637
hjean@tierraeng.com

Dear Mr. Jean:

The Florida Department of Transportation has reviewed your application for prequalification package and determined that the data submitted is adequate to technically prequalify your firm for the following professional services types of work per Rule 14-75, F.A.C.:

- 9.1 - Soil Exploration
- 9.2 - Geotechnical Classification Lab Testing
- 9.3 - Highway Materials Testing
- 9.4.1 - Standard Foundation Studies
- 9.4.2 - Non-Redundant Drilled Shaft Bridge Foundation Studies
- 9.5 - Geotechnical Specialty Lab Testing

- 10.1 - Roadway Construction Engineering Inspection
- 10.3 - Construction Materials Inspection
- 10.4 - Minor Bridge & Miscellaneous Structures CEI

Your firm is now technically prequalified with the Department for Professional Services in the above referenced work types. The overhead audit has been accepted, and your firm may pursue projects in the referenced work types with fees of any dollar amount. This status shall be valid until June 30, 2027, for contracting purposes.

Approved Rates

Home Overhead	Field Overhead	Facilities Capital Cost of Money (FCCM)	Premium Overtime	Home Direct Expense	Field Direct Expense	Published Fee Schedule
170.59%	122.14%	1.830%	Reimbursed	14.96%	7.35%	Yes

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

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

Should you have any questions, please feel free to contact me by email at FDOT.PSPrequalification@dot.state.fl.us.

Sincerely,

A handwritten signature in black ink, appearing to read "SS", with a horizontal line extending to the right.

Sherod Sutton
Professional Services Qualification Administrator
SS



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

3/16/2026

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

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

PRODUCER Edgewood Partners Ins Center 3780 Mansell Rd. Suite 370 Alpharetta GA 30022		CONTACT NAME: Jerry Noyola PHONE (A/C, No, Ext): 7702207699 E-MAIL ADDRESS: greylingcerts@greyling.com		FAX (A/C, No):		
INSURED Kimley-Horn and Associates, Inc. 421 Fayetteville Street, Suite 600 Raleigh, NC 27601		KIMLASS		INSURER(S) AFFORDING COVERAGE		NAIC #
				INSURER A : National Union Fire Ins Co of Pittsburg		19445
				INSURER B : New Hampshire Insurance Company		23841
				INSURER C : Lloyd's of London		85202
				INSURER D : Columbia Casualty Company		31127
				INSURER E :		
INSURER F :						

COVERAGES**CERTIFICATE NUMBER: 1790432787****REVISION NUMBER:**

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR ☒ Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PRO-JECT ☒ LOC OTHER:			GL5268169	4/1/2026	4/1/2027	EACH OCCURRENCE	\$ 2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 1,000,000
							MED EXP (Any one person)	\$ 25,000
							PERSONAL & ADV INJURY	\$ 2,000,000
							GENERAL AGGREGATE	\$ 4,000,000
							PRODUCTS - COMP/OP AGG	\$ 4,000,000
								\$
A	AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☒ HIRED AUTOS ONLY ☒ NON-OWNED AUTOS ONLY			CA4489663 (AOS) CA2970071 (MA)	4/1/2026 4/1/2026	4/1/2027 4/1/2027	COMBINED SINGLE LIMIT (Ea accident)	\$ 2,000,000
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
D	☒ UMBRELLA LIAB ☒ OCCUR ☒ EXCESS LIAB ☐ CLAIMS-MADE DED ☒ RETENTION \$ 10,000			8038116944	4/1/2026	4/1/2027	EACH OCCURRENCE	\$ 5,000,000
							AGGREGATE	\$ 5,000,000
								\$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y / N N	N / A	WC067961230 (AOS) WC013711885 (CA)	4/1/2026 4/1/2026	4/1/2027 4/1/2027	☒ PER STATUTE ☐ OTH-ER	
							E.L. EACH ACCIDENT	\$ 2,000,000
							E.L. DISEASE - EA EMPLOYEE	\$ 2,000,000
							E.L. DISEASE - POLICY LIMIT	\$ 2,000,000
C	Professional Liability/ Pollution Liability			RLUSP26000552026	4/1/2026	4/1/2027	Per Claim Aggregate	\$2,000,000 \$2,000,000

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

CERTIFICATE HOLDER**CANCELLATION**

Sample Certificate

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

AUTHORIZED REPRESENTATIVE

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