

BURGESS & NIPLE

REQUEST FOR PROPOSALS

No. 20260180

Design – Cape Haze Pioneer SUN Trail Pathway

June 16, 2026

Tri-County SUN Trail,
Pinellas County, FL





BURGESS & NIPLE

June 16, 2026

Kimberly Corbett, CPM, CPPB
Charlotte County Administration Center
18500 Murdock Circle, Suite 344
Port Charlotte, Florida 33948

RE: RFP# 20260180, Design – Cape Haze Pioneer Sun Trail Pathway

Dear Selection Committee Members,

Burgess & Niple, Inc. (B&N) is pleased to submit our qualifications for the Design of the Cape Haze Pioneer SUN Trail Pathway.

This project requires more than technical expertise. It requires a team that understands SUN Trail projects, can navigate permitting and stakeholder coordination, proactively manage risks, and deliver a high-quality, construction-ready design while making the County's job easier.

Our commitment to Charlotte County can be summarized in three simple principles:

THE RIGHT TEAM

We do what we say we are going to do. Every time!

Charlotte County deserves a team that is experienced, accessible, and fully committed to the project.

- ★ **Carey Wright, PE**, Project Manager and Engineer-of-Record, is actively leading a SUN Trail project today and understands the unique challenges of trail planning and design.
- ★ **Steve Bronzell, PE**, Deputy Project Manager, brings extensive experience delivering shared-use paths, Complete Streets, and multimodal transportation projects throughout Florida.
- ★ **John Kilgore, PE**, Principal-In-Charge and Quality Assurance Manager, provides executive oversight, quality assurance, and resource support throughout the project.

Most importantly: The team presented in this proposal is the team that will deliver this project.

We are not proposing a pursuit team that will transition the work to others after selection. The professionals identified in this proposal will remain actively involved from kickoff through design, permitting, bidding support, and construction services.

This B&N team possesses the specialized expertise and FDOT prequalifications required to successfully deliver this assignment. Our team is fully qualified across all relevant FDOT work groups, including **3.1, 4.1.2, 4.2.1, 7.1, 7.2, 8.1, 8.2, 8.3, 8.4, 9.1, 9.2, and 9.3**, demonstrating comprehensive capabilities in transportation planning, environmental analysis, public involvement, design, and multimodal facility development. This breadth of qualifications reflects our ability to provide fully integrated services—from early planning and PD&E through design and implementation—ensuring a coordinated, efficient, and high-quality delivery aligned with FDOT standards and project goals.



THE RIGHT EXPERIENCE

B&N brings direct experience delivering the types of projects that matter most to Charlotte County.

- ✓ Active leadership on the South Coast Greenway Trail, part of Florida's SUN Trail network.
- ✓ Shared-use path and multimodal corridor design experience throughout Florida, including previous SUN Trail projects.
- ✓ Utility coordination/design, environmental permitting, drainage design, public involvement, and stakeholder engagement.
- ✓ Experience coordinating with FDOT, local governments, permitting agencies, utility agency owners, and community stakeholders.
- ✓ Our team understands that successful trail projects balance safety, mobility, environmental stewardship, constructability, and long-term maintenance. We bring proven experience doing exactly that.

THE RIGHT COMMITMENT

We understand that Charlotte County is looking for a consultant that acts as an extension of County staff.

Our approach is built on:

- Proactive communication.
- Early identification of risks and opportunities.
- Strong schedule and budget management.
- Continuous quality control.
- Practical, cost-effective solutions.
- Accountability from project kickoff through project completion.

Our goal is simple: keep the project moving forward while reducing demands on County staff. When challenges arise—and they always do—we address them early, communicate clearly, and provide solutions.

A PARTNER FOCUSED ON SUCCESSFUL DELIVERY

The Cape Haze Pioneer SUN Trail Pathway represents an important investment in connectivity, safety, recreation, and quality of life for Charlotte County residents and visitors.

B&N offers the right team, the right experience, and the right commitment to successfully deliver that vision.

We appreciate your consideration and welcome the opportunity to partner with Charlotte County on this important project.

Sincerely,

BURGESS & NIPLE, INC.

A blue ink signature of John Kilgore.

John Kilgore, PE
Project Principal (Authorized Agent)
P: 813.927.0061 | E: john.kilgore@burgessniple.com
1511 N Westshore Boulevard, Ste 500, Tampa, FL 33607

A black ink signature of Carey Wright.

Carey Wright, PE
Project Manager
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Tab 1

Team Proposed For This Project





Tab 1. Team Proposed For This Project

A. Background of the Personnel

B&N has assembled a team specifically for the Cape Haze Pioneer SUN Trail Pathway that combines proven trail design experience, strong project leadership, and specialized technical expertise. Led by **Carey Wright, PE**, **Steven Bronzell, PE**, and **John Kilgore, PE**, our team has successfully delivered shared-use paths, multimodal transportation improvements, Complete Streets projects, and transportation corridors for counties, municipalities and FDOT, throughout Florida.

B&N affirms our staff will not be substituted without the express permission of the County for the duration of this project.



Carey Wright, PE | Project Manager & Engineer-of-Record (EOR)

Carey brings more than 21 years of transportation experience and is currently leading the South Coast Greenway Trail, an active SUN Trail project in Hillsborough County. His experience with trail planning, stakeholder coordination, corridor analysis, and multimodal design directly parallels the requirements of the Cape Haze Pioneer SUN Trail Pathway.



Steven Bronzell, PE, RSP₁ | Deputy Project Manager

Steve brings 16 years of transportation engineering experience with a specialized focus on trail and multimodal facility design. His portfolio includes serving as EOR for the Tri-County Trail Design-Build project in Pinellas County and leading the South Sumter Trail design project in Sumter County, giving him hands-on experience delivering shared-use path projects that require complex permitting, stakeholder coordination, and context-sensitive design solutions.



John Kilgore, PE | Principal-In-Charge & Quality Assurance Manager

John brings more than 36 years of transportation engineering experience and provides executive oversight, quality assurance, and resource management for the project. His experience delivering trail, roadway, and multimodal transportation projects throughout Florida helps ensure the project is completed with the highest standards of quality, responsiveness, and technical excellence.

involvement professionals. As shown on the Organizational Chart (Tab 2), each team member was selected based on their direct experience delivering trail and transportation projects similar to the Cape Haze Pioneer SUN Trail Pathway. To complement our in-house expertise, B&N partnered with specialized subconsultants that bring local Charlotte County knowledge and technical depth in surveying, utility coordination, environmental permitting, geotechnical engineering, and public involvement. Together, this team provides the experience, resources, and commitment necessary to successfully deliver the project from design through construction.

B&N's organizational strengths include long term staff retention, integrated multidisciplinary services, extensive experience delivering task order contracts, and a proven ability to manage complex transportation programs efficiently and responsively.

B&N's Unique Qualifications

- ✓ Unique experience on SUN Trail projects
- ✓ Depth of resources across our team
- ✓ Value Engineering solutions approach embedded in our design
- ✓ Proactive stakeholder engagement
- ✓ Staff Availability

Supporting our leadership team is a multidisciplinary group of roadway, bridge, drainage, traffic, utility coordination, environmental permitting, geotechnical, survey, and public



1a. Project Manager

Carey Wright, PE

BS Civil Engineering, USF · FL PE #75641 · 21 years of experience

Municipal-first Project Manager. Hands-on, accessible, and zero surprises, from project kickoff to project closeout

MUNICIPAL-FOCUSED EXPERIENCE

Carey's career is built on delivering results for county and municipal agencies throughout Florida. He has served as Project Manager, Deputy Project Manager, and Engineer-of-Record on projects for Hillsborough County, Pasco County, City of Tampa, Pinellas County, and Sumter County - as well as FDOT Districts One, Five, and Seven. Carey's experience with local agencies provides him with key insight on County expectations through the project life cycle.

ACTIVE SUN TRAIL LEADER

Carey is currently leading the South Coast Greenway Trail (Phase 3) PD&E Study, which will deliver a 12-foot shared-use path from Big Bend Road to Symmes Road in Hillsborough County. This project is part of Florida's SUN Trail network and focuses on expanding regional multimodal connectivity. **This project utilizes the same standard, same stakeholder complexity, and same design requirements as the Cape Haze Pioneer Trail.** His trail portfolio spans complete streets, multipurpose path design, ADA compliance, protected bike lanes, and pedestrian crossings integrated into active roadway corridors.

HOW CAREY RUNS A PROJECT

No surprises. Always reachable.

Carey keeps a living Project Work Plan that evolves with the project, keeping every team member and agency stakeholder aligned and accountable. He leads monthly design reviews with discipline leads, delivers regular progress reports and meeting minutes, and tracks budget continuously to prevent unnecessary redesign. Carey's superpower is his responsiveness to client needs as he is always reachable by phone, email, or text.



PROJECT HIGHLIGHT

Title: South Coast Greenway Trail (Phase 3) PD&E Study

Location: Hillsborough County, FL

Role: Project Manager

Services: Trail Design

Project Description: Currently leading the project which will result in a 12-foot multi-use trail connecting Symmes Road to Big Bend Road along Bullfrog Creek Road in southern Hillsborough County as part of the SUN Trail network. Evaluated multiple alignment alternatives for geometry, vertical constraints, soils, and structures. Completed extensive public involvement and multi-agency coordination before advancing to final design – a direct parallel to the Cape Haze Pioneer Trail.





1b. Deputy Project Manager

Steve Bronzell, PE, RSP₁

BS Civil Engineering, FSU · FL PE #76425 · Road Safety Professional · 16 years of experience

Technical backbone. Carey's right hand. Responds within 24 hours, every time.

TRAIL DESIGN EXPERTISE

Steve is a specialist. Trail and shared-use path infrastructure sits at the center of his career, and his portfolio includes some of Florida's most technically demanding path projects across environmentally sensitive corridors, constrained right-of-way, and active roadway environments.

PROVEN DESIGN CREDENTIALS

Engineer-of-Record (EOR): Tri-County Trail Design-Build, Pinellas County, 4.835 miles of shared-use path along Keystone Road and through the environmentally sensitive Brooker Creek Preserve, requiring drainage integration, floodplain mitigation, and mid-block crossings.

PM & EOR: South Sumter Trail, SR 471, Sumter County, full design and construction oversight of a multi-use trail ensuring network-wide connectivity.

Multimodal range: Corridor reconstructions, complete streets, ADA upgrades, stormwater design, and bridge work across FDOT Districts 1, 2, 5, and 7 plus county and municipal clients.

THE CAREY + STEVE ADVANTAGE

One team. Fast decisions. No gaps.

Charlotte County won't be managing two separate people; Carey and Steve function as a single integrated unit. Steve works directly alongside Carey through every phase, handling technical depth while Carey manages the client relationship, schedule, and agency coordination. The result is fast decisions, no gap between management and engineering, and a team that communicates like one person.

Steve's 24-hour response commitment combined with Carey's always-on accessibility means the County is never left waiting. Every inquiry gets answered, or immediately delegated to the right person with a clear answer to follow.

PROJECT HIGHLIGHT

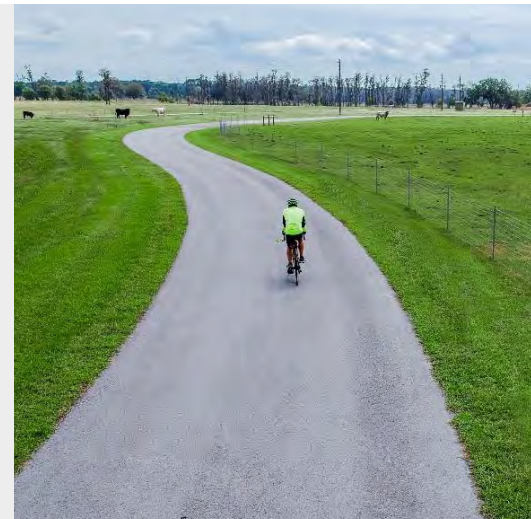
Title: Tri-County Trail Design-Build

Location: Pinellas County, FL

Role: EOR

Services: Trail Design and Safety

Project Description: EOR for 4.8 miles of shared-use path along Keystone Road and through the Brooker Creek Preserve, environmentally sensitive, constrained ROW, extensive drainage and floodplain mitigation required. Scope included drainage modifications, gravity walls, mid-block crossings, trail crossings, stormwater management, signing, and removable bollards. **A direct match for the technical complexity of the Cape Haze Pioneer Trail.**





2. Other Key Personnel



John Kilgore, PE | Principal-In-Charge/ Quality Assurance Manager

Mr. Kilgore is an accomplished Project Manager with more than 36 years of experience in transportation and roadway engineering, specializing in the design and management of infrastructure projects for local municipalities, counties, and FDOT. He has successfully led a diverse range of projects, including trail and shared-use path design, roadway multi-laning and resurfacing, enhancements, and bridge replacements. His expertise includes Project Development and Environment (PD&E) studies, corridor studies, and complete streets initiatives addressing complex multimodal needs. Mr. Kilgore has notable experience delivering trail projects, including serving as Quality Control Manager for the Tri-County Trail Design-Build in Pinellas County, which created a multi-mile shared-use path connecting several counties, as well as providing quality control for the 4.1-mile South Sumter Trail along SR 471. His strengths in quality assurance/quality control, stakeholder coordination, and plan development, combined with his broader experience in roadway improvements, interchange modifications, and capacity enhancements, make him a versatile and trusted leader in transportation project delivery.



Michael Canizares, PE | Roadway/Trail Analysis & Design

Mr. Canizares has more than six years of experience supporting transportation projects for local municipalities and the FDOT. He is knowledgeable in roadway design standards and geometrics, with responsibilities that include preparing plans for signing and pavement markings, signalization, and ADA-compliant roadway and sidewalk improvements. He has contributed to several key projects, including the Lithia Pinecrest Road PD&E Study for Hillsborough County, where he supported design, production, 3D modeling, and maintenance of traffic efforts. Mr. Canizares has also worked on intersection improvements, bridge replacements, complete streets, and safety enhancement projects, consistently providing technical support and design expertise that improve multimodal transportation systems and overall roadway safety.



Olivia Eastman, PE | Roadway/Trail Analysis & Design

Ms. Eastman brings more than four years of experience in roadway design and project coordination. She supports multidisciplinary teams on new construction projects, coordinating with clients, County staff, consultants, and developers

to maintain progress on accelerated schedules. Her responsibilities include roadway design, plans preparation, corridor modeling, and project coordination. She served as roadway designer for the N Sunlake Boulevard project in Pasco County, a four-lane divided urban roadway with bike lanes, sidewalks, a 12-foot multi-use path, and complex utility and drainage systems. Olivia has managed consultant coordination, supported roundabout analyses and permitting efforts, and contributed to projects such as Grand Live Oak Boulevard and the Twiggs Street Improvement Project, focusing on pedestrian safety improvements and signalization upgrades.



John Dee, PE, | Roadway/Trail Analysis & Design QC

Mr. Dee brings more than 28 years of experience in roadway design and multimodal transportation projects, including Complete Streets and multi-use trail facilities. He has extensive experience leading local agency projects involving roadway reconstruction, drainage, utility coordination, signing and pavement markings, signalization, and ADA-compliant pedestrian and bicycle accommodations. His experience includes the design of sidewalks, shared-use paths, and trail connections, such as a 1.2-mile multi-use trail in Old Town and urban streetscape improvements across multiple jurisdictions. Mr. Dee brings strong expertise in plan production, specifications development, and work zone traffic control, along with a proven ability to coordinate with municipalities, stakeholders, and the public. His experience delivering corridor improvements that integrate multimodal elements makes him well-suited for shared-use path projects requiring seamless integration with existing transportation networks.



Charlie Curtis, PE, ENV SP | Drainage Analysis & Design EOR

Mr. Curtis is a Project Manager with over 15 years of experience delivering small- and large-scale regional drainage and flood mitigation projects across Florida. He specializes in multi-phase stormwater programs involving conveyance improvements, channel restoration, and green infrastructure. His leadership of complex phased designs, permitting efforts, utility coordination, and stakeholder engagement positions him to efficiently advance projects from concept through construction. Mr. Curtis has led drainage studies and capital improvement projects addressing flooding, water quality, and system capacity, and brings strong expertise in hydrologic and hydraulic analysis, stormwater design, and permitting. His ability to develop practical, constructable solutions contributes to effective and resilient stormwater systems.



Jon Wang, PE | Drainage Analysis & Design

Mr. Wang is a Project Manager with more than 11 years of experience in drainage design and management, supporting both design-build and design-bid-build projects ranging from local roads to limited access highways. His expertise includes hydrologic and hydraulic modeling, pond design, drainage systems, floodplain and hydroplaning analysis, and preparation of key drainage documentation, including PD&E studies. He also brings project management experience in scope development, cost estimating, and client coordination. His permitting expertise spans across Florida Water Management Districts and he has worked extensively with local agencies and FDOT throughout the region.



Andrew Goldsmith | Drainage Analysis & Design

Mr. Goldsmith has 14 years of experience collaborating across multiple design disciplines, including roadway, structures, geotechnical, and utilities, to develop comprehensive and coordinated project designs. He is skilled in drainage conveyance layout using MicroStation SS10, OpenRoads Designer (ORD), ASAD, and ICPR, and has prepared Pond Sizing and Siting Reports and Location Hydraulics Memorandums during PD&E phases. His experience includes the design and permitting of stormwater management systems for FDOT and municipal roadway projects, as well as coordinating with clients and stakeholders during post-design services to resolve issues and support successful project delivery.



Thuyen Sokol, PE | Drainage Analysis & Design QC

Ms. Sokol has more than 11 years of experience in stormwater and drainage engineering, specializing in the planning, analysis, and design of complex transportation-related water management systems. Her expertise includes stormwater management facilities, conveyance systems, floodplain and bridge hydraulic analysis, as well as hydrologic and hydraulic modeling, design, and permitting. She has contributed to numerous FDOT projects, including multi-laning, resurfacing, enhancement, and bridge replacement efforts, where she has played key roles as both a drainage engineer and EOR. Throughout her career, she has successfully led the design and delivery of a variety of infrastructure improvement projects, including roadway reconstruction and system modifications, consistently delivering high-quality engineering solutions. With extensive experience in drainage analysis and 3D drainage modeling, Ms. Sokol is known for producing

accurate, efficient designs and providing exceptional service to clients and stakeholders.



Janey Walls, PE, RSP, | Signalization/Signing & Pavement Markings Analysis & Design EOR

Ms. Walls is a Traffic and Safety Engineer with 18 years of experience supporting multimodal transportation projects, including shared-use paths, Complete Streets corridors, and pedestrian and bicycle safety improvements. She has served as Traffic EOR on projects involving shared-use trails, sidewalks, ADA upgrades, signalization, signing and pavement markings, and lighting. Her experience includes the South Sumter Trail, a 4.8-mile shared-use path in Sumter County, and the Wabash Avenue Complete Streets project for Polk County, which incorporated a multi-use trail and corridor-wide safety enhancements. Ms. Walls also brings strong expertise in traffic operations, corridor safety analysis, public involvement, utility coordination, and preparation of construction-ready plans for FDOT and local agency projects, delivering safe, context-sensitive transportation solutions.



Ambar Diaz-Lozano, PE | Lighting Analysis & Design EOR

Ms. Diaz-Lozano brings over 20 years of specialized expertise in traffic operations and safety engineering, with a strong track record of delivering technically sound and compliant design solutions. Her experience includes traffic operations and safety analyses, signal warrant evaluations, intersection studies, crash and condition diagram development, exposure distance assessments, pushbutton design, and maintenance of traffic (MOT) planning. She is highly proficient in MicroStation, OpenRoads Designer, and AutoCAD, and possesses an in-depth understanding of FDOT Standard Plans and the FDOT Design Manual. Her technical capabilities also extend to roadway lighting design, signing and pavement marking plans, roadway and ITS plan development, and the use of advanced data processing tools—enabling efficient, accurate, and high-quality project delivery.



Kaddyy Rodriguez, EI | Signalization/Signing & Pavement Markings Analysis & Design

Ms. Rodriguez is a transportation engineer with over 24 years of experience specializing in transportation design, traffic operations, and safety engineering. Her background also includes facilities inspection and construction coordination, providing a well-rounded understanding of project delivery. She is proficient in MicroStation, AutoCAD, Civil 3D,



GUIDESIGN, SYNCHRO, HCM, GIS, Microsoft Project, and GEOPAK. Her responsibilities include the design of roadway signing and pavement markings, signalization, ITS, lighting, roadway reconstruction, and intersection improvements. Kaddy has served as both a project designer and engineer on a range of significant local agency and FDOT projects, including multi-use trails, roadway reconstructions, intersection improvements, and corridor widenings, contributing to safe, efficient, and well-coordinated transportation solutions.



**Dr. Linda Wu, PhD, PE, RSP₂₁ |
Transportation Safety Analysis**

Dr. Wu is a transportation engineering professional with over 13 years of experience specializing in roadway safety planning, analysis, and data-driven decision-making. A certified Road Safety Professional (Level 2), she brings advanced expertise in systemwide safety studies, multimodal safety analysis, crash data evaluation, and intersection operational and safety assessments. Dr. Wu has supported local municipality and FDOT projects by developing data-informed solutions using GIS, traffic modeling tools, and performance metrics. Her experience includes contributing to transportation design manuals, safety dashboards, and corridor studies, with a focus on identifying risks and implementing effective, context-sensitive safety improvements. She is recognized for translating complex data into actionable strategies that align with Vision Zero principles and enhance safety for all roadway users.



**Danny Hendrickson, PE, PTOE, RSP₁ |
Signalization/Signing & Pavement
Markings/Lighting QC**

Mr. Hendrickson is a traffic operations and roadway design engineer with more than 16 years of experience delivering innovative and efficient transportation solutions. His expertise includes traffic operations design and simulation, intersection and interchange analysis, and the development of signing, pavement marking, signalization, and lighting plans. He also performs data collection and prepares traffic impact and signal warrant studies to support informed decision-making. Prior to joining the private sector, he worked with FDOT District Seven, focusing on traffic operations and roadway design. He served as Traffic Design QC Reviewer for the Tri-County Trail Design-Build project in Pinellas County, overseeing the construction of nearly five miles of shared-use path and related improvements such as mid-block crossings, trail crossings, and pedestrian facilities.



**Alex Murray, PE | Bridge Analysis & Design
EOR**

Mr. Murray is a Project Manager with 12 years of experience in structural engineering and bridge design, bringing a comprehensive understanding of project delivery from preliminary engineering through final design. He has led and supported a wide range of projects, including load rating analyses and the preparation of detailed technical reports that support informed decision-making. Alex is highly experienced in applying applicable design codes and standards, managing multidisciplinary coordination, and conducting thorough constructability and quality control reviews. His combination of technical expertise and effective leadership ensures efficient, well-coordinated project delivery while maintaining the highest standards of safety, regulatory compliance, and design integrity.



**Travis Butz, PE | Bridge Analysis & Design
QC**

Mr. Butz is a Senior Structural Engineer with 30 years of experience at Burgess & Niple, specializing in the design, rehabilitation, and analysis of complex bridge structures. His expertise includes prestressed and post-tensioned concrete, steel girder and truss, arch, suspension, and cable-supported bridges, as well as hydraulic and scour analysis, structural evaluation, and inspection. He has served as a lead designer or project manager on more than 20 bridge projects, from the Racetrack Road Bridge, St. Johns County, FL, to high-profile and award-winning efforts such as the Rich Street Bridge and the Milton-Madison Bridge. Mr. Butz is proficient in advanced structural analysis tools including MIDAS Civil, STAAD, GTSTRUDL, and LUSAS, and contributes to industry publications and design guidance.



**A. Mark Atkininstall, PE | Utility Analysis &
Design EOR**

Mr. Atkininstall brings 21 years of multi-state experience in civil engineering project management, including water and wastewater facility design, urban revitalization initiatives, and utility coordination. His expertise encompasses utility design and coordination for a wide range of transportation and civil projects, including water/wastewater facility design, urban revitalization, low-impact development, and drainage-related projects. Mark has managed and performed utility coordination for numerous projects across several FDOT districts, as well as for the City of Tampa and Hillsborough County. His responsibilities have included developing utility conflict matrices, performing constructability reviews, preparing utility certification packages, and leading utility design conferences.



3. Subconsultant Personnel

Atwell, LLC Survey & Mapping

Lead: Todd Rebol, PE



Atwell was selected for its strong local presence and extensive experience supporting Charlotte County projects. Based in Charlotte County, Atwell brings valuable knowledge of local conditions, right-of-way records, and County processes. The firm will provide route surveying, topographic mapping, and right-of-way support services, helping accelerate project delivery through local responsiveness and familiarity with the project area.

McKim & Creed, Inc. Survey & Mapping/SUE

Lead: Taylor Henning, PSM and Sam Hall



McKim & Creed provides additional survey capacity and specialized Subsurface Utility Engineering (SUE) services to reduce risk and support an accelerated schedule. Their extensive Florida trail experience, including multi-use pathway projects, combined with advanced utility investigation capabilities, will help identify potential conflicts early and support efficient, constructible design solutions.

Harbor Coordination Solutions Utility Coordination

Lead: Heather Johnson and Jeanna Dean



Utility coordination can significantly impact project schedule and delivery. That is why we selected Harbor Coordination Solutions and utility coordination lead Jeanna Dean, who brings 25 years of experience coordinating with utility owners, agencies, and design teams throughout Florida. Jeanna's expertise in utility conflict resolution, relocation coordination, permitting, and reimbursement processes will help minimize delays and keep the project moving forward. B&N and Harbor have successfully partnered on numerous transportation projects over the past five years.

ESA Environmental Permitting

Lead: Shannon Freemon and Tori Kuba



ESA was selected for its deep environmental permitting expertise and extensive experience working in Charlotte County and Southwest Florida. Their team understands the environmental constraints commonly associated

with coastal trail projects, including wetlands, protected species, and permitting requirements. ESA's familiarity with local resource agencies and successful history supporting transportation projects in Charlotte County will help streamline environmental coordination and reduce permitting risk.

Tierra, Inc. Geotechnical Engineering/ Contamination

Lead: Tom Musgrave, PE and Mike Bair, ASP, LEP



Tierra was selected for its extensive experience supporting FDOT and local agency transportation projects throughout Southwest Florida, including Charlotte County and the SR 776 corridor. Their local geotechnical knowledge, combined with specialized equipment capable of accessing challenging coastal and environmentally sensitive areas, will support efficient subsurface investigations, drainage design, permitting, and constructability throughout the corridor.

The Valerin Group Public Involvement

Lead: Shannon Estep and Catherine Winter, PE



The Valerin Group was selected for its proven ability to engage communities and stakeholders on transportation projects throughout Florida, including Charlotte County. The firm brings direct experience supporting public involvement efforts on projects along SR 776 and other transportation improvements within the County. Led by transportation-focused public involvement specialists, Valerin will help ensure meaningful stakeholder engagement, clear communication, and successful public outreach throughout project development.



B&N has included key partners on our team that are MBE certified firms, including Harbor Coordination Solutions and the Valerin Group. We regularly collaborate with our MBE partners to deliver responsive, high-quality services across a wide range of project types.



BURGESS & NIPLE



Carey Wright PE

Project Manager

Total Years of Experience: 21

Years with Current Firm: 4

Education:

BS, Civil Engineering, 2005, University of South Florida

Registrations:

Professional Engineer-FL, #75641

BACKGROUND

Carey Wright is an experienced Roadway project manager and engineer who has served as a roadway engineer on transportation projects for Hillsborough County and Pasco County, Florida Department of Transportation Districts One, Five, and Seven. Transportation design and planning experience includes project management, plans production, roadway and drainage design, scoping, scheduling, and feasibility studies. Proficiencies include both Microstation and AutoCad for plans production as well as general office software.

RELEVANT EXPERIENCE

Hillsborough County | South Coast Greenway Trail (Phase 3) PD&E Study, Hillsborough County, FL.

Project Manager. The Southcoast Greenway Trail is a planned 12-foot-wide multi-use trail in Hillsborough County, Florida, extending from Symmes Road to approximately 1,300 feet north of Big Bend Road and forming part of the broader South Coast Greenway network. Currently in progress, the project includes a Project Development and Environment (PD&E) study and 30% line and grade design to evaluate feasible alternatives based on geometrics, soils, and structural considerations. The effort also involves detailed environmental assessments addressing potential impacts to physical, natural, and community resources, along with robust public involvement and interagency coordination. Planned along Bullfrog Creek Road, the trail is designed to enhance connectivity while minimizing impacts and providing a safe, efficient, and community-focused recreational corridor.

Hillsborough County | Lithia Pinecrest Road PD&E.

Roadway EOR. The Lithia Pinecrest Road (CR 640) PD&E Study evaluated approximately 7.2 miles of arterial corridors in Hillsborough County to identify context-sensitive, multimodal, capacity, and safety improvements. The objective of the PD&E Study is to provide documented environmental and engineering analyses to assist the County in deciding on the type, conceptual design, and location of necessary improvements within the study limits. The project aims to enhance the roadway corridor, relieve congestion, and improve safety and mobility through a context-sensitive and environmentally conscious design. Alternative intersections were evaluated at 19 intersections along Lithia Pinecrest Road and Bloomingdale Avenue with recommendations for reconstruction four intersections for multi-lane roundabouts. The proposed four-lane divided facility will include shared-use paths along both sides and incorporate access management using a raised median.

FDOT District 7 | USB41/SR685/SR60/W Kennedy Blvd Complete Streets, Tampa, FL.

Roadway Engineer. B&N was selected by the Florida Department of Transportation to deliver the Kennedy Boulevard Complete Streets project, transforming a key corridor linking the University of Tampa and Tampa General Hospital to Downtown Tampa. Building on a long-standing relationship with FDOT District 7, B&N first assessed and developed solutions for the corridor's aging drainage system, ultimately determining that full roadway



reconstruction was needed. Through close coordination with the City of Tampa and FDOT, B&N implemented major drainage upgrades alongside Complete Streets enhancements, including wider sidewalks, multimodal features, safety and speed management improvements, green infrastructure, and ADA compliance. The project revitalized this historic “Gateway to Downtown Tampa,” improving connectivity, safety, and long-term infrastructure performance.

Hillsborough County | Bullard Pkwy in the City of Temple Terrace Pedestrian Crossing and Speed Management Study. Project Manager and Roadway EOR for this pedestrian safety improvement project along Bullard Parkway between 56th Street and the Hillsborough River in Temple Terrace. This project included minor sidewalk modifications and design of a signalized mid-block crossing to enhance safety and address ADA deficiencies. The project also proposes milling, resurfacing and minor roadway reconstruction.

Pasco County | Darlington Road (Hama Dr to US 19). QC Reviewer. This project involves the design of a 0.8-mile sidewalk improvement along a two-lane urban subdivision roadway in Pasco County, providing enhanced pedestrian accommodations and mid-block crossings to improve connectivity between the Aloha Gardens and Tahitian Homes subdivisions and US 19. The scope includes comprehensive sidewalk design analysis addressing horizontal and vertical geometry, adjacent land uses, ADA compliance, aesthetics, and pedestrian and bicycle considerations, as well as cross section development and signing and pavement marking design. The project requires coordination with FDOT District Seven for right-of-way use permitting and includes phased design submittals at the 30%, 60%, and 100% levels. Additional responsibilities include permitting, utility coordination, preparation of construction plans, post-design services, and optional support for drainage modifications, subsurface utility engineering (SUE), and right-of-way easements.

Hillsborough County | SURTAX PERs and Reviews. Project Manager and Roadway EOR for a series of PERs for various corridor improvement and safety enhancement projects throughout Hillsborough County. This series of projects included overseeing studies which researched and documented corridor operational, safety, and ADA deficiencies. Each study provided recommendations for improvements and safety enhancements. Project tasks also included identifying and developing design deviations, developing pavement designs, creating typical section packages, and developing concept plans. These concept plans were used to aid

construction in implementation of the recommended improvements and safety measures. These projects were managed from the initial phase through construction and post-design services.

Hillsborough County | Riverview Park Entrance Roundabout, Riverview, FL. Roadway Engineer. B&N evaluated intersection control options for the proposed Riverview Regional Park entrance on Riverview Drive, analyzing safety, operations, and cost for stop-controlled and roundabout alternatives. Due to a nearby deficient horizontal curve with high crash potential, a single-lane roundabout was recommended, improving safety while maintaining Level of Service A for the 2040 design year. The design also enhances pedestrian and bicycle accommodations with lower speeds and ADA-accessible crossings and includes drainage improvements and relocation of an existing potable water main.

Hillsborough County | Lithia Pinecrest Road at CR 39 PER. Roadway EOR for this Preliminary Engineering study performing a detailed intersection analysis at the intersection of Lithia Pinecrest Blvd and SR 39 to evaluate potential intersection modification alternatives. The study evaluated three alternatives including modifying the existing 2-lane signalized intersection to add turn lanes, reconstructing the intersection as a roundabout, or leaving the intersection as-is. The project required intersection planning and technical review including traffic analysis, geometry evaluation, drainage review, pedestrian/bicycle mobility, access management, and public involvement.

Hillsborough County | Bloomingdale Avenue and Pearson Road Intersection Improvements. Roadway EOR. This Hillsborough County Project will add signalization and turn lanes to this existing stop-controlled intersection. B&N is responsible for preparation of final signed and sealed construction plans and will provide post-design support during construction. Design elements of the project include determining the proper location and design of the proposed turn lanes, design of reconstruction of existing road to accommodate the turn lanes, developing a signalization plan meeting all county and state standards, developing a design to facilitate roadway drainage, and developing a plan for roadway striping and signage.



BURGESS & NIPLE



Steve Bronzell

PE, RSP₁

Deputy Project Manager

Roadway Trail Analysis & Design

Total Years of Experience: 16

Years with Current Firm: 11

Education:

BS, Civil Engineering, 2009, Florida State University

Registrations:

Professional Engineer-FL, 2013, #76425

Road Safety Professional #780, 2022

FDOT Temporary Traffic Control (Advanced)

Certification #603948

BACKGROUND

Mr. Bronzell is a Professional Engineer with more than a decade of experience in transportation design and engineering. He has managed and performed engineering services for FDOT projects with scopes that include concrete reconstruction, concrete rehabilitation, limited access interchanges/ramps, limited access milling and resurfacing, as well as complete street improvements such as trails, sidewalks, and transit pads. Mr. Bronzell's responsibilities typically include project coordination, contract management, scheduling, and estimates as well as plans preparation, developing design documentation, and specification package preparation. Before joining B&N, Mr. Bronzell worked for FDOT District One as a Professional Engineer Trainee and In-House Project Manager where he gained valuable knowledge and experience of FDOT policies and procedures.

RELEVANT EXPERIENCE

FDOT District 7 | Tri-County Trail Design-Build at Keystone Road to Pasco County Line, Pinellas County, FL. Roadway EOR. This FDOT District 7 design-build project includes a 12-foot-wide shared-use path extending over five miles from Keystone Road (CR 611) to East Lake Road (CR 582), connecting to the Pinellas/Pasco County line as part of the Coast-to-Coast Trail Network. The project enhances multimodal safety with a protected corridor for pedestrians and cyclists, including a new mid-block crossing on Keystone Road. Traversing the environmentally sensitive Brooker Creek Preserve, the design incorporates key environmental considerations such as eagle and gopher tortoise permitting, along with floodplain and wetland mitigation. Additional improvements include gated access to Brooker Creek Preserve and Lake Dan, and accommodations for Tampa Bay Water and Duke Energy. Delivered through a collaborative design-build effort with FDOT, local counties, and multiple agencies, the project improves regional connectivity while supporting eco-friendly recreation as part of the 275-mile Coast-to-Coast Connector trail.

Hillsborough County | South Coast Greenway Trail (Phase 3) PD&E Study, Hillsborough County, FL. Roadway Engineer. The Southcoast Greenway Trail is a planned 12-foot-wide multi-use trail in Hillsborough County, Florida, extending from Symmes Road to approximately 1,300 feet north of Big Bend Road and forming part of the broader South Coast Greenway network. Currently in progress, the project includes a Project Development and Environment (PD&E) study and 30% line and grade design to evaluate feasible alternatives based on geometrics, soils, and structural considerations. The effort also involves detailed environmental assessments addressing potential impacts to physical, natural, and community resources, along with robust public involvement and interagency coordination. Planned along Bullfrog Creek Road, the trail is designed to enhance connectivity while minimizing impacts and providing a safe, efficient, and community-focused recreational corridor.





FDOT District 5 | South Sumter Trail SR 471 from SR 50 to CR 478, Sumter County, FL.

TTCP EOR for this trail project which constructs 4.1 miles of shared-use path in Sumter County along SR 471. This project provides connectivity into the City of Webster and provides an environmentally sound design-focused primarily on providing a safe trail, while minimizing drainage and environmental impacts. This project also includes complete street improvements to allow for shared-use path construction in constrained right-of-way conditions to better provide improved mobility for all modes of traffic.

City of Sarasota/Ajax Paving | Ringling Trail Design-Build, Sarasota, FL.

Roadway Engineer. B&N partnered with Ajax Paving for this D-B urban trail project. This project consists of reconfiguring Ringling Blvd between Pineapple Avenue and Lime Avenue for a distance of 2.4 miles, converting this four-lane divided urban facility to a two-lane facility with on-street bike lanes by incorporating a lane diet. This project includes milling/ resurfacing of the existing pavement, provision of landscape islands and upgraded bus stop facilities, as well as improved traffic and pedestrian signals. B&N obtained all permits and met all project schedule requirements for this fast-paced D-B project.

FDOT District 7 | USB41/SR685/SR60/W Kennedy Blvd Complete Streets, Tampa, FL.

Roadway and TTCP EOR. B&N was selected to deliver the Kennedy Boulevard Complete Streets project, transforming a key corridor linking the University of Tampa and Tampa General Hospital to Downtown Tampa. B&N first assessed and developed solutions for the corridor's aging drainage system, ultimately determining that full roadway reconstruction was needed. Through close coordination with the City of Tampa and FDOT, B&N implemented major drainage upgrades alongside Complete Streets enhancements, including wider sidewalks, multimodal features, safety and speed management improvements, green infrastructure, and ADA compliance. The project revitalized this historic "Gateway to Downtown Tampa," improving connectivity, safety, and long-term infrastructure performance.

Hillsborough County | Lithia Pinecrest Road PD&E.

Roadway Engineer. The Lithia Pinecrest Road (CR 640) PD&E Study evaluated approximately 7.2 miles of arterial corridors in Hillsborough County to identify context-sensitive, multimodal, capacity, and safety improvements. Alternative intersections were evaluated at 19 intersections along Lithia Pinecrest Road and Bloomingdale Avenue with recommendations for reconstruction four intersections for multi-lane roundabouts. The proposed four-lane divided

facility will included shared-use paths along both sides and incorporate access management using a raised median. The study included detailed drainage and watershed analyses within the Alafia River and Delaney Creek basins, incorporating updated modeling to address stormwater requirements and floodplain constraints. Proposed roadway widening drove key design efforts such as storm sewer systems, hydraulic evaluations, and pond siting, with multiple alternatives identified to minimize impacts to surrounding development. The project ultimately provides a comprehensive approach to improving mobility while enhancing drainage performance and mitigating existing flooding issues.

FDOT District 7 | SR 35 (US 98) Design-Build from South of CR 54 US 301, Pasco County, FL.

Roadway EOR. This project will reconstruct an existing two-lane roadway into a four-lane divided facility with suburban and rural characteristics, including multilane roundabouts at Big Cypress Boulevard and SR 471 and a signalized intersection at US 98 and Rock Ridge Road. Improvements also include shared-use paths, wildlife crossings, U-turn loons, bridge culverts, and multiple stormwater management facilities. The project includes the construction of **shared-use paths** as a key multimodal improvement along the corridor. These shared-use paths are being built to support multi-modal transportation and provide safe pedestrian crossings at each of the four new multi-lane roundabouts (located at Townsend Rd, Old US 98, Cross Roads Development, and Clinton Ave). The paths are designed to enhance safety, mobility, and connectivity for both pedestrians and cyclists, integrating context-sensitive design elements to address community needs and promote accessibility throughout the upgraded corridor.

Pasco County | Darlington Road (Hama Dr to US 19).

Project Manager and Roadway EOR. This project involves the design of a 0.8-mile sidewalk along a two-lane urban subdivision roadway in Pasco County to enhance pedestrian connectivity between the Aloha Gardens and Tahitian Homes subdivisions and US 19. The scope includes sidewalk geometric analysis, ADA compliance, cross-section development, and signing and pavement marking design, along with mid-block pedestrian crossings. The project requires coordination with FDOT District Seven for right-of-way use permitting and includes phased design submittals at the 30%, 60%, and 100% levels. Additional services include permitting, utility coordination, construction plan preparation, post-design support, and optional services such as drainage modifications, subsurface utility engineering (SUE), and right-of-way easements.



BURGESS & NIPLE



John Kilgore

PE

Principal-In-Charge/Quality Assurance Manager

Total Years of Experience: 36

Years with Current Firm: 5

Education:

BS, Civil Engineering, 1989, University of Alabama

Affiliations:

American Council of Engineering Companies (ACEC)

ACEC - FL Transportation Committee

ACEC - FL Risk Management Committee

ACEC-FL Membership Committee

ACEC-FL Public Relations Committee

Florida Engineering Society

Registrations:

Professional Engineer-FL, 1994, #47942

Professional Engineer-GA, 2008, #032996

Professional Engineer-AL, 1994, #19860

BACKGROUND

Mr. Kilgore brings over 36 years of experience in transportation engineering and project management, supporting complex projects for FDOT, counties, and municipalities. His experience includes multi-laning, bridge replacement, interstate improvements, and PD&E studies. For the Lithia Pinecrest Road Phase 2 Design Project, Mr. Kilgore will serve as Project Manager, drawing on his experience as Engineer of Record and Project Manager on numerous large-scale and design-build projects. He will ensure coordination across roadway, drainage, utility, and environmental disciplines, supporting design consistency, constructability, and compliance with County and FDOT requirements. John has gained a great deal of knowledge through his involvement in many design contracts, including FDOT multi-laning, resurfacing, and enhancement projects. He has also managed several project development and environment (PD&E) studies for FDOT and has managed numerous contracts for counties and municipalities.

RELEVANT EXPERIENCE

FDOT District 5 | South Sumter Trail SR 471 from SR 50 to CR 478, Sumter County, FL. Quality Control Manager.

This trail project constructed 4.1 miles of shared-use path in Sumter County along SR 471. This project provides connectivity into the City of Webster and provides an environmentally sound design-focused primarily on providing a safe trail, while minimizing drainage and environmental impacts. This project also includes complete street improvements to allow for shared-use path construction in constrained right-of-way conditions to better provide improved mobility for all modes of traffic.

FDOT District 7 | Tri-County Trail Design-Build at Keystone Road to Pasco County Line, Pinellas County, FL. Quality Control Manager.

This FDOT District Seven design-build project includes a 12-foot-wide shared-use path extending over five miles from Keystone Road (CR 611) to East Lake Road (CR 582), connecting to the Pinellas/Pasco County line as part of the Coast-to-Coast Trail Network. The project enhances multimodal safety with a protected corridor for pedestrians and cyclists, including a new mid-block crossing on Keystone Road. Traversing the environmentally sensitive Brooker Creek Preserve, the design incorporates key environmental considerations such as eagle and gopher tortoise permitting, along with floodplain and wetland mitigation. Additional improvements include gated access to Brooker Creek Preserve and Lake Dan, and accommodations for Tampa Bay Water and Duke Energy. Delivered through a collaborative design-build effort with FDOT, local counties, and multiple agencies, the project improves regional connectivity while supporting eco-friendly recreation as part of the 275-mile Coast-to-Coast Connector trail.

Hillsborough County | South Coast Greenway Trail (Phase 3) PD&E Study, Hillsborough County, FL. Principal-In-Charge. The Southcoast Greenway Trail is a planned 12-foot-wide multi-use trail in Hillsborough County, Florida, extending from Symmes Road to approximately 1,300 feet north of Big Bend Road and forming



part of the broader South Coast Greenway network. Currently in progress, the project includes a Project Development and Environment (PD&E) study and 30% line and grade design to evaluate feasible alternatives based on geometrics, soils, and structural considerations. The effort also involves detailed environmental assessments addressing potential impacts to physical, natural, and community resources, along with robust public involvement and interagency coordination. Planned along Bullfrog Creek Road, the trail is designed to enhance connectivity while minimizing impacts and providing a safe, efficient, and community-focused recreational corridor.

City of Sarasota/Ajax Paving | Ringling Trail Design-Build, Sarasota, FL. Design Project Manager. B&N partnered with Ajax Paving for this D-B urban trail project. This project consists of reconfiguring Ringling Blvd between Pineapple Avenue and Lime Avenue for a distance of 2.4 miles, converting this four-lane divided urban facility to a two-lane facility with on-street bike lanes by incorporating a lane diet. This project includes milling/ resurfacing of the existing pavement, provision of landscape islands and upgraded bus stop facilities, as well as improved traffic and pedestrian signals. B&N obtained all permits and met all project schedule requirements for this fast-paced D-B project.

FDOT District 7 | SR 35 (US 98) Design-Build from South of CR 54 US 301, Pasco County, FL. Design Project Manager. This project will reconstruct an existing two-lane roadway into a four-lane divided facility with suburban and rural characteristics, including multilane roundabouts at Big Cypress Boulevard and SR 471 and a signalized intersection at US 98 and Rock Ridge Road. Improvements also include shared-use paths, wildlife crossings, U-turn loons, bridge culverts, and multiple stormwater management facilities. The project includes the construction of **shared-use paths** as a key multimodal improvement along the corridor. These shared-use paths are being built to support multi-modal transportation and provide safe pedestrian crossings at each of the four new multi-lane roundabouts (located at Townsend Rd, Old US 98, Cross Roads Development, and Clinton Ave). The paths are designed to enhance safety, mobility, and connectivity for both pedestrians and cyclists, integrating context-sensitive design elements to address community needs and promote accessibility throughout the upgraded corridor.

FDOT District 7 | USB41/SR685/SR60/W Kennedy Blvd Complete Streets, Tampa, FL. Quality Control Manager. B&N was selected by the Florida Department of Transportation to deliver the Kennedy

Boulevard Complete Streets project, transforming a key corridor linking the University of Tampa and Tampa General Hospital to Downtown Tampa. Building on a long-standing relationship with FDOT District 7, B&N first assessed and developed solutions for the corridor’s aging drainage system, ultimately determining that full roadway reconstruction was needed. Through close coordination with the City of Tampa and FDOT, B&N implemented major drainage upgrades alongside Complete Streets enhancements, including wider sidewalks, multimodal features, safety and speed management improvements, green infrastructure, and ADA compliance. The project revitalized this historic “Gateway to Downtown Tampa,” improving connectivity, safety, and long-term infrastructure performance.

Hillsborough County | Lithia Pinecrest Road PD&E. Project Manager. The Lithia Pinecrest Road (CR 640) PD&E Study evaluated approximately 7.2 miles of arterial corridors in Hillsborough County to identify context-sensitive, multimodal, capacity, and safety improvements. The objective of the PD&E Study is to provide documented environmental and engineering analyses to assist the County in deciding on the type, conceptual design, and location of necessary improvements within the study limits. The project aims to enhance the roadway corridor, relieve congestion, and improve safety and mobility through a context-sensitive and environmentally conscious design. Alternative intersections were evaluated at 19 intersections along Lithia Pinecrest Road and Bloomingdale Avenue with recommendations for reconstruction four intersections for multi-lane roundabouts. The proposed four-lane divided facility will include shared-use paths along both sides and incorporate access management using a raised median.

Hillsborough County | Lithia Pinecrest Road at Fishhawk Boulevard 15% Line and Grade. Principal-In-Charge and QA/QC Manager. This Hillsborough County project will reconstruct the existing signalized intersection of Lithia Pinecrest Road and Fishhawk Blvd. The reconstructed intersection will be converted to a roundabout. B&N is responsible for preparation of 15% line and grade plans. Design elements of the project include determining the proper location and design of the roundabout and bypass lanes that are consistent with the approved concept plan developed during the PD&E study.



BURGESS & NIPLE



Charlie Curtis

PE, ENV SP

Drainage Analysis & Design EOR

Total Years of Experience: 15

Years with Current Firm: 9

Education:

BS, Civil Engineering, 2010, Missouri University of Science & Technology

Registrations:

Professional Engineer-FL, 2017, #82185

Envision Sustainability Professional-FL, 2025, #56285

Affiliations:

American Society of Civil Engineers
Florida Stormwater Association

BACKGROUND

Mr. Curtis is a Project Manager with 15+ years of experience delivering large-scale regional drainage and flood mitigation projects in Florida. He specializes in multi-phase stormwater programs involving conveyance improvements, channel restoration, and green infrastructure, directly aligning with the Town N' Country Regional Drainage Improvements project. His experience leading complex phased-designs, permitting efforts, utilities, and stakeholder coordination positions him to efficiently advance this project from concept through construction.

RELEVANT EXPERIENCE

Hillsborough County | South Coast Greenway Trail

(Phase 3) PD&E Study, Hillsborough County, FL. Drainage EOR. The Southcoast Greenway Trail is a planned 12-foot-wide multi-use trail in Hillsborough County, Florida, extending from Symmes Road to approximately 1,300 feet north of Big Bend Road and forming part of the broader South Coast Greenway network. Currently in progress, the project includes a Project Development and Environment (PD&E) study and 30% line and grade design to evaluate feasible alternatives based on geometrics, soils, and structural considerations. The effort also involves detailed environmental assessments addressing potential impacts to physical, natural, and community resources, along with robust public involvement and interagency coordination. Planned along Bullfrog Creek Road, the trail is designed to enhance connectivity while minimizing impacts and providing a safe, efficient, and community-focused recreational corridor.

FDOT District 5 | South Sumter Trail SR 471 from SR 50 to CR 478, Sumter County, FL.

Drainage EOR. This trail project constructed 4.1 miles of shared-use path in Sumter County along SR 471. This project provides connectivity into the City of Webster and provides an environmentally sound design-focused primarily on providing a safe trail, while minimizing drainage and environmental impacts. This project also includes complete street improvements to allow for shared-use path construction in constrained right-of-way conditions to better provide improved mobility for all modes of traffic. Responsible for open ditch calculations, storm sewer, floodplain and spread analyses.

Pinellas County | Wilde Lands Recreation Area Public Use Improvements, Pinellas County Public Works.

Drainage Engineer. This project includes converting two existing gravel parking spaces into ADA paved parking spaces, an elevated observation deck adjacent to an existing wetland area, a picnic shelter, and a bird viewing platform, and finished pad/site preparation for an inclusive playground. Project also included archaeological resource assessment, architecture, structural design, geotechnical investigation, and utility coordination. Responsible for the design, environmental, and permitting services for development of a six-foot wide, crushed concrete ne-mile loop trail within the Brooker Creek Preserve



Hillsborough County | Lithia Pinecrest Road

PD&E. Drainage EOR. The Lithia Pinecrest Road (CR 640) PD&E Study evaluated approximately 7.2 miles of arterial corridors in Hillsborough County to identify context-sensitive, multimodal, capacity, and safety improvements. Alternative intersections were evaluated at 19 intersections along Lithia Pinecrest Road and Bloomingdale Avenue with recommendations for reconstruction four intersections for multi-lane roundabouts. The proposed four-lane divided facility will include shared-use paths along both sides and incorporate access management using a raised median. The study included detailed drainage and watershed analyses within the Alafia River and Delaney Creek basins, incorporating updated modeling to address stormwater requirements and floodplain constraints. Proposed roadway widening drove key design efforts such as storm sewer systems, hydraulic evaluations, and pond siting, with multiple alternatives identified to minimize impacts to surrounding development. The project ultimately provides a comprehensive approach to improving mobility while enhancing drainage performance and mitigating existing flooding issues.

FDOT District 7 | SR 35 (US 98) Design-Build from South of CR 54 US 301, Pasco County, FL.

Drainage EOR. This project will reconstruct an existing two-lane roadway into a four-lane divided facility with suburban and rural characteristics, including multilane roundabouts at Big Cypress Boulevard and SR 471 and a signalized intersection at US 98 and Rock Ridge Road. Improvements also include shared-use paths, wildlife crossings, U-turn loops, bridge culverts, and multiple stormwater management facilities. The project includes the construction of **shared-use paths** as a key multimodal improvement along the corridor. These shared-use paths are being built to support multi-modal transportation and provide safe pedestrian crossings at each of the four new multi-lane roundabouts (located at Townsend Rd, Old US 98, Cross Roads Development, and Clinton Ave). The paths are designed to enhance safety, mobility, and connectivity for both pedestrians and cyclists, integrating context-sensitive design elements to address community needs and promote accessibility throughout the upgraded corridor. Charles oversaw the analysis and implementation of the drainage scheme for the roadway and bridge widening, including extensive permitting efforts to support no adverse impacts to adjacent properties, existing floodplains, and existing water quality.

City of Tarpon Springs | Palm Avenue Roadway and Stormwater Improvements, Pinellas County, FL. Project Manager and Drainage EOR. SWFWMD Cooperative Funding Initiative project that

alleviated historic roadway and private property flooding at two locations along Palm Avenue. Both were located at low points of the roadway profile with no existing stormwater collection system. The project proposed a new stormwater collection system to alleviate historical flooding and route the runoff to a new stormwater management facility, thereby providing water quality service to an area that previously did not exist. Delivered a new stormwater collection and treatment system that eliminated chronic roadway and property flooding in an area previously lacking drainage infrastructure.

City of Tarpon Springs | Pent Street/Grosse Avenue Drainage and Roadway Improvements, Pinellas County, Florida.

Drainage EOR. Project included the roadway and stormwater improvement along Grosse Avenue and adjoining roadways. This project resolved historical roadway and private property flooding at multiple locations by constructing a new stormwater collection system serving the residential streets that included a new 4' x 8' concrete box outfall into the Anclote River. Project included retrofitting two existing stormwater management facilities and the construction of two new SMFs, one of which is located on Tarpon Springs Elementary School property. This project also included design and permitting services and a new 8-inch potable water main along Grosse Avenue from Tarpon Avenue to Live Oak Street. Supported the design of roadway and stormwater improvements that resolved recurrent flooding through a new collection system, SMFs, and box culvert outfall.

Reedy Creek Improvement District | World Drive Regional Stormwater Facility Final Design, World Drive North Phase II and Magic Kingdom Guest Parking, Lake Buena Vista, FL.

Drainage Engineer. This project is to design and construct a Regional Stormwater Facility to support three proposed/future projects; the World Drive North Phase II and Phase III roadway improvements and the expansion of the Magic Kingdom Guest Parking Lot. This project will also accomplish two additional water quality/quantity improvement goals for the immediate upstream and downstream basins; provide treatment of the currently untreated runoff from the Magic Kingdom Guest Parking Lot and reduce flooding in Disney's Palm Golf Course pond located west of Floridian Way by redirecting its contributing runoff to the proposed Regional Stormwater Facility. Contributed to the design of a regional stormwater facility that supports major transportation improvements while improving water quality and reducing downstream flooding.



BURGESS & NIPLE



Alex Murray

PE

Bridge Analysis & Design EOR

Total Years of Experience: 12

Years with Current Firm: <1

Education:

BS, Civil Engineering, 2012, University of Florida

Registrations:

Professional Engineer - FL #85554, 2018

BACKGROUND

Mr. Murray is a Project Manager with 12 years of experience in structural engineering and bridge development, including shared-use path design incorporating bridge widening and new structures. He has led and supported projects from preliminary engineering through final design, performing bridge design alternatives analysis and preparing detailed structural plans, as well as load rating analysis and technical reports. Alex is experienced in applying applicable design codes and standards, coordinating closely with drainage, roadway, and environmental disciplines, and overseeing constructability and quality control reviews. His leadership and technical expertise ensure efficient project delivery while maintaining high standards of safety, compliance, and design integrity.

RELEVANT EXPERIENCE

FDOT District 1 | Anna Maria Island Bridge Replacement, Manatee County, FL. Structural Engineer. This project involves designing a 21-span 3,150-ft. high-level fixed bridge over the Intracoastal Waterway to replace the existing bascule bridge to Anna Maria Island. Florida I beams, Florida U beams, and post tensioned segmental box girders were considered in the bridge development report evaluation. The bridge includes 10-ft. wide shared-use paths on each side with decorative handrails to improve aesthetics. The design includes ship impact loads in excess of 2,500k at the channel piers. This high profile project includes close interaction with an aesthetics review committee for the base structure type, span arrangements, and pier shapes as well as the ancillary items such as pedestrian overlooks, lighting, and railings. The shallow water depths for much of the length requiring a temporary trestle or top down construction techniques complicates the design with extensive sea grasses in the area.

Santa Rosa County | Tom King Bayou Pedestrian Bridge. Structural Engineer. Alex provided design services for the construction of a pedestrian bridge across Tom King Bayou. The project will provide the missing link of shared-use path from the existing driveway approximately 180 ft. west of the Bayou to Robeldal Drive/Avenia De Soto. In an effort to minimize impacts to surrounding wetlands and eliminate the need to bring in extensive fill, approach boardwalk will be constructed leading up to the main crossing. The main crossing will consist of a 100-ft. single span, prefabricated truss. This project also included close coordination with utility owners within the project limits and the structure design was completed to avoid any impacts. Permitting through FDEP and USACE, hydraulic analysis, geotechnical investigation, survey, and subsurface utility investigation was also completed.

City of North Port | Pedestrian/Equestrian/Bicyclist Bridge at Myakkahatchee Creek Environmental Park, North Port, FL. Structural Engineer. Alex provided design for a pedestrian/ equestrian/bicyclist bridge at Myakkahatchee Creek Environmental Park. Prestressed AASHTO beams with a cast-in-place slab was used for this span that is approximately 87 ft. long. Special



design and geometric criteria was considered due to the use of this trail by horses; because of this, used FHWA's Equestrian Design Guidebook for Trails, Trailheads and Campgrounds. The foundations used Geosynthetic Reinforced Soil (GRS) abutments to support the precast slab superstructure. The use of this innovative construction method helped to significantly reduce bridge construction cost and duration, as well as ease the substructure construction since the amount of heavy equipment is reduced when compared to pile bents.

City of North Port | Woodhaven Drive Sidewalk and Pedestrian Bridge, North Port, FL. Structural Engineer. Alex provided design, permitting, and construction phase services associated with a sidewalk and pedestrian bridge over the Bass Point Waterway within the Woodhaven Drive right-of-way. The 115-ft. span bridge used a FIB 45 superstructure with decorative handrails supported on 18-in. pile bents. The design and CADD plan production used Open Bridge Designer (OBD) and Open Bridge Modeler (OBM) to create 3-D models of the structure.

City of Port St. Lucie | Riverwalk and Westmoreland Park Design, Port St. Lucie, FL. Structural Engineer. This project is divided into three phases with Phase I consisting of reconstructing portions of the existing 10-ft. wide boardwalk that have exhibited settlement problems after Hurricane Matthew, as well as replacing the thermoplastic railing that has become brittle with new aluminum railing. This existing boardwalk starts at the Veteran's Park at Rivergate and runs south along the St. Lucie River, but stops before the Port St. Lucie Boulevard Bridge. Phase II extends the Veteran's Park dock approximately 700 ft. and constructs a boardwalk from the Westmoreland Park north along the St. Lucie River to just south of the Port St. Lucie Boulevard Bridge. In addition to the boardwalk, several overlooks and an aquatic education timber platform are included in Phase II. Phase III consists of building a pedestrian bridge under the Port St. Lucie Boulevard Bridge that will connect not only both boardwalks from these two Phases, but the Veteran's and Westmoreland parks together.

FDOT District 7 | Districtwide Structural Support. Contract provided the design and preparation of plans for transportation-related structures throughout the District as an extension of the District's Structures Office. Assignments included the design and review of bridges, mast arms, strain poles, sign structures, retaining walls, box culverts, and more. Under three consecutive contracts, there has been 150+ task work orders delivered, including:

- **Wooden Boardwalk Semi-Standards** - Prepared

designs and plans for a 6-ft.-wide and an 8-ft.-wide timber boardwalk. These designs covered most of the conditions expected within the District, including a range of soil types and various end conditions, such as a gravity wall, a spread footing, or even a cantilever retaining wall. One version of the boardwalk used timber for all the components while another version used structural plastic members for the decking and handrails to reduce future maintenance costs.

Hillsborough County | Bullard Pkwy in the City of Temple Terrace Pedestrian Crossing and Speed Management Study. Structures EOR. This pedestrian safety improvement project was along Bullard Parkway between 56th Street and the Hillsborough River in Temple Terrace. This project included minor sidewalk modifications and design of a signalized mid-block crossing to enhance safety and address ADA deficiencies. The project also proposes milling, resurfacing and minor roadway reconstruction. Alex is responsible for designing the signal mast arm.

Pasco County | Pasco County Sunlake Boulevard Plans Review, Odessa, FL. Structures Reviewer. B&N was assigned a Task Work Order under its General Engineering Contract to provide design reviews for North Sunlake Boulevard Phase 1, Segment 4 and Phase 1-B, Segments 2 and 3. B&N conducted roadway, drainage, bridge, utilities, signing and pavement marking, and lighting plan reviews at the 90%, 100%, and final submittal stages, gaining in-depth familiarity with corridor design requirements.



BURGESS & NIPLE



Janey Walls

PE, RSP₁

Signalization/Signing & Pavement Markings EOR

Total Years of Experience: 18

Years with Current Firm: 7

Education:

MS, Transportation Engineering, 2010,
University of Central Florida

BS, Civil Engineering, 2008, University of
Central Florida

Affiliations:

Women's Transportation Seminar (WTS)

Registrations:

Professional Engineer-FL, 2013, #76169
Road Safety Professional #569

BACKGROUND

Ms. Walls has experience in transportation design and engineering and has assisted on numerous Florida Department of Transportation (FDOT) traffic and roadway design projects throughout Florida. Her traffic operations and engineering experience includes providing signalization, signing, pavement markings, and lighting design for major, minor, and limited access facilities throughout Florida. Ms. Walls' experience includes conventional, high mast, ramp, interchange, intersection, pedestrian, and sign lighting; mast arm and strain pole signal design and conversions; clear zone requirements for light poles, mast arms, concrete strain poles, and sign structures; striping through lanes, turn lanes, bicycle facilities, and keyholes; pavement marking plans for limited access facilities and toll plazas; converting diagonal span flashing signals to operational box spans; ADA upgrades and facilities; product evaluation for tubular delineators; and placement of reflective pavement markings. Projects for which Ms. Walls has provided these services for have spanned from resurfacing and safety enhancements to large reconstruction and interchange designs.

RELEVANT EXPERIENCE

FDOT District 5 | South Sumter Trail SR 471 from SR 50 to CR 478, Sumter County, FL. Traffic and Safety Engineer.

This trail project constructed 4.1 miles of shared-use path in Sumter County along SR 471. This project provides connectivity into the City of Webster and provides an environmentally sound design-focused primarily on providing a safe trail, while minimizing drainage and environmental impacts. This project also includes complete street improvements to allow for shared-use path construction in constrained right-of-way conditions to better provide improved mobility for all modes of traffic.

City of Sarasota/Ajax Paving | Ringling Trail Design-Build, Sarasota, FL. Traffic and Safety QC. B&N partnered with

Ajax Paving for this D-B urban trail project. This project consists of reconfiguring Ringling Blvd between Pineapple Avenue and Lime Avenue for a distance of 2.4 miles, converting this four-lane divided urban facility to a two-lane facility with on-street bike lanes by incorporating a lane diet. This project includes milling/ resurfacing of the existing pavement, provision of landscape islands and upgraded bus stop facilities, as well as improved traffic and pedestrian signals. B&N obtained all permits and met all project schedule requirements for this fast-paced D-B project.

Polk County | Wabash Avenue Complete Streets. Traffic and Safety Engineer. This project in Polk County focuses on enhancing pedestrian safety, mobility, and multimodal connectivity within a high-density corridor experiencing increasing traffic demand. The project includes the design and permitting of a 10-foot shared-use path from Ariana Street to Jesse Keen Elementary School, construction of a 5-foot sidewalk extension, and roadway widening from two to three lanes to improve access and operations near the school. Additional improvements include retrofitting drainage infrastructure



to maintain existing conveyance patterns, installation of a pedestrian refuge island, signal and lighting upgrades, and corridor-wide ADA enhancements. Implemented as part of Polk County's Complete Streets Action Plan, the project demonstrates successful integration of shared-use path facilities, roadway improvements, and safety enhancements to create a more accessible and balanced transportation corridor.

FDOT District 7 | SR 35 (US 98) Design-Build from South of CR 54 US 301, Pasco County, FL. Traffic Engineer QC. This project will reconstruct an existing two-lane roadway into a four-lane divided facility with suburban and rural characteristics, including multilane roundabouts at Big Cypress Boulevard and SR 471 and a signalized intersection at US 98 and Rock Ridge Road. Improvements also include shared-use paths, wildlife crossings, U-turn loons, bridge culverts, and multiple stormwater management facilities. The project includes the construction of **shared-use paths** as a key multimodal improvement along the corridor. These shared-use paths are being built to support multi-modal transportation and provide safe pedestrian crossings at each of the four new multi-lane roundabouts (located at Townsend Rd, Old US 98, Cross Roads Development, and Clinton Ave). The paths are designed to enhance safety, mobility, and connectivity for both pedestrians and cyclists, integrating context-sensitive design elements to address community needs and promote accessibility throughout the upgraded corridor.

FDOT District 2 | SR 25 (US441) at SR 24 (SW Archer Rd), Alachua County, FL. Project manager and Traffic EOR for this project that includes development of concept plans to determine the most appropriate intersection traffic control and geometric configuration to most safely and efficiently serve all roadway users. The project includes a bike path along the west side of SR 25 that connects the UF campus to the Waldo Road Greenway Depo Avenue Rail Trail. Coordination with University of Florida was done for a temporary easement to fit the bike path in to avoid historic trees adjacent to US 441.

FDOT District 2 | Hawthorne (SE 218th Terrace/SW 3rd Street, SE 71st Avenue, and SE 221st Street), Alachua County, FL. Traffic EOR that led the efforts to accommodate bicyclists and parking spaces on SE 218th Terrace/SW 3rd Street, SE 71st Avenue, and SE 221st Street, a total distance of 0.70 miles. The intent of the project was to service bicycle traffic from the 7.00-mile Gainesville/Hawthorne Trail into Hawthorne and connect cyclists to the Town's park. A secondary goal was to calm truck traffic with a design that met the Town's character.

The design for SE 218th Terrace/SW 3rd Street included sharrow pavement markings, while SE 71st Avenue and SE 221st Street included milling, resurfacing, and sharrow markings. Minor widening was required on SE 71st Avenue. SE 221st Street also included a new serpentine alignment, placed with pavement markings, which allowed for parallel and angled parking spaces. The meandering design helps to promote slower vehicular speeds, specifically for truck traffic.

FDOT District 5 | SR 50 Access Management, Orange County, FL. Safety Engineer for the development of speed management design alternatives to obtain desired target speed and the safety improvement of vulnerable users along the corridor. Recommendations included location suggestions and installation of Midblock Pedestrian Signals, installation of a modular protection (Zicla Zipper) to improve safety on the bike lanes, and horizontal deflections and landscaping to reduce travel speed. This project is to implement access management criteria and reclassify the corridor from Access Class 04 to Access Class 05.

FDOT District 5 | SR 40 (Granada Boulevard) Design Alternatives Recommendation Report, from US 1/ SR 5 (Yonge Street) to SR A1A in Volusia County. Traffic EOR for this RRR project included milling and resurfacing of the existing pavement along with safety improvements and speed management countermeasures like new raised midblock crossings, realignment of SR A1A intersection approaches, ADA upgrades, and chicanes in support of a recommended target speed of 30 MPH. Scope also includes signalization, lighting, and signing and pavement markings, development of speed management design alternatives to obtain desired target speed and the improvement of safety for vulnerable users along the corridor. The study included the review of five studies completed along the corridor. Recommendations included location suggestion for Midblock Pedestrian Signals installations, installation of Leading Pedestrian Intervals at signalized intersections, and horizontal deflections and landscaping to reduce travel speed.



BURGESS & NIPLE



Ambar Diaz-Lozano PE

Lighting Analysis & Design EOR

Total Years of Experience: 21

Years with Current Firm: 3

Education:

BS, Civil Engineering, 2004, University of Central Florida

Affiliations:

American Society of Civil Engineers

Registrations:

Professional Engineer-FL, #76215, 2013

BACKGROUND

Ms. Diaz-Lozano brings more than 20 years of experience in traffic/safety engineering. Ambar has extensive experience serving as a Transportation Engineer. She assists in traffic operations and safety studies, signalization, roadway lighting, signing and pavement marking and maintenance of traffic (MOT) plans. She has also prepared roadway design plans and assisted in community involvement meetings. Her traffic operations studies experience includes signal warrant analysis, intersection analysis, developing condition and crash diagrams, exposure distances, and pushbutton design. Ambar possesses extensive knowledge of MicroStation Computer Aided Design (CAD), OpenRoads Designer and AutoCAD, the FDOT Standard Plans and Design Manual, as well as a wide variety of data processing software in the production of roadway and Intelligent Transportation Systems (ITS) plans.

RELEVANT EXPERIENCE

FDOT District 5 | South Lake-Sumter Trail Phase IV from Van Fleet Trail to Villa City Road, Lake and Sumter Counties, FL. Ambar served as Project Engineer for this trail lighting project. The lighting design involved shoulder, bridge and surface mount lighting throughout the proposed trail per FDOT standards. Ambar assisted in the preparation of the photometric analysis and voltage drop calculations for the roadway lighting report.

FDOT District 7 | SR 35 (US 98) Design-Build from South of CR 54 US 301, Pasco County, FL. Project Engineer for lighting. This project will reconstruct an existing two-lane roadway into a four-lane divided facility with suburban and rural characteristics, including multilane roundabouts at Big Cypress Boulevard and SR 471 and a signalized intersection at US 98 and Rock Ridge Road. Improvements also include shared-use paths, wildlife crossings, U-turn loons, bridge culverts, and multiple stormwater management facilities. The project includes the construction of **shared-use paths** as a key multimodal improvement along the corridor. These shared-use paths are being built to support multi-modal transportation and provide safe pedestrian crossings at each of the four new multi-lane roundabouts (located at Townsend Rd, Old US 98, Cross Roads Development, and Clinton Ave). The paths are designed to enhance safety, mobility, and connectivity for both pedestrians and cyclists, integrating context-sensitive design elements to address community needs and promote accessibility throughout the upgraded corridor.

FDOT District 7 | US 19/US 98/SR 55/Suncoast Blvd from NE 1st St to S of NW Snug Harbor, Citrus County, FL (sub to Michael Baker). RRR project on SR 55 (US 19/US 98/N. Suncoast Blvd) from NE 1st St (MP 14.396) to NW Snug Harbor (MP 15.570) in Citrus County which will rehabilitate the existing pavement utilizing asphalt resurfacing and upgrade existing pedestrian facilities to meet American Disabilities Act (ADA) standards. Additionally, this project proposes a signalized midblock crossing and makes typical section improvements to provide a bicycle lane within the entire project limits and improve mobility and safety along the corridor.



FDOT District 5 | SR 50 from Orange Blossom Trail to Shine Avenue, City of Orlando, FL

As Project Engineer for this urban corridor containing ten signalized intersections and three Traffic Monitoring Sites (TMS) stations through downtown Orlando, Ambar was responsible for the Signal Modification plans as required per the proposed M&R improvements. Signalization improvements included replacing existing vehicle detection with video detection and upgrading any non-ADA compliant pedestrian signal equipment as well as replacing/relocating any pedestrian features impacted by the proposed ramp changes. Additional services included preparing the FDOT Certification letter.

Osceola County | Simpson Road at Fortune Road, Osceola County, FL

Ambar served as the Lighting Project Engineer of Record for this safety and capacity project at the intersection of Simpson Road at Fortune Road. The project includes roadway widening to accommodate raised medians, additional turn lanes, and bike lanes while converting the rural typical into an urban typical. The improvements are approximately 3,200 feet along, both Simpson Road and Fortune Road. Project elements included intersection redesign, signalization reconstruction, roadway design, stormwater design including pond design, signing and pavement markings, ITS, structural work that includes signal mast arm design, and utility relocations.

Osceola County | Simpson Road (formerly Boggy Creek Road) Widening, Osceola County, FL

Ambar served as the Lighting Project Engineer of Record for this two-mile corridor from Osceola Parkway to East Boggy Creek Road. This project consisted of designing a four-lane divided suburban roadway and a new bridge for the eastbound lanes while incorporating an existing bridge for the west bound lanes. Project elements included intersection redesign, improvements with signalization, right-of-way acquisition, bridge design, environmental mitigation and permitting, highway design, stormwater design, structural work that includes box-culvert design and signal-mast arm design, and utility relocations.

Osceola County | Simpson Rd. and Eagle Bay Drive, Osceola County, FL

As the Engineer of Record, Ambar is currently responsible for the signalization design and Geotech/Surveying coordination required for completion under the PS-17-9180-TO contract. The design involves a new mast arm layout that would accommodate a future connected development as well as trunkline connection to existing fiber optic utilizing pay items from an existing Seminole County push button contract. Ambar participated with the subsurface utilities excavation

to locate and avoid conflicts with the mast arm pole placement against existing underground utilities. Ambar identified alternative pole locations during the subsurface utility engineering (SUE) process and is currently coordinating with structural engineers to provide the special design foundation needed.

FDOT District 5 | US-192/E Bronson Hwy/ Vine St from Bamboo Ln to Main St, Osceola County, FL

The development of speed management design alternatives to obtain desired target speed and the improvement of safety for vulnerable users along the corridor. This project involved milling and resurfacing the existing pavement, implementing safety improvements, and incorporating speed management countermeasures, such as new mid-block crossings, narrowing lanes, widening sidewalks, landscape improvements, and upgraded intersection lighting.

FDOT District 5 | SR 40 from SR 5 to SR A1A, Volusia County, FL

Ambar serves as Project Engineer for this RRR project which proposes milling and resurfacing of the existing pavement along with safety improvements which include new raised midblock crossings, realignment of SR A1A intersection approaches, ADA upgrades, and chicanes for speed management. Scope also includes signalization, lighting, and signing and pavement markings.



BURGESS & NIPLE



Linda Wu

PhD, PE, RSP₂₁
Traffic Safety EOR

Total Years of Experience: 13

Years with Current Firm: 8

Education:

PhD, Civil Engineering, 2017, University of Hawaii at Manoa

MS, Highway Engineering, 2012, Tongji University, China

BS, Civil Engineering, 2010, Nanjing University of Aeronautics and Astronautics, China

Professional Organizations:

American Society of Civil Engineers (ASCE)

Institute of Transportation Engineers (ITE)

Women's Transportation Seminar (WTS)

Registrations:

Professional Engineer-FL, 2022, #94385

Road Safety Professional, 2021, #695

BACKGROUND

Dr. Wu's professional experience includes nearly a decade of transportation and roadway engineering, safety analysis and studies, and grant writing. She is proficient in Synchro, ArcGIS, TransCAD, MySQL, MATLAB, MicroStation, and Microsoft Office. Her responsibilities include assisting with traffic operations design and simulation, intersection alternative analysis, data collection, benefit cost analysis, multi-modal safety analysis, as well as assisting with traffic impact, signal warrant and composite studies.

RELEVANT EXPERIENCE

FDOT District 1 | Palmetto Trails Network and Pine Island Safety, Manatee, County, FL.

Traffic Safety Engineer. B&N, as a sub to HNTB, supported multimodal corridor safety improvements for FDOT District One, including identification of safe crossing treatments for the Palmetto Trails crossings in Manatee County. Work included data collection, field review, safety diagnosis, and safety-driven roadway improvements to enhance connectivity, support evacuation routes, and provide safe access for pedestrians, cyclists, and transit users across key regional corridors.

Hillsborough County | South Coast Greenway Trail (Phase 3) PD&E Study, Hillsborough County, FL.

Traffic Safety Reviewer. The Southcoast Greenway Trail is a planned 12-foot-wide multi-use trail in Hillsborough County, Florida, extending from Symmes Road to approximately 1,300 feet north of Big Bend Road and forming part of the broader South Coast Greenway network. Currently in progress, the project includes a Project Development and Environment (PD&E) study and 30% line and grade design to evaluate feasible alternatives based on geometrics, soils, and structural considerations. The effort also involves detailed environmental assessments addressing potential impacts to physical, natural, and community resources, along with robust public involvement and interagency coordination. Planned along Bullfrog Creek Road, the trail is designed to enhance connectivity while minimizing impacts and providing a safe, efficient, and community-focused recreational corridor.

Hillsborough County | Lithia Pinecrest Road PD&E.

Traffic Safety Engineer. Dr. Wu conducted multi-modal safety analysis for the entire study corridor, and Intersection Control Evaluation (ICE) studies for 19 intersections within the project limit. The Lithia Pinecrest Road (CR 640) PD&E Study evaluated approximately 6.5 miles of arterial corridors in Hillsborough County to identify context-sensitive, multimodal, capacity, and safety improvements. The objective of the PD&E Study is to provide documented environmental and engineering analyses to assist the County in deciding on the type, conceptual design, and location of necessary improvements within the study limits. The project aims to enhance the roadway corridor, relieve congestion, and improve safety and mobility through a context-sensitive and environmentally conscious design. Alternative intersections were evaluated at 19 intersections along Lithia Pinecrest Road and Bloomingdale Avenue with recommendations



for reconstruction four intersections for multi-lane roundabouts. The proposed four-lane divided facility will include shared-use paths along both sides and incorporate access management using a raised median.

Hillsborough County | Speed Management and Speed Zoning Study, Hillsborough County, Florida. Project Manager and Traffic Analyst. Project develops a context-sensitive methodology and corresponding tools to identify appropriate target speed and design speed for the County arterials and collectors. The study involves review of best practices and innovative approaches both in the US and internationally to understand policies, laws and research. The impacts of context classification, multi-modal needs, safety and speed management strategies are quantitatively reviewed to reduce subjectivity when selecting target speed and design speed for projects on both existing and new roadways. Speed management toolbox is also developed for identifying appropriate strategies that may be used to achieve desired speeds across all context classifications.

Hillsborough County | Engineering Services, Transportation Development and Design, Hillsborough County, Florida. Grant Writer and Traffic Studies Analyst. Contract involves providing general/civil engineering services to support transportation capital improvements including but not limited to intersection improvements, new signals, traffic signal interconnection, road diets, complete streets, road widening, road resurfacing and reconstruction and bridge rehabilitation and replacement. Traffic Studies Analyst responsible for Preliminary Engineering Reports (PER) including Benefit Cost Analysis, Synchro analysis, traffic projections, queue length analysis, lighting evaluations, safety analysis and concept development. Efforts included:

- **Corridor Preservation Plan and Context Classification Assignment.** Traffic Planner and Study Analyst for the project, completed as three separate tasks: data collection and existing plan review; updates to the typical sections and development of a preliminary context classification database, will ultimately improve safety on the County's roads. The assignment included reviewing the preferred typical section for each context and road classification. This included developing appropriate target operating speeds and speed management strategies within the roadway footprint such as lane width, curb/tree separation from the roadway, and other key multi-modal components such as protected bike lanes. This information makes up the new context classification database.

Hillsborough County | Hillsborough County FY 2023 & 2024 Safety Annual Report & Safety Dashboard. Project Manager and Traffic Safety Engineer. B&N developed the FY 23 Safety Annual Report, which highlights the county's ongoing commitment to achieving the Vision Zero Goal. The report provides a comprehensive overview of safety initiatives and accomplishments in FY 2023, emphasizing a data-driven approach to identify crash patterns, and help the county allocate resources effectively, and implement cost-effective safety improvements. The report also includes a system performance evaluation, incorporating multi-modal Level of Service (MMLOS) metrics to assess how well the transportation network serves all users. The report also outlines the next steps, focusing on continued monitoring of system performance, refining safety priorities, and pursuing innovative strategies to advance Vision Zero. B&N is developing the Hillsborough County Safety Dashboard using Microsoft Power BI. It is an advanced data visualization tool that supports the county's commitment to roadway safety. The dashboard provides a comprehensive visualization of 10 years of fatal and severe injury crash data, enabling stakeholders to assess long-term trends and identify critical safety concerns. Through its interactive features, the dashboard presents a detailed breakdown of crash data by travel modes, context classification, crash type, facility type, and speed limits, offering a multidimensional understanding of crash patterns. The locations of selected crashes are mapped automatically, allowing for a spatial analysis of high-risk areas. Additionally, the dashboard actively tracks the county's progress toward the Vision Zero Goal, ensuring transparency and accountability in efforts to eliminate roadway fatalities and severe injuries.

FDOT District 1 | District Wide Traffic Operational Studies, Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, and Sarasota Counties, FL. B&N was responsible for coordinating and performing intersection delay, speed, left-turn and traffic signal warrant studies along with data collection including approach, turning movements, classifications, and pedestrian counts for state roadways/intersections in the District. 250 tasks have been completed including the following examples:

- 40 intersections along SR 70 in Arcadia in two days – Turning Movement Counts
- SR 600 (US 92) at Fairway Avenue in Polk County – Signal Warrant Analysis
- SR 45 (US 41) at Bispham Road in Sarasota County – Signal Warrant Analysis
- SR 45 (US 41) at 21st Street East in Manatee County – Signal Warrant Analysis
- SR 45 (US 41) at Palmview Road in Manatee County – Signal Warrant Analysis



BURGESS & NIPLE



A. Mark Atkininstall PE

Utility Analysis & Design EOR

Total Years of Experience: 21

Years with Current Firm: 2

Education:

MSCE, Civil Engineering, New Jersey Institute of Technology, 2014

BSCE, Civil Engineering, Embry-Riddle Aeronautical University, 2005

Affiliations:

American Society of Civil Engineers (ASCE)
American Water Works Association (AWWA)
Greater Tampa Utility Group (GTUG), Past Chairman

District VII Utilities Liaison Committee, Past Chairman

Florida Utilities Coordinating Committee (FUCC), Chair (2025-2026)

Specialized Training:

Manhole Assessment and Certification Program (MACP)

Pipeline Assessment and Certification Program (PACP)

Lateral Assessment and Certification Program (LACP)

Utility Risk Mitigation for Infrastructure Projects

Registrations:

Professional Engineer-FL #84609, 2018

Professional Engineer-GA #054384, 2025

Professional Engineer-MD #41719, 2012

Professional Engineer-DC #906504, 2011 (Inactive)

BACKGROUND

Mr. Atkininstall has 21 years of multi-state experience in project management for Civil Engineering projects including water/wastewater facility design, urban revitalization projects including low-impact development and utility coordination. Mark has worked on several highway design and drainage-related projects across multiple DOT jurisdictions. His relevant experience includes several projects for the Florida Department of Transportation (FDOT), the City of Tampa, and Hillsborough County, along with performing utility coordination (UC) for several major Design-Build projects.

RELEVANT EXPERIENCE

Pasco County Utilities UWHCA | SR 35 (US 98) Design-Build from South of CR 54 US 301, Dade City, FL. Utility Relocation Design EOR.

Project Engineer. The new roadway project impacts Pasco County Utilities existing potable water main along the project corridor and B&N was contracted through the UWHCA to perform utility coordination and water main relocation design services. The corridor currently contains an existing 8" though 12" potable water main with numerous valves and service connections to adjacent customers. The utility relocation design includes approximately 980 LF of 10-inch water main, 2,600 LF of 12" water main, 231 LF of 24" steel split-sleeve casing pipe along with ancillary equipment such as isolation valves, air release valve assemblies and service meter relocations.

Hernando County | SR 50 (Cortez Boulevard) at Highline Drive/Evergreen Woods Trail Intersection Improvements, Hernando County, FL. Utility Relocation Design EOR.

This project involved signalization of the subject intersection, addition of right-turn lanes, intersection lighting, drainage improvements, and the relocation of an 8-inch PVC force main. Mr. Atkininstall also performed constructability reviews and aided with utility conflict mitigation strategies.

Sarasota County Public Utilities UWHCA | I-75 at Fruitville Rd. Interchange Reconstruction (Sarasota, FL). Utility Relocation Design EOR.

The project involves the design of a Diverging Diamond Interchange (DDI) at Fruitville Road and I-75, reconstruction of 1.95 miles of I-75 to accommodate the future 10-lane interstate typical section in addition to the widening and resurfacing of 1.64 miles of Fruitville Road. The proposed roadway, drainage and signalization improvements resulted in utility conflicts with Sarasota County Public Utilities' infrastructure. The impacted facilities included a 16-inch DIP water main in a 30-inch steel casing, a 12-inch PVC water main, and a 12-inch forcemain. B&N's proposed relocation design included 205 linear feet of 12-inch HDPE forcemain and 429 linear feet of 18-inch HDPE water main that will be installed via Horizontal Directional Drilling (HDD) under Fruitville Road.

Hillsborough County | Riverview Drive from S US Hwy 41 to 11227 Riverview Drive, Riverview, FL Utility Coordinator and Utility Relocation Design EOR.

This project



involves 4.8 miles of milling and resurfacing the existing two-lane, two-way roadway. Riverview Drive involves safety improvements aimed at reducing the number of crashes along the corridor, improving pedestrian safety with enhanced cross walks, added sidewalk connections, extending cross drains outside of the clear zone and eliminating/shielding roadside hazards from traffic. Utility relocation design will be prepared for three culvert crossings for impacted asbestos concrete watermain owned by Hillsborough County.

FDOT District 1 | Design-Build, Various Locations in Collier and Lee County, Median and Intersection Improvements. Utility Coordination Manager. This project involved improvements at SR 84/Davis Blvd at Rich King Memorial Greenway Trail, at SR 45 (US 41) and Crystal Drive, and SR 867 from Cypress Lake to College Pkwy. As part of the utility coordination process, Mark performed constructability reviews of the plans, assisted the EOR with conflict identification and resolution, hosted Utility Design Conferences. Mark prepared the Utility Certification Package and will assist during the construction phase to ensure that utility relocations are performed in a timely manner and address concerns that may arise.

FDOT District 2 | SR A1A from Marineland to Fort Matanzas Inlet, St. Johns County, FL. Senior Utility Coordinator. This project involved the design of a 12-foot shared-use path with the potential for rectangular rapid-flashing beacons (RRFBs) and lighting at mid-block crossings. This project was approximately 2.5 miles in length. Additional responsibilities included assisting the engineer-of-record (EOR) with the preparation of SUE requests and reviewing the Utility Conflict Matrix.

4" - 12" Princess Anne Water Main, WSSC BOA PM0005A16 Task 1, Montgomery County, MD. Project Engineer. Mark was responsible for designing approximately 16,100 LF of small diameter water mains, water house reconnections, new fire hydrants, and other appurtenances. Design services also included permitting through Montgomery County DPS.

12" Pasadena Road Water Main Relocation, Anne Arundel County DPW, MD. Project Engineer. Mark was responsible for the design of approximately 400 LF of 12" PVC water main as part of the Department of Public Works sidewalk improvement project between MD 2 (Governor Ritchie Highway) and MD 648 (Baltimore Annapolis Boulevard).

Mayo-Holly Hills Sewer Pump Station Upgrades, Anne Arundel County DPW, MD. Project Engineer assisting with the design and upgrade of an existing sewer pump station to include a storage vault with approximately 5,300 gallons of capacity and new wetwell with dual 15hp submersible Flygt pumps designed to operate at 160 GPM at 160 TDH. A total storage capacity of approximately 7,700 gallons was provided with the new upgrades to the sewer pump station. Also included were new wet well ventilation system, and a new wet well gas detector in accordance with National Fire Protection (NFPA) 820 – Standard for Fire Protection in Wastewater Treatment and Collection Facilities that will be programmed and tied into the SCADA RTU alarms. Included preparation of documents to secure permits from Anne Arundel County and Maryland Department of the Environment (MDE).

Waterview Sewer Pump Station Rehabilitation, Anne Arundel County DPW, MD. Project Engineer responsible for the evaluation, design and rehabilitation of the 1960 pumping station including the replacement of 3-50hp vertical turbine pumps, valves and equipment, new comminutor, new odor control system, backup power generator, emergency bypass pumping quick connect vault, surge control evaluation, dry well improvements and new operator safety related equipment.

Towson Run 24-Inch Relief Sewer, Baltimore County Department of Public Works (DPW), MD. Project Engineer responsible for the design of approximately 2,600 LF of 24" PVC relief sewer along Towson Boulevard including a crossing at the Towson Run tributary. Responsibilities included coordination with existing utility providers within the proposed alignment including Washington Gas and Baltimore County DPW water and sewer services. Additional permit coordination included MDE Sewer Construction permit, temporary flood plain impacts and multiple stream crossings, Baltimore County Roadside Tree Permit, Department of Environmental Protection and the Soil Conservation District.



STEVEN R. SONBERG, P.E., P.S.M

Survey & Mapping

EDUCATION

University of Florida
Gainesville, Florida

REGISTRATIONS

Professional Surveyor
State of Florida, #6656

Professional Engineer
State of Florida, #92103

AFFILIATIONS

Florida Surveying & Mapping
Society (FSMS)

Florida Engineering Society
(FES)

YEARS OF EXPERIENCE

27+

Steven is a registered land surveyor with 27 years of experience in Southwest Florida. He has coordinated the field surveying and office mapping of design surveys for many large developments. Steven has extensive experience producing ALTA/ACSM land title surveys, condominium exhibits, record plats, topographic and jurisdictional surveys, utility route surveys and roadway improvement surveys. As Director of Surveying, Steven oversees the company's survey operations.

RECENT RELEVANT EXPERIENCE *Additional Experience Available Upon Request*

CHARLOTTE COUNTY SHERIFF'S ADMINISTRATION BUILDING AND FORENSICS LAB

CHARLOTTE COUNTY, FLORIDA

This project involved the completion of a Record Survey for the Sheriff's Administration Building and Forensics Lab. The project was located within the approximately 20-acre public safety campus on Loveland Boulevard. The survey included detail as-built surveying of the constructed improvements including, but not limited to, stormwater systems, paving & grading improvements, the potable water system and the wastewater collection system.

CHARLOTTE COUNTY DEPARTMENT OF HEALTH

CHARLOTTE COUNTY, FLORIDA

This project involved the completion of a Boundary and Topographic Survey of the approximately 8-acre Department of Health Facility located on Loveland Boulevard. The survey was completed utilizing the State of Florida's Minimum Technical Standards.

CHARLOTTE COUNTY FIRE STATION #3

CHARLOTTE COUNTY, FLORIDA

This project involved the completion of a Boundary, Topographic and Tree Survey of the existing Fire Station #3 facility located on El Jobean Road. The survey will be used for the design of the expansion of the existing Fire Station facility. The survey was completed utilizing the State of Florida's Minimum Technical Standards.

CHARLOTTE COUNTY TRANSFER STATION

CHARLOTTE COUNTY, FLORIDA

This project involved the completion of a Boundary and Topographic Survey of the existing Transfer Station located on Veterans Boulevard. The survey was completed utilizing the State of Florida's Minimum Technical Standards.

CHARLOTTE COUNTY FIRE STATION #17

CHARLOTTE COUNTY, FLORIDA

This project involved the completion of a Boundary, Topographic and Tree Survey of the approximately 4-acre property for the proposed Fire Station #17 facility located on Tamiami Trail (US 41). The survey will be used for the design of the proposed new Fire Station facility. The survey was completed utilizing the State of Florida's Minimum Technical Standards.





Shannon Freemon

Senior Environmental Scientist



EDUCATION

MS, Environmental Science and Policy, University of South Florida

BS, Animal Science, University of Florida

16 YEARS OF EXPERIENCE

CERTIFICATIONS/REGISTRATIONS

FWC Authorized Gopher Tortoise Agent
#GTA-16-00089E

FWC Imperiled Beach Nesting Bird Monitor
#LSIT-24-00355

FDEP Qualified Stormwater Management Inspector #28191

Graduate Certificate in Geographic Information Systems

Hydric Soils Specialized Training for Wetland Specialists

National Association of Underwater Instructors (NAUI) Open Water Scuba Certified

PROFESSIONAL AFFILIATIONS

Florida Stormwater Association

Tampa Bay Association of Environmental Professionals

Shannon Freemon is a Senior Environmental Scientist with 16 years of experience providing environmental planning, permitting, and natural resource support for transportation and trail projects throughout Florida. Her expertise includes wetland delineation and assessment, environmental permitting, protected species surveys, PD&E studies, mitigation monitoring, and agency coordination. Shannon has supported numerous shared-use path, trail, sidewalk, bridge, and roadway projects throughout Southwest Florida, including projects in Charlotte, Lee, Collier, Sarasota, Manatee, and Polk counties. She is experienced in coordinating with USACE, FDEP, FWC, USFWS, and Florida's water management districts to successfully advance projects through planning, design, and permitting. Shannon is an FWC Authorized Gopher Tortoise Agent and has extensive experience evaluating environmental constraints and developing practical solutions for projects located within sensitive natural resource environments.

Relevant Experience

FDOT District One, SR 78/Bayshore Road Pathway from Park 78 Drive to SR 31 PD&E Study, Lee County, FL.

Environmental Scientist responsible for environmental data collection for this PD&E Study corridor along 3.7 miles of Bayshore Road. The purpose of the study was to evaluate the addition of a 12-foot-wide shared-use path and an 8-foot-wide concrete sidewalk within the corridor. The addition of these elements would require bridge widening over two creeks. Desktop and field reviews were conducted to assess and map wetlands and habitats important to listed species. Environmental assessments of wetlands within and near the corridor were performed in the field and documented for the NRE. The study required agency consultation for the Florida scrub-jay, wood storks, Florida bonneted bat, crested caracara, the Florida manatee, and critical habitat for the manatee was present within the study corridor for smalltooth sawfish. An NRE documenting species survey results and consultation coordination was required.

FDOT District One, Peace River Trail from Mount Pisgah Road to US 98, Polk County, FL.

Environmental Scientist. Assisted with establishing wetland limits, collecting Global Positioning System (GPS) data, and Environmental Resource Permitting. The project involved the construction of 2.6 miles of 8-foot shell trail to provide a recreational facility, including a kayak launch access in Fort Meade that runs adjacent to the Peace River and connects Mount Pisgah Road with US 98. The alignment was designed to maximize the aesthetic nature of the trail and minimize tree removal. The design included two boardwalk segments totaling 100 feet over environmentally sensitive areas in the Peace River floodplain. Environmental services included a review of listed species, establishing wetland jurisdictional limits, preparing a sovereign submerged lands easement, and obtaining permits from SWFWMD and U.S. Army Corps of Engineers (USACE). Close coordination with the City of Fort Meade and Duke Energy Transmission was required.

FDOT District One, Fort Fraser Trail PD&E Study from SR 540/Winter Lake Road to Combee Road, Polk County, FL.

Environmental Scientist. Shannon assisted with data collection for wetlands and surface waters, and the quantification and analysis of impacts from multiple conceptual alternatives. This PD&E study focused on a 1.0-mile extension of

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Shannon Freemon (Continued)

Senior Environmental Scientist

the existing Fort Fraser Trail along US 98 from its current terminus at SR 540. The study evaluated alternatives to take the trail over or under the Polk Parkway with structures or at-grade alternatives north to Combee Road. Historic environmental permit research was conducted to develop a PD&E-level permitting approach. For species-specific surveys, required for crested caracara and gopher tortoises, Shannon coordinated and led the surveys and prepared survey results reports. Historic resources indicated that sand skink and bluetail mole skink soils were mapped and, working with the Natural Resources Conservation Service (NRCS), Shannon conducted an on-site soil analysis suitability assessment to document the absence of suitable soils and demonstrate the absence of skink habitat. She was also responsible for the preparation of the ESBA and WER, and related agency coordination to obtain concurrences. Participation at public meetings was required to answer environmental questions from the public.

FDOT District One, Haines City Trail, Polk County, FL. *Environmental Scientist.* Shannon assisted with the survey, permitting, and planning for excavation of gopher tortoise burrows. The project involved the construction of 1.6 miles of 12-foot asphalt trail and 8-foot sidewalk to connect the Haines City downtown area to the Lake Eva Community Park. It included utilizing the Haines City Railroad corridor for the location of the trail, minor structure design for mechanically stabilized earth (MSE) walls under a bridge, signing and pavement marking, removal of contaminated soils, gopher tortoise excavations, and sand skink surveys. The project included close coordination with the Department, the City, utility owners, and Duke Energy's major transmission line.

FDOT District One, US 41/SR 45 Sidewalk from Daniels Parkway to Palm Drive, Lee County, FL. *As Environmental Scientist,* Shannon established wetland limits. The project involved the construction of 3.7 miles of 8-foot sidewalk to provide connectivity along the US 41 corridor. The project included modifying the existing drainage system to accommodate the sidewalk and updating five signalized intersections with current pedestrian features. Environmental services included a No Permit Required memorandum and establishing wetland limits for a segment of sidewalk in northern Fort Myers.

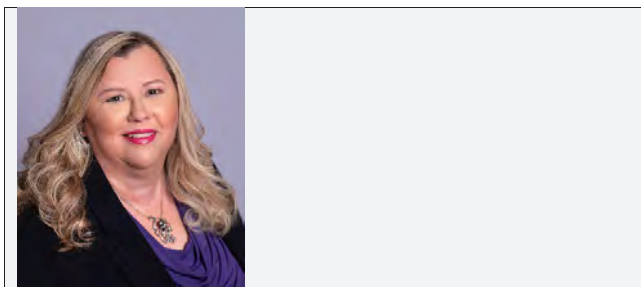
FDOT District One, Vance Whidden Park Trail, Glades County, FL. *Environmental Scientist.* Shannon conducted specific purpose surveys for listed species including the crested caracara and Okeechobee gourd. The project involved a 1,200-foot recreational trail within Lake Okeechobee public lands that included a pervious parking area, reconstructing a 0.7-mile two-lane access road, and the 12-foot paved asphalt trail. Construction plans, permitting, and specification documents were prepared. Project elements included pavement design, drainage structures, signing and pavement marking, maintenance of traffic, shell parking areas, permitting with SFWMD and USACE, and wildlife surveys for protected species.

FDOT District One, Fort Fraser Trail Bridge at Banana Creek, Polk County, FL. *Environmental Scientist.* Shannon performed wetland jurisdictional delineation, established seasonal high-water elevations, crested caracara surveys, and assisted with the Environmental Resource Permitting for the replacement of a bridge on the Fort Fraser recreational trail.

FDOT District One, US 98 (Peace River/Fort Meade) at Bridge No. 0064 (John Singletary Bridge), Polk County, FL. *Lead Environmental Scientist.* This project involved replacing the functionally obsolete, historic John Singletary bridge over the Peace River. The new bridge was to be placed south of the existing bridge, requiring US 98 to be realigned. The new bridge and roadway elevation were to be raised to account for fluctuations of the Peace River flood stage. The roadway typical section was an undivided urban facility with two 12-foot travel lanes, 7-foot bicycle lanes, a 6-foot sidewalk on one side, and a 10-foot shared-use path on the other side of the road. Wildlife crossings were to be included under the new bridge. Project elements included roadway, drainage, bridge hydraulics report, maintenance of traffic, structures, signing and pavement marking, lighting, environmental, permitting, PD&E reevaluation, surveying and mapping, utility coordination, subsurface utility engineering (SUE), geotechnical testing, public involvement, and cultural/historical investigations.



Resume for Professional Services Contract



Firm Name		Firm Address
Harbor Coordination Solutions, Inc.		2519 N. McMullen Booth Rd., Clearwater, FL 33761
Employee		
Name	Title with Firm	Proposed FDOT Job Class (Links to the Negotiations HB Listing)
Jeanna Dean	President/Chief/Sr Utility Coordinator	Chief/Sr Utility Coordinator
Role Employee will serve on this Contract		
Chief Utility Coordinator		
Years of Related Experience	Total Years	
27	27	

Licenses or Certification			
Type	Number	Initial Licensure (mm/dd/YYYY)	State
N/A			

Education		
Institution	Dates Attended	Degree / Certification Received
St. Louis College	1991	BA, Court Reporting

Relevant Experience:

D-1 SR 546/600 (US92) from w of Gary Rd to W of SR 659 (Combee Rd) Polk County, FL: Acting as the Sr. Utility Coordinator for this \$5 million Dollar resurfacing project with safety features. This project is on schedule and within budget.

D-1 Sr 600 (US 17) FROM Buff Avenue to South Blvd, Polk County, FL: This project is currently in design. Ms. Dean will be acting as the Sr. Utility Coordinator for this \$3 Million dollar resurfacing project.

D-1 US 92 from County Line Rd to Wabash Avenue: This is a \$4.3 Million dollar widening project from a 2-lane to a 4-lane divided roadway. Ms. Dean is providing Utility Coordination support to RS&H and the FDOT to successfully relocate any impacted utilities. This project is currently under design.

D-1 General Consultant Services Bartow, FL: This is a \$5 million dollar contract for consultant service held by Atkins. Harbor Coordination provides part-time assistance to serve the District One Utilities Office for special assignments and oversight services.

D-1 D/W Subsurface Utility Designate, Locating and Utility Coordination Support: AIM Engineering: This is a \$5 Million districtwide contract for SUE and utility coordination services. This contract is utilized by FDOT D-1 to assign task/projects to Ms. Dean to coordinate and/or provide oversight to any firm within the D-1



Resume for Professional Services Contract

geographical area. This contract is for FDOT to have access to consultants as an extension of their staff, therefore transparency is required in all activities.

SR 684 from W of 86th Street to W of 26th street, Manatee County FL: Acts as the Sr. Utility Coordinator for this \$1.2 million dollar resurfacing project with safety features.

SR 45 (US 41) from N of Port Commons to State College of FL, Manatee Co, FL: acted as the Sr. Utility Coordinator for this \$16.5 million dollar resurfacing project.

D-1 SR 655 From Coleman Rd to CR 542, Polk County, FL: Acted as the Sr. Utility Coordinator for this \$6 Million dollar resurfacing/drainge project. Ms. Dean discovered a private lift station tying into the County's system. She worked closely with the Polk County to bring them onto the County's system and ensure no conflict and no delay to the project. This project was certified 3 weeks early.

D-1 Replace High Mast Lighting (various locations) D1/Districtwide - Acts as the Chief Utility Coordinator for this is a task work ordder driven contract.

D-1 I-275 at Sunshine Skyway - Wave Attenuation Design/Build, Manatee County, FL: Acted as the Sr. Utility Coordinator for this \$6.5 M minor project to clear the utilities.

D-1 SR 62 at US 17, Hardee County, FL worked with Ajax on the contractors side for the UAO relocations.

D-1 SR 31 at CR 74 to CR 74, Charlotte County, FL Acted as the Sr. Utility coordinator for this \$8M roundabout project, working closely with the District Utiliteis Office, Department Legal and right of way for the FPL future build Transmission project for a succesful resolution.

D, FL

D-1 SR 867 from Cypress Lake Dr to Edinburgh Dr, Lee County, FL: Acted as the Sr. Utility coordnator for this hurricane ian repair project for Sanibel Causeway/McGregor Rd - this project is on-going

Other Related Experience:

Jeanna Dean has 25 years of utility coordination experience and acts as the prime liaison between utility agencies, all design disciplines, and any governmental agency. She has experience in various levels of roadway, transit, structures, and utility design projects. She is knowledgeable with Federal, many State and Local government agencies policies and procedures regarding utility design and coordination. Jeanna is knowledgeable in contract negotiation, federal/state and local funding procedures, utility adjustment and/or relocation design, utility permits, transit and railway coordination, right-of-way compensable interest/subordination and federal/state reimbursement requirements. She has extensive experience working with Federal Highway Administration (FHWA), Federal Transit Authority (FTA), U.S. Department of Transportation (USDOT), Florida Department of Transportation (FDOT), Florida Administration Codes (F.A.C.), Florida Department of Environmental Protection (FDEP) and Environmental Protection Agency (EPA) regulations, as well as the Ten State Standards for all pertinent projects with utilities.

Jeanna's unique experience and responsibilities on utility projects includes coordinating, advising and reviewing highway improvement planning with regards to meeting the FHWA Program Manual, American Association of State Highway Transportation Officials' (AASHTO), states' and local government agencies' design criteria and preliminary design plans with regard to utilities. She also coordinates the preparation, reviews and recommends approval of utility permits on all assigned projects. Jeanna negotiates initial contracts with utility companies for scheduled design improvement projects involving utility adjustment and/or relocation, including all related work, such as correspondence, review and processing of utility proposals, plans and utility work schedules. Jeanna acts as the Oversight Coordination Manager for all Utility Work by Highway Contractor Agreements (UWHCA), plans, technical specifications and cost estimates. Ms. Dean has done several design/build projects and understands the construction schedule to ensure the utility's work coincides with the contractors planned work schedule.



Taylor Henning, PSM

DIRECTOR OF SURVEYING



QUALIFICATIONS

- ✓ Over a decade of experience in the Geomatics field
- ✓ Topographic Surveying
- ✓ Boundary Surveying
- ✓ FDOT Surveys
- ✓ Construction Surveying
- ✓ Unmanned Aerial System (UAS) Services

EDUCATION

B.S., Geomatics, University of Florida

LICENSURE

Professional Surveyor & Mapper, FL #7279

Certified FAA Part 107 Remote Pilot

Maintenance of Traffic (MOT) Intermediate Level

Mr. Henning is McKim & Creed's Director of Surveying overseeing Southwest Florida survey operations. He possesses a depth of experience varying from terrestrial / mobile / aerial lidar data acquisition, point cloud registration, survey feature extraction, and lidar QA/QC. This experience has been utilized in support of FDOT Design / RRR / Design-Build / Concrete Rehabilitation survey projects giving him a well-rounded understanding of the nuances and requirement for each of these disciplines. Mr. Henning also has vast experience managing FDOT Subsurface Utility Engineering (SUE) projects. In addition to his Professional Surveyor and Mapper licensure, Mr. Henning holds a Certified FAA Part 107 Remote Pilot license and has provided unmanned aerial system (UAS) services on projects throughout Florida.

► Project Experience

ECRRT Brevard to Cow Creek Part A / Oak Hill, FL: McKim & Creed provided a Specific Purpose Survey in support of a Volusia County Rails-to-Trails design project, completing a full design survey of the southerly portion of the East Coast Regional Rail Trail from the Brevard County line to Cow Creek. The 7.7-mile corridor falls within an existing Florida East Coast Railway right-of-way purchased and surveyed by the State of Florida.

Pinellas Trail at 54th Avenue North Drainage Improvements / Pinellas Park, FL: McKim & Creed performed topographic and subsurface utility engineering work associated with the Pinellas Trail and 54th Avenue North drainage improvements. Work included a subaqueous topographical survey extending 30 feet beyond outfall into Cross Bayou, right-of-way establishment, QL-B and QL-A utility locates, and a survey baseline for Pinellas County. Services also included topographic surveys, boundary surveys, and SUE designation and test holes.

Fairpoint to Shoreline Multi-Use Pathway, Wetlands Trail Boardwalk and Pavement Rehabilitation / Gulf Breeze, FL: McKim & Creed provided LiDAR services in support of this project, which included construction of a new 10-foot-wide multi-use pathway along the Fairpoint Drive/Shoreline Drive loop, approximately four miles in length. The pathway supports multi-modal transportation for bikes, carts, scooters, and other wheeled modes of transport. The project also includes a pile-supported wood boardwalk through low-lying wetlands in Shoreline Park and rehabilitation of 1.3 miles of pavement along Shoreline Drive.

Tampa Bay Next Surveying and Mapping Services (Tampa, FL): McKim & Creed provided secondary horizontal and vertical control using TBX primary monumentation, targeting for photogrammetry, terrestrial mobile LiDAR and aerial LiDAR remote sensing and 3D topographic/DTM survey. The span of this project was from Westshore Boulevard to 1,600 feet northeast of Nebraska Avenue, along I-4 from I-275 to 50th Street, and along the Crosstown Connector from I-4 to south of the southbound toll gantry. A certified Project point cloud was prepared and delivered with its supporting Survey Report.



Sam Hall, PSM

SUE LEAD



QUALIFICATIONS

- ✓ Nearly three decades of experience in the Geomatics field
- ✓ Has managed multiple FDOT contracts over the past two decades
- ✓ Project Management
- ✓ Cost Control

EDUCATION

M.S., GPS Satellite Surveying and Conformal Mapping, University of Maine

B.S., Geography and Anthropology, University of Southern Maine

LICENSURE

Professional Surveyor and Mapper, FL #6644

AFFILIATIONS

Florida Surveying and Mapping Society (FSMS) Member

American Council of Engineering Consultants, Florida (ACEC-FL) Member

Florida Utilities Coordinating Committee (FUCC) Member

American Society of Civil Engineering (ASCE) Member

Mr. Hall brings nearly three decades of surveying, mapping, and project management experience to the McKim and Creed Team. He's led 14 continuing service, districtwide, or miscellaneous contracts for surveying, mapping, SUE and remote sensing with FDOT over the last 20 years, including five previous contracts with FTE. His experience includes multi-million-dollar transportation, state agency, and municipal development geospatial projects in all Florida regions. Throughout his career, Sam has demonstrated exceptional project understanding and technical expertise, providing an ability to pair technology resources to project needs that deliver comprehensive scope solutions, expedite survey task completion and limit cost. He has led both large and small geospatial teams through proposal development, scope delivery, and contract administration.

► Project Experience

SR A1A from North of International Speedway Boulevard to Milsap Road (CAC23), FDOT - District 5 / Daytona Beach, FL: Mr. Hall and the team assisted FDOT District 5 for this resurfacing and safety improvements project, part of a 3-project contract in Volusia County (FPID 442884-1-32-01). This 3.7-mile access project was on SR A1A, from north of International Speedway Blvd (MP 1.448) to Milsap Road (MP 5.114) in the Daytona Beach tourist district. The project began as a resurfacing, restoration, and rehabilitation (RRR) project and was expanded to incorporate widening; speed management countermeasures/safety improvements such as horizontal/vertical deflections, raised mid-block crossings, chicanes/chockers, and raised medians; along with intersections improvements, converting flush shoulders to curb and gutter; sidewalks; and a new shared-use path. These multimodal improvements are part of FDOT's Target Zero and Complete Streets initiatives. Services included roadway, milling and resurfacing, drainage, signing and pavement marking, signalization, lighting, ADA upgrades, landscape architecture, utility coordination, subsurface utility engineering (SUE), TTCP, access management, geospatial services (survey, mapping, mobile lidar, design surveys, and right-of-way surveys), minor structures, public outreach, geotechnical services, environmental permitting, and coordination with the municipal airport. This project will create a safer environment for all road users, while creating an aesthetically pleasing corridor for Daytona's tourist industry.

Bal Harbour Village Park and Community Center / Bal Harbour, FL: Mr. Hall assisted the client with the development of the Village Park and Community Center located at 16 Bal Bay Drive in Bal Harbour, Florida, featuring a bayfront community park and an iconic 3-story community center for the gathering of Bal Harbour residents. The program included social, educational, fitness, and recreational spaces. The design provides for diverse and flexible uses within indoor and outdoor spaces that allow for multipurpose activities for all Bal Harbour residents. The team provided complete surveying services including extensive staking of building pad, building layout, building grid lines, walls, all drainage, water, and sewer systems, play area, utilities, lighting, interactive water feature, along with finished paving, grading and drainage as-built survey documents.

Florida's Turnpike Enterprise (FTE) South System Miscellaneous Surveying and Mapping: Mr. Hall served as project manager and primary point of contact for four consecutive FTE South System Surveying and Mapping contracts, overseeing all aspects of task authorization production, field safety, and contract management. Assignments were primarily focused in the Turnpike southern region (Indian River County and south) but were issued as needed throughout the enterprise. Tasks included design surveys of all levels, drainage surveys, hydrographic surveys, subsurface utility investigations of all CI/ASCE 38-02 Quality Levels, terrestrial mobile lidar, advanced alignment retracement, control surveys, and miscellaneous right-of-way mapping document production. This contract also served as FTE's "Sunshine 811" utility locating service for miscellaneous construction within the system to mark FTE-owned utility facilities ahead of construction activities by third parties. More than 300 individual task authorizations were successfully performed over the course of ten years.



Thomas E. Musgrave, P.E.

Geotechnical Engineer

Summary of Capabilities

Geotechnical Engineering
Structural Engineering
Structural Damage Evaluations
Structural and Geotechnical Analysis
Project Management
Numerical Modeling of Soft Soil Embankments
Numerical Modeling of Soil-Structure Interaction

Years of Experience

With Tierra: 13 Years
With Other Firms: 1 Year

Education

B.S., Civil Engineering, University of South Florida, 2011

Professional Organizations/Registrations/Awards

Florida Professional Engineer, License No. 81669
American Society of Civil Engineers

Mr. Musgrave has worked in the field of Structural and Geotechnical Engineering for more than 14 years, starting as an intern and gaining experience in structural damage assessment, structural analysis, ground subsidence, water intrusion, roof inspection, cause and origin forensic investigation, and soils and materials testing. His experience includes working on structural forensic investigations as well as FDOT roadway projects, subsidence investigations, structural bridge analysis, pavement evaluation, MSE wall analysis, corrosion testing and research. He has performed FDOT projects for Districts I, V, VII and the Florida's Turnpike Enterprise. Mr. Musgrave also has extensive experience in structural testing including GPR evaluation of concrete and steel reinforcement.

Relevant Project Experience

Casey Key Road Shoreline Protection, Sarasota County
Roadway Cores for Resurfacing FY22, Sarasota County
City of Sarasota Modern Roundabout Improvement along Ringling Boulevard, Sarasota County
City of Sarasota Seawall Replacement, Sarasota County
City of Venice Well RO-8E Pipeline, Sarasota County
City of North Port Toledo Blade Boulevard Utility Extensions, Sarasota County
City of North Port Sumter Boulevard Utility Extension, Sarasota County
Executive Drive / Commercial Court at Jacaranda Boulevard, Sarasota County
Myakka Road over Myakka River Bridge Replacement, Sarasota County
Myakka River Deer Prairie Creek Hydrological and Wetland Restoration, Sarasota County
Bayshore Live Oak Park Seawall, Safety Railing, Erosion and Upland Walkway Replacement/Repair, Charlotte County
Old Landfill Road Safety Improvements, Charlotte County
Orange Belt Trail from Little Road to Gunn Highway, Pasco County
Coastal-Anclote Trail Shared Multi-Use Path and Boardwalk Bridge, Pasco County
Starkey Gap Trail Crossing at Trinity Boulevard Signals, Pasco County
Springside Crossing Turn Lanes, Hernando County
US 19 and Grizzly Bear Lane Turn Lanes, Hernando County
Dan Brown Hill Road Roadway and Drainage Improvements, Pasco and Hernando Counties
Spring Hill Drive and Barclay Avenue Signal and Pavement Improvements, Hernando County
Hernando High School Tennis Court Improvements, Hernando County
Elgin Boulevard Force Main, Hernando County
SR 50 (Cortez Blvd) Signals at Hospital Boulevard and Cortez Oaks Avenue, Hernando County
Hernando Beach Boat Lift, Hernando County
Powell Road Drainage Retention Area, Hernando County
Lake Lindsey Road Phase 3 Widening from Old Crystal River Road to Snow Memorial Highway, Hernando County
Howell Avenue Sidewalk Reconstruction from West Fort Dade Avenue to Irene Avenue, Hernando County
Lake Lindsey Road at Ponce De Leon Boulevard, Hernando County
Alafia River Shoreline Erosion Repair, Hillsborough County
Tiger IX Grant (Immokalee Complete Streets) Design Criteria, Collier County



Whitfield Avenue East Roadway Improvements, Manatee County
Brighton Valley Pipe Failure, Highlands County
Vanderbilt Beach Road (CR 862) Bicycle Lane Improvements, Collier County
Sunshine Boulevard from 17th Avenue SW to Green Boulevard, Collier County
CR 720 (Canal Road) from SR 78 to Dead End Pavement Evaluation, Glades County
Buffalo Jim Loop Improvements, STOF Big Cypress Reservation, Hendry County
South Boundary Road Improvements, STOF Big Cypress Reservation, Hendry County
Mabel T. Frank Way Roadway Improvements, STOF Big Cypress Reservation Hendry County
Falcon Lane and Osprey Road Improvements, STOF Brighton Reservation, Glades County
Sanibel Slough Stormwater Capacity and Water Quality Improvements, City of Sanibel, Lee County
Gasparilla Island State Park Boardwalk, Lee County
Bowditch Point Park and Crescent Beach Design, Lee County
Alico Road Widening from East of Ben Hill Griffin Parkway to Airport Haul Road, Lee County
Corkscrew Road Widening from Ben Hill Griffin Parkway to Alico Road, Lee County
City of Dade City: Morningside Drive Extension from Fort King Road to US 301, Pasco County
Dan Brown Hill Road Roadway and Drainage Improvements, Pasco County
Parkway Boulevard Sidewalk from Pine View Elementary School to Collier Parkway, Pasco County
Cypress Creek Road and County Line Road Traffic Signal, Turn Lane and Sidewalk Design, Pasco County
Little Road and Denton Avenue Turn Lane Improvements, Pasco County
Dixie Grove Estates Drainage Improvements, Pasco County
Trinity Boulevard and Cool Springs Parkway Signals, Pasco County
Winding Oaks Boulevard / Waterfall Drive and County Line Road, Pasco County
Leisure Lane Connection Improvements, Pasco County
Robert J. Strickland Memorial Park Boardwalk Replacement, Pasco County
Collier Parkway at Killington Boulevard Signalization, Pasco County
County Line Road Sidewalk Improvements from Northwood Palms Road to Big Creek Drive, Pasco County
Fort Denaud Road from SR 80 to Fort Denaud Bridge Way Resurfacing, Hendry County
WC Owen Avenue from Georgia Avenue to US 27 Pavement Evaluation, Hendry County
CR 78 Milling and Resurfacing from Hidden Hammock Drive to Kirby Thompson Road, Hendry County
East Ventura Avenue from South Deane Duff Avenue to South Francisco Street Resurfacing, Hendry County
George Billie Road Pavement Cores, Hendry County
Hendry Isles Boulevard Resurfacing from Arcadia Avenue to SR 80, Hendry County
CR 835 Resurfacing North and South Segments, Hendry County



MICHAEL BAIR, ASP, LEP, ASTM-CEP

Chief Scientist



Summary of Capabilities

FDOT Level I & II CSERs
ASTM Phase I & II ESAs
Quality Assurance/Quality Control
Contamination Assessment & Reporting
UST/AST Compliance, Assessment, and Closure
Soil/Groundwater Sampling
Waste Characterization & Disposal Options
Dewatering & NPDES Permitting
Remediation Strategy & Execution
Contractor/Subcontractor Selection & Oversight
Regulatory Liaison – FDEP, FDOT, Water Mgmt. Districts
Scope Development & Review
Project & Program Management
Source Removal & Remediation Programs

Years of Experience

With Tierra: 11 Years
With Other Firms: 19 Years

Education

B.A., Biology, University of Miami, 1994

Professional Certifications/Licenses

Associate Safety Professional #A15807 (BCSP, 2011)
Licensed Environmental Professional #419 (INSTEP, 2022)
Certified Environmental Professional #CEP0014 (ASTM, 2024)
Environmental Professional per 40 CFR 312.10
40-Hour HAZWOPER & 8-Hour Refresher (OSHA 1910.120)
ACOE Wetland Delineation & Management Training
AHERA Asbestos Inspector Initial Course

Mr. Bair has 30 years of progressive experience in environmental consulting, laboratory analysis, due diligence, remediation, safety, and transportation. His career began in the chemistry lab and evolved through fieldwork and project management to his current role as Chief Scientist. He has managed all aspects of environmental consulting, including proposal and scope development, field investigation, regulatory coordination, staff mentoring, report preparation, and client interface.

Mr. Bair currently oversees the Contamination Assessment & Remediation Department at Tierra, where he is responsible for scheduling and supervising CSERs (Level I and II), PD&E studies, Phase I and II ESAs, and remediation projects. His duties include budgeting, work product reviews, field oversight, QA/QC, and resource planning. He is a qualified Environmental Professional under 40 CFR 312.10 and signs all ESA reports for the firm.

Mr. Bair has supported FDOT projects statewide for more than 20 years and is well-versed in Chapter 20 of the PD&E Manual and District-specific contamination protocols. His program management experience includes coordination with FDEP (Preapproval, PRP, LSSI), multiple municipal contracts, and large-scale private sector clients. His comprehensive knowledge and consistent delivery make him a valuable asset for transportation-related environmental services.

PROJECT EXPERIENCE

Florida's Turnpike Enterprise

Central Polk Parkway East from SR 60 to US 17/92, Polk County
Widen Western Beltway (SR 429) from North of I-4/SR 429 Interchange to Seidel Road, Orange and Osceola Counties
Florida Turnpike from Indiantown Road to Okeechobee Road, Palm Beach, Martin, and St. Lucie Counties
Suncoast Parkway from SR 44 to CR 486 and from CR 486 to US 19, Citrus County
Turnpike Widening from SR 50 to Orange/Lake County Line, Orange County
Turnpike Widening from Orange/Lake County Line to Minneola Interchange, Lake County

FDOT District VII

SR 60 (Courtney Campbell Causeway) from CR 611 to SR 589 (Veterans Expressway), Hillsborough County
US 301 from North of Moccasin Wallow Road to SR 674 (Sun City Center Boulevard), Hillsborough County
US 41 at CSX, Hillsborough County
US 41 at SR 54, Pasco County
US 19 from CR 95 to Pine Ridge Way, Pinellas County
US 301/US 98/Clinton Avenue Realignment, Pasco County
Gandy Boulevard from 4th Street to Westshore Boulevard, Pinellas and Hillsborough Counties
US 98 from CR 54 to US 301, Pasco County
US 19 (SR 55) from 70th Avenue to 118th Avenue North PD&E, Pinellas County
SR 50 from US 301 to County Line, Hernando County

**FDOT District I**

Heartland Regional Trail, Collier County
 Heartland Regional Trail, Highlands County
 Heartland Regional Trail, Hardee County
 Heartland Regional Trail, Polk County
 I-75 from Golden Gate Parkway to Corkscrew Road, Lee and Collier Counties
 SR 82 from Gator Slough Lane to SR 29, Collier County
 Old US 41 from US 41 to Collier/Lee County Line, Collier County
 US 41 from Dunruss Creek to Gulf Park Drive, Collier County
 SR 31 from SR 80 to SR 78, Lee County
 Old US 41 from Collier/Lee County Line to Bonita Beach Road, Lee County
 US 41 at Bonita Beach Road, Lee County
 Ft. Fraser Trail, Polk County
 Old Dixie Trail, Polk County
 Palmetto Trails, Manatee County
 Wildlife Crossings, Polk County
 US 98 from Socrum Loop to CR 54, Polk County
 US 98 from Edgewood Drive to Main Street, Polk County
 SR 70 from CR 29 to Lonesome Island Road, Manatee County
 SR 70 from Lorraine Road to CR 675, Manatee County
 SR 31 Extension from SR 70 to US 27, DeSoto County
 US 41 at Main Street Roundabout PD&E, Sarasota County
 Harborview Road from Melbourne Road to I-75, Charlotte County
 SR 684 (Cortez Road) from SR 789 (Gulf Drive) to 123rd Street, Manatee County
 US 27 from Highlands County Line to SR 60, Polk County I-75 at Bee Ridge Road, Sarasota County
 I-75 Rest Areas, Charlotte County

FDOT District II

CR 241 Bridge over Olustee Creek, Columbia County
 CR 456 (Gulf Boulevard) over Lewis Pass Bridge, Levy County
 Airport Road/Creek to Daughtry Bayou Bridge, Levy County
 C-Street over Cedar Key Channel Bridge, Levy County

FDOT District III

SR 173 (Blue Angel Parkway) from SR 30 (US 98) to SR 297 (Pine Forest Road), Escambia County
 SR 20 PD&E from SR 79 to SR 75 (US 231), Washington and Bay Counties
 SR 30/US 98 PD&E Study from SR 189 to West End of Brooks Bridge, Okaloosa County
 SR 85 (Ferndon Blvd) from SR 123 to Mirage Avenue, Okaloosa County
 US 98 (SR 30) Navy Boulevard PD&E from SR 295 New Warrington to Chico Bayou Bridge, Escambia County
 US 98 (SR 30) over Santa Rosa Sound (Brooks Bridge Replacement) PD&E, Okaloosa County
 North Quincy Loop PD&E, Gadsden County

FDOT District IV

Midway Road (CR 712) from Glades Cut Off Road to Selvitz Road, St. Lucie County
 Port St. Lucie Boulevard from Becker Road to Darwin Boulevard, St. Lucie County

FDOT District V

SR 200 from SW 10th Street to SW 4th Street, Marion County
 SR 436 from US 441 to Seminole County Line, Orange County
 SR A1A from Hidden Cove to Sea Dunes Drive, Brevard County
 SR A1A from Oak Street South to North of US 192, Brevard County
 SR A1A from North of Sandra Drive to Flagler County Line, Volusia
 SR 423 from Kingswood Drive to Adanson Street, Orange County
 SR 45 / US 41 / Williams Street from North of Citrus County Line to SW 110th Street, Marion County
 SR A1A Sidewalk from Grosse Pointe Avenue to Flug Avenue, Brevard County
 LPGA Boulevard from US 92 (SR 600) to Williamson Boulevard, Volusia County
 I-75 Rest Areas, Marion County

Michael Bair, ASP, LEP, ASTM-CEP
Chief Scientist
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Shannon Estep

Senior Community Outreach Specialist

Shannon is an accomplished marketing, communications, and public outreach leader with a proven track record of driving innovative strategies across public, private, and entrepreneurial sectors. With more than two decades at Florida's Turnpike Enterprise (FTE), including 15 years specializing in marketing, communications, and public outreach, she brings a wealth of expertise, strategic vision, and creative leadership. During her tenure at FTE, Shannon led marketing and outreach for major statewide programs such as SunPass and Express Lanes, managing multimillion-dollar campaigns, developing intuitive digital platforms, and creating engaging outreach initiatives that made transportation information more accessible and relatable to the public. Renowned for her creativity and strategic insight, she has a distinctive blend of innovation, leadership, and authenticity that she brings to every project. Her work reflects a steadfast commitment to community engagement, brand integrity, and purposeful communication that delivers measurable, meaningful results.

Relevant Project Experience

Condition Assessment for Wastewater System Pipelines, Manhole, and Force Mains, Charlotte County Utilities, Charlotte County, FL: Charlotte County Utilities (CCU) is conducting smoke testing of the sanitary sewer system to identify areas with inflow and infiltration issues, pipe damage, or poor connections. This project involves introducing a non-toxic smoke into the sewer system so crews can observe where the smoke exits, helping locate points where unwanted water may be entering the City's sewer infrastructure. The results of this testing will assist in evaluating system conditions and planning necessary maintenance or repairs to improve overall system performance. Shannon serves as the lead community outreach specialist. She is responsible for interacting with the project team and public, developing and distributing project information and notifications, and tracking stakeholder communications in a stakeholder database.

West River Build Project Multi-Modal Network & Safety Improvements Segments 1 – 6, City of Tampa, Hillsborough County, FL: This five-mile-long project involves completing the remaining gaps in what will be a 12.2-mile multi-use pathway and installing enhanced, safe crossing features on major roadways. Several adjacent city streets will be enhanced to provide better sidewalks, bicycle facilities, and improved community safety. The project will expand connections and provide a variety of safe, accessible mobility options for pedestrians and bicyclists throughout the neighborhoods that make up the West River area. Valerin is leading the public involvement efforts for this high-profile project. Shannon provided support and participated in the groundbreaking event. She also oversees the community outreach team and activities for the project.

MacDill Air Force Base Access Improvements, City of Tampa, Hillsborough County, FL: The project is located on Interbay Boulevard and extends approximately 2.7 miles from Westshore Boulevard to Bayshore Boulevard. The proposed improvements on Interbay Boulevard include converting the existing two-lane undivided road to a three-lane divided road west of Dale Mabry Highway, plus widened sidewalks with special emphasis on Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossings, side street connections, ADA and drainage improvements, bicycle accommodations, and complete pavement resurfacing and restriping. This project also includes a center two-way left-turn lane along the corridor between Westshore Boulevard to Dale Mabry Highway. The purpose of the project is to reduce vehicle speeds, improve operations, enhance access, and improve safety for drivers, pedestrians, and cyclists. Shannon developed the Public Engagement and Community Outreach Plan and leads the public involvement efforts for this design project.

Lois Avenue from Cleveland Street to Boy Scout Boulevard, City of Tampa, Hillsborough County, FL: This project will deliver safety, multimodal, and operational improvements along Lois Avenue from Cleveland Street to Boy Scout Boulevard to relieve congestion, enhance safety, and improve bicycle and pedestrian connectivity. The City of Tampa will be making improvements along Lois Avenue, including the reconfiguration of lane widths to add a 10-foot urban side path on the east side of the corridor to provide a safer and more accessible space for pedestrians and cyclists. The project also includes operational and safety enhancements at the Cypress Street intersection, as well as evaluation of potential left-turn lanes, pedestrian refuge islands, and mid-block crossings where feasible. For this project, Shannon's responsibilities include developing the Public Engagement and Community Outreach Plan and providing oversight of the public involvement efforts.



Create • Communicate • Connect

Key Qualifications

- 23 Years of Experience
- FDOT Expertise
- Public Outreach
- Marketing/Branding
- Public Speaking
- Strategic Decision-Making

Education

- BA, Psychology, University of Central Florida

Training | Certifications

- Public Involvement
- Supervisory Skills Workshop
- Time Management
- USU Accessible Documents – ADA Compliance Course

Awards

- 2021 Award of Excellence Integrated Campaign – Branding
- 2021 Bronze Telly Award in Online Commercials for SunPass



Central Polk Parkway East Project Development and Environment (PD&E) Study from North of CR 546 to US 17/92, FTE, Polk County, FL: FTE is evaluating a tolled, limited access highway in northeastern Polk County. This new route would begin at US 27 and connect directly to I-4 and SR 429 (Western Beltway) via the future Poinciana Connector (SR 538). As a senior community outreach specialist, Shannon assists with public meetings and other public involvement efforts as needed.

Strategic Communications Consultant, Polk Regional Water Cooperative (PRWC), Polk County, FL: PRWC is an independent special district of local government whose members are the fifteen largest municipalities located within Polk County. PRWC's role is to proactively identify alternative water resources and projects that ensure the future sustainability of the water supply in the region. Valerin is responsible for assisting PRWC with its public engagement, education, and communications regarding the Phase 1 project solutions for meeting future water supply needs. Shannon creates content for inclusion in collateral materials including presentations, newsletters, and for posting on the PRWC website. She also remediates meeting minutes to ensure online ADA accessibility and monitors the project phone number and multiple email addresses regarding inquiries related to project information, public records requests, and media inquiries.

SR 589 (Veterans Expressway) Managed Lanes, FTE, Hillsborough and Pasco Counties, FL: The project delivered nine miles of new express lanes on the SR 589 (Veterans Expressway) in the Tampa Bay area, extending from Memorial Highway north to Hutchison Road, with entrance/exit access at key interchanges. The lanes fully opened to traffic in May 2018 and were equipped for All-Electronic Tolling (AET) with transponder-based collection. Unique features included differentiated lane access separated by tubular markers, mandatory electronic tolling with no cash lanes permitted, and the implementation of a managed-lane strategy on an already-tolled corridor, the first of its kind in the U.S. The initiative enhanced capacity and provided an option for improved travel reliability in a high-volume urban corridor. Shannon conducted a focused outreach campaign to prepare the public for the corridor's transformation. She presented to local stakeholders, including Tampa Bay Area Regional Transit Authority (TBARTA) and the Hillsborough and Pasco Metropolitan Planning Organizations (MPOs). Communications included billboards, press announcements, digital updates, and informational materials explaining lane eligibility, electronic tolling requirements, and project benefits.

Suncoast Parkway 2 PD&E Study, FTE, Hernando and Citrus Counties, FL: FTE conducted extensive public involvement for this project, engaging communities throughout project planning and design. Public hearings, virtual open houses, and in-person meetings provided opportunities for stakeholders to review proposed alignments, interchanges, and roadway designs, submit comments, and ask questions. FTE ensured accessibility by offering ADA accommodations, translation services, and multiple participation options, including online and phone submissions. Feedback from the public was tracked and considered in project planning. Shannon played a key role in planning, preparing, and executing public hearings for the project, coordinating logistics, preparing materials, and ensuring all presentation elements were ready for participants. She actively participated in the meetings, engaging directly with attendees, answering questions, and providing clear, informative guidance about project details and impacts to support transparency and community understanding.

All-Electronic Tolling (AET) Conversion, FTE, Palm Beach, Martin, St. Lucie, Indian River, Okeechobee, and Osceola Counties, FL: This project encompassed the conversion of the corridor from the Lantana Toll Plaza to the Three Lakes Toll Plaza, spanning six counties: Palm Beach, Martin, St. Lucie, Indian River, Okeechobee, and Osceola. This project, the largest and most complex AET conversion to date, involved removing cash tolling, demolishing two mainline toll plazas and 12 interchange plazas, and installing 12 free-flow mainline AET gantries with a new tolling scheme. The effort required coordination across a diverse team including construction contractors, inspectors, communications and marketing, finance, back-office toll operations, and roadside services. This project was executed in phases to minimize disruption, culminating in the overnight conversion of 155 miles and 13 interchanges in just five hours under live traffic conditions. Shannon implemented a coordinated marketing, communications, and public outreach program. Efforts included project webpages, social media updates, flyers, posters, billboards, and fact sheets explaining the shift to cashless tolling.

I-4 Managed Lanes, FTE, Orange and Seminole Counties, FL: FDOT implemented an extensive and adaptive public outreach program to keep the Central Florida community informed and engaged throughout all project phases. FDOT's outreach strategy included maintaining a comprehensive project website (i4ultimate.com), distributing e-newsletters, social media updates, and targeted email and text alerts to communicate traffic changes and construction impacts. The project team conducted numerous public meetings and open houses, providing opportunities for residents, commuters, and businesses to review project materials, ask questions, and submit feedback. Direct stakeholder engagement, including door-to-door outreach, business visits, and printed notifications, ensured those most affected received timely, relevant information. FDOT also provided translation and accessibility accommodations in compliance with Title VI and ADA requirements. As the Express Lanes public outreach program manager, Shannon oversaw the development and review of all outreach materials related to SunPass and managed lanes, ensuring consistent messaging and a cohesive visual identity across print, digital, and social media platforms. She collaborated closely with District Five's Public Information Office to simplify technical language and present complex transportation concepts in clear, accessible terms for the public. In this role, Shannon also coordinated approvals, monitored brand standards, and provided guidance to project teams and external vendors to maintain high-quality, user-friendly communications that effectively informed and engaged residents, commuters, and stakeholders about the I-4 Express Lanes program.



Tab 2

Proposed Management Plan

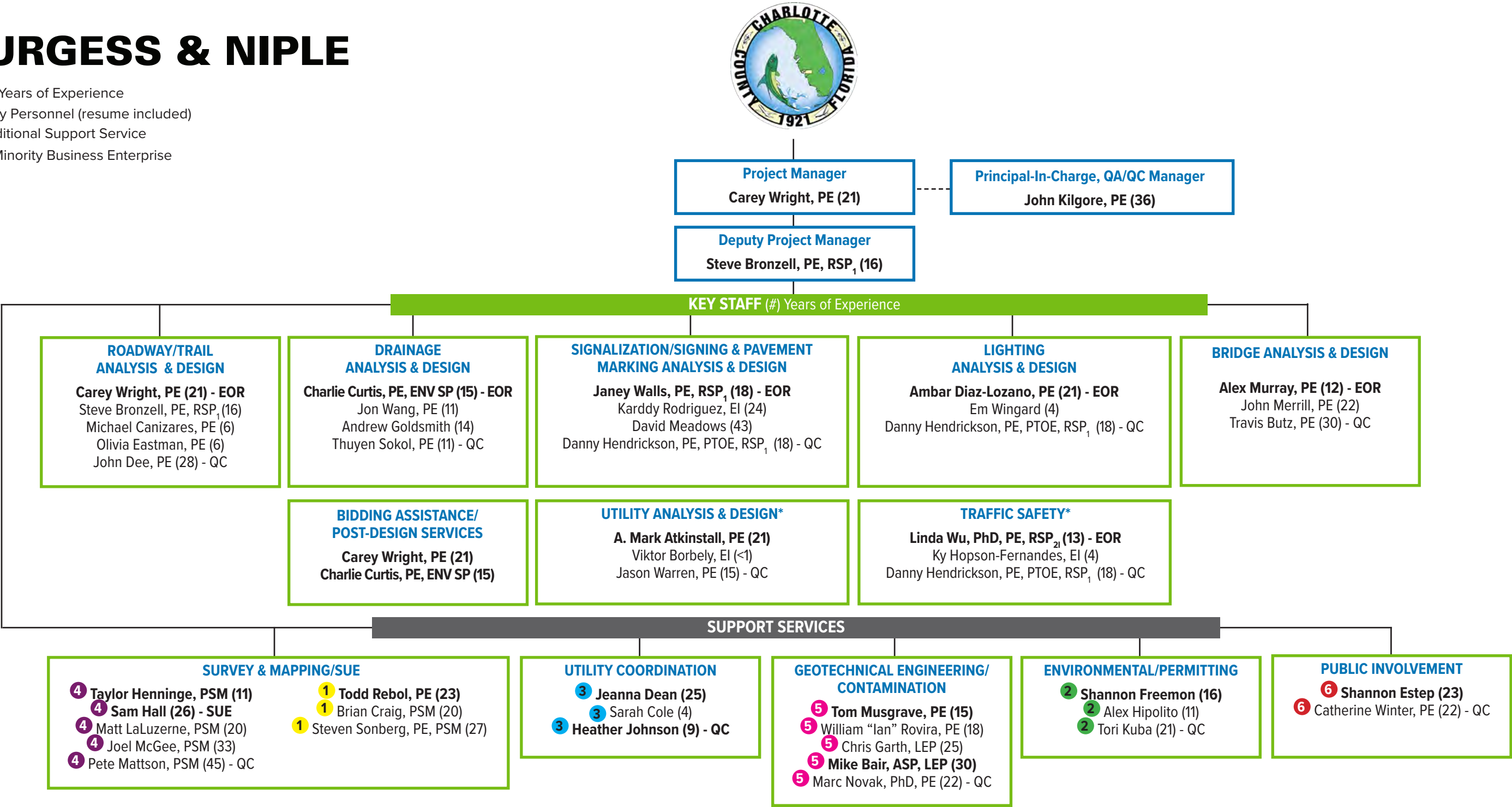




Organizational Chart

BURGESS & NIPLE

(XX) = Years of Experience
■ = Key Personnel (resume included)
* = Additional Support Service
M = Minority Business Enterprise



SUB LEGEND: 1 Atwell, LLC | 2 ESA | 3 Harbor Coordination Solutions, Inc. | 4 McKim & Creed, Inc. | 5 Tierra, Inc. | 6 The Valerin Group, Inc.



Tab 2. Proposed Management Plan



A. Team Organization 1. Design Phase

The B&N team has been carefully selected to provide Charlotte County with experienced designers who are well-versed in trail design and SUN Trail requirements. We will work closely with Charlotte County from design through construction of this 10.2-mile corridor, drawing on our recent experience with similar trail projects. Our subconsultant partners bring specialized expertise, local knowledge, and established relationships with the County. As Project Manager and Deputy Project manager, Carey and Steve will work closely with the County's Project Manager while coordinating with stakeholders and resolving issues to keep the project on schedule. The B&N team provides monthly progress reports along with invoices and team meetings while touching on project issues. **Refer to Tab 1 for more information about our team personnel roles and experience.**

Experience of Team Leader Handling Projects of Similar Type, Size, and Complexity

As B&N's proposed Project Manager for the Cape Haze Pioneer Sun Trail project, **Carey Wright, PE**, has more than 21 years of experience supporting municipal clients throughout Florida. He is experienced in project management, roadway and drainage design, plans production, scoping, scheduling, and feasibility studies and will be the Roadway/Trail Engineer of Record (EOR). Carey's more recent experience includes serving as Deputy PM for a trail PD&E study for Hillsborough County, the South Coast Greenway Trail Phase 3 from Big Bend Road to Symmes Road. His recent trail experience on this project relates directly to the Cape Haze Pioneer Trail project tasks.

Carey will be assisted by a team led by our Deputy Project Manager, **Steve Bronzell, PE, RSP**, who has experience as EOR on two SUN Trail projects - Tri-County Trail and South Sumter Trail. Steve has over 16 years of experience in project coordination, contract management, scheduling, specifications, and estimates. In addition to providing PM support, Steve will address specifications and ensure that the specification package will comply with all Local Agency Program state funding requirements and include any necessary Modified or Technical Special Provisions. Steve's FDOT project management background makes him an ideal choice to address specifications.

John Kilgore, PE, will serve as Principal-In-Charge and QA/QC Manager. John has over 36 years of experience in transportation and roadway engineering, project management, and complex infrastructure delivery at municipal and state levels.

Duties & Responsibilities of Key Team Members

Ambar Diaz-Lozano, PE, will serve as the Lighting EOR for the project. Ms. Diaz-Lozano has more than 20 years of experience in roadway lighting design, including highways, intersections, bridges, and multi-use trails. She will be responsible for the design of the trail lighting system, preparation of construction plans, and coordination with Florida Power & Light (FPL) to obtain power service connections and ensure compliance with all applicable FDOT specifications, National Electric Code, and the Charlotte County Supplemental Specifications for Roadway Lighting (May 2024). Ambar's experience in lighting design on a multitude of projects provides the background needed for the lighting challenges anticipated. Existing lighting along the corridor just south of the bridge over the Myakka River will require relocations to accommodate the proposed trail.

Charlie Curtis, PE, ENV SP will serve as Drainage EOR. Charlie brings over 15 years of stormwater management and permitting experience to the B&N team and served as Drainage EOR for the SUN Trail South Sumter Trail. He will assist with the trail design to maintain historic drainage patterns and minimize adverse impacts to the floodplain storage and drainage conveyance capacity. Continuous coordination among drainage, geotechnical, and environmental disciplines will be critical to establishing seasonal high-water elevations and corresponding base clearance elevations. Charlie has a background of working with Southwest Florida Water Management District on previous projects. Charles will be responsible for determining and designing solutions to the trail's drainage impacts as well as obtaining Environmental Resource Permit through Water Management District.

Alex Murray, PE, will serve as the Structures EOR for the project. Mr. Murray has over 12 years of experience in bridge design. He will develop bridge design alternatives to accommodate the proposed trail segment on the existing SR 776 bridge over the Myakka River (Bridge No. 010104). These alternatives will be evaluated with a focus on minimizing impacts to the existing structure while reducing construction costs.

A. Mark Atkinstall, PE will serve as Utility Analysis and Design EOR. He will provide the anticipated additional service of utility design. Mark brings extensive expertise in utility design, coordination, and project management. His experience includes over 100,000 LF of pipeline design and numerous pump station designs ranging in size from 0.1 MGD to 10 MGD. Mark's leadership in utility coordination groups (Past-Chair: District 7 Utilities Liaison Committee) and his role as the 2024/2025 Vice-Chair of the Florida Utilities Coordinating Committee further solidify collaborative ties between stakeholders.



Janey Walls, PE, RSP₁, will serve as our Signing and Pavement Markings EOR. She will be responsible for addressing signalization and trail signing and pavement marking design. Janey brings extensive experience in transportation projects across Florida, including trails, major, minor, and limited access facilities. Her expertise spans conventional and high mast signing, intersections, interchanges, pedestrian and roadway lighting, and pavement markings for resurfacing, safety, and reconstruction.

Dr. Linda Wu, PE, RSP₂₁, will serve as our Traffic Safety EOR. She is a safety expert who brings over a decade of experience in transportation and roadway engineering with a focus on safety analysis, planning, and multimodal studies. Her experience includes traffic operations analysis, intersection evaluations, benefit-cost assessments, and development of safety components for transportation manuals and guidebooks. Dr. Wu has contributed to major initiatives such as the Hillsborough County Transportation Design Manual and Safe Streets and Roads for All Action Plan.

Subconsultant Partners

The B&N team includes subconsultant partners for **Survey & Mapping, SUE, Utility Coordination, Geotechnical Engineering, Environmental Permitting, and Public Involvement**. Our team of subconsultants do what they do best, allowing B&N to do what we do best. The strength of these well-established relationships reflects the quality and responsiveness of the B&N team's client service. McKim & Creed, Atwell, Harbor Coordination Solutions (Harbor), Tierra, Environmental Science Associates (ESA), and The Valerin Group (Valerin) join the B&N team based on an alignment of core values, technical expertise, and similar experience. The B&N team will provide a quality product focused on corridor development, safety and service for all users.

Survey & Mapping/SUE: Our subconsultants **McKim & Creed** and **Atwell** will provide a topographic and drainage survey, digital terrain model (DTM), right-of-way-mapping, legal descriptions/ sketches, and subsurface utility exploration (SUE). Their topographic field survey will include 2-dimensional collection of above ground utilities, and selected 3-dimensional verification for any utilities which may be impacted by the proposed trail improvements.

Utility Coordination: **Harbor** will identify existing utility facilities along the corridor, evaluate potential impacts, and coordinate closely with Utility Agency Owners (UAOs) responsible for relocating their infrastructure. Leveraging extensive experience and a collaborative approach built on open communication, Harbor will work effectively with a wide range of utility providers to help minimize disruptions and reduce overall utility impacts. In addition, Sunshine 811

utility locates will be completed early in the project life cycle. Existing UAOs as identified in our preliminary research are:

Ex. Circum	Service Area	Utility Type(s)
Yes	CENTURYLINK CENTURY	FIBER, TELEPHONE
Yes	CHARLOTTE COUNTY LIGHTING DISTRICT COUNTY	ELECTRIC, FIBER
Yes	CHARLOTTE COUNTY UTILITIES - NE COUNTY	SEWER, WATER
Yes	CHARLOTTE COUNTY UTILITIES - SW COUNTY	SEWER, WATER
Yes	COMCAST CENTURY	CATV
Yes	CROWN CASTLE NG CENTURY	FIBER
Yes	EL JOBEAN WATER ASSOCIATION, INC. CENTURY	WATER
Yes	FLORIDA POWER & LIGHT - SUBAQUEOUS FLORIDA	ELECTRIC
Yes	FLORIDA POWER & LIGHT - CHARLOTTE FLORIDA	ELECTRIC
Yes	FLORIDA POWER & LIGHT - SARASOTA FLORIDA	ELECTRIC
Yes	FRONTIER COMMUNICATIONS CENTURY	CATV, COMMUNICATION LINES
Yes	MCI CENTURY	COMMUNICATION LINES, FIBER
Yes	FORGED FIBER 37 LLC CENTURY	FIBER

Geotechnical Engineering: **Tierra** will perform geotechnical services during project design to characterize subsurface conditions along the trail alignment and stormwater management facilities. This will consist of hand auger borings for soil classification and determination of the seasonal high-water level. If muck, organic soils, or shallow clayey soils are encountered, additional exploration will be conducted to delineate their extent. Prior to commencing any fieldwork, a geotechnical boring plan will be developed and submitted for review by the design team and Charlotte County.

Environmental Permitting: **ESA's** permitting experts recognize that compliance with local, state, and federal regulations is critical to project success. They remain up to date with evolving regulatory requirements and standards, ensuring the project meets all applicable environmental obligations. By proactively identifying potential permitting challenges, ESA will collaborate with our team to avoid and mitigate risks while streamlining and optimizing the overall permitting process.

Public Involvement: **Valerin** will lead the public outreach effort to keep impacted property owners, elected officials, and other stakeholders informed throughout the project. Our team emphasizes clear communication, early identification of issues, and meaningful stakeholder engagement across the corridor. Outreach activities will include one Board of County Commissioners (BOCC) meeting and in-person public workshops. These events will feature clear visual graphics, plain-language informational materials, and experienced staff available to answer questions and provide detailed project information.

Ability to Manage Personnel

Effective management of personnel is fundamental to successful project delivery. Our project team is strategically assigned based on expertise, ensuring that each task is handled by specialists who possess the necessary



technical knowledge and experience relevant to the project’s requirements. Personnel assignments are reviewed in relation to the project scope and schedule, matching availability and skillsets to maximize efficiency and accountability.

Our project management plan will ensure alignment with the project’s goals and County’s expectations by assigning the proper number of staff with requisite experience. Each staff member’s role and responsibilities are clearly defined in the project management plan. B&N conducts weekly staff meetings promoting open collaboration. These meetings enable managers to monitor progress and make necessary adjustments to staffing as needed. Input records such as weekly staff time sheets are used to track individual contributions and accumulated hours, allowing close monitoring of job progress compared to estimated costs and scheduled completion. If needed, personnel from other regional B&N offices are available to supplement the project team. Our team functions on the core goal of cost-effective solutions that achieve project objectives while delivering quality that goes beyond expectations.

Ability to Manage Risks & Unexpected Project Circumstances

Managing risks and unexpected project circumstances is critical to successful project delivery. Effective risk management begins with the identification and documentation of potential risks, which can arise from various sources including technical challenges, budget overruns, schedule delays, and unforeseen regulatory changes. Each risk is assessed for its probability of occurrence and potential impact on project objectives such as cost, schedule, and quality. Mitigation strategies are then developed and assigned to appropriate team members, ensuring that actions are tracked to completion and corrective action plans are communicated to stakeholders.

A central tool used by B&N in this process is the Risk Register, which records risk descriptions, assessments, mitigation strategies, and status updates. The Risk Register is reviewed during project meetings to ensure effective oversight and prompt response to potential risks. Documentation of these discussions and decisions ensures accountability and transparency throughout the project lifecycle. When unexpected project circumstances arise, such as changes in scope due to unforeseen conditions, Carey immediately identifies the changes, evaluates their impact on budget and schedule, and develops potential solutions. These will be presented to County project management for review and collaborative decision-making. The aim is to maintain alignment with project goals. By proactively identifying, assessing, and managing risks, and by maintaining open communication and collaboration, the project team can effectively navigate unexpected circumstances and keep the project on track.

Quality Control

With over 36 years of experience, John Kilgore, PE will serve as QA/QC Manager and Principal, overseeing plan and document reviews prior to submission to Charlotte County. He maintains weekly coordination with project management to ensure deliverable schedules are realistic and remain on track. In his role as Florida Transportation Director, John can efficiently deploy additional resources from B&N’s nationwide transportation team as needed. Our approach emphasizes clear communication of quality expectations among B&N staff and independent reviewers well-versed in the Florida Greenbook and evolving local design standards. Our team has a proven record of serving local agencies, consistently delivering accurate, high-quality documents on schedule and within budget. As a “living process,” B&N continually refines QC procedures through monthly QC Committee meetings, incorporation of County priorities, and application of lessons-learned checklists before each phase submission. B&N applies a standardized, color-coded six-step QC process to track reviews and ensure consistency, accountability, and high-quality deliverables.

- ✓ The deliverable is reviewed by the responsible professional and submitted for QC review.
- ✓ The quality control reviewer (QCR) reviews the document and uses a color-coded system to identify comments and concerns.
- ✓ The responsible professional reviews QCR comments, concurring or providing responses to any non-agreed items.
- ✓ The responsible professional then works with designers and production staff to address all of the concurred upon responses.
- ✓ Revised deliverable is returned to QCR reviewer for verification.
- ✓ Final deliverable and QC documentation are submitted to a principal for compliance review.

2. Construction Phase

B&N is committed to ensuring the project’s success through the completion of construction. Our team does not consider a project complete and successful until construction activities are completed. As a standard, our team will support the County through construction by attending meetings, addressing RFIs, performing shop drawing reviews, providing bid assistance, and tending to any other issues that arise during construction. Our approach is to have a strong partnership that extends from design into construction. We value the opportunity to meet and build a relationship with the contractors and CEI personnel with regular communication. This affords us the ability to proactively address challenges prior to them escalating into delays or claims.



Tab 3

Previous Experience Of Team Proposed For This Project





Tab 3. Previous Experience of Team Proposed For This Project



South Coast Greenway Trail (Phase 3) PD&E Study

Owner: Hillsborough County

Location: Gibsonton, FL

Owner Reference: Steffanie Workman, PE

Client Number: 813.307.1893

Client Email: WorkmanS@HCFL.gov

Project Dates: Ongoing

Project Design Fee: \$800K

Project Team: Steve Bronzell, Michael Canizares, Olivia Eastman

B&N Role: Project Manager / Engineer-of-Record (Carey Wright, PE)

Project Description

B&N is currently leading the PD&E Study and 30% design for the South Coast Greenway Trail (SUN Trail Trailway No. #10931001), a planned 12-foot-wide multi-use trail extending from Symmes Road to approximately 1,300 feet south of Big Bend Road in Hillsborough County. The project will become part of Florida's SUN Trail Network and provide a critical connection within the larger South Coast Greenway system.

The scope includes corridor analysis, evaluation of alignment alternatives, environmental studies, public involvement, agency coordination, and preliminary engineering. The team is assessing geometric constraints, critical vertical locations, drainage, structures, utilities, environmental resources, and community impacts to identify a preferred alignment that balances mobility, safety, environmental stewardship, and constructability.

Public involvement and interagency coordination are key components of the project, ensuring stakeholder feedback and agency requirements are incorporated throughout project development.

Project Highlights

- Active SUN Trail Project (#10931001).
- 12-foot-wide multi-use trail corridor.
- PD&E Study and 30% design.
- Evaluation of multiple alignment alternatives.
- Environmental studies and agency coordination.
- Public involvement and stakeholder engagement.
- Utility, drainage, and constructability evaluations.

Relevant Experience to Cape Haze Pioneer SUN Trail Pathway

- Direct SUN Trail experience with similar planning, permitting, and design requirements.
- Corridor analysis and evaluation of alignment alternatives.
- Environmental assessment and agency coordination.
- Public involvement and stakeholder engagement.
- Utility coordination, drainage design, and constructability considerations.
- Demonstrates experience advancing a trail project from concept through preliminary design while balancing mobility, safety, environmental stewardship, and community priorities.



South Sumter Trail on SR 471 from SR 50 to CR 478

Owner: FDOT District 5

Location: Sumter County, FL

Owner Reference: Jude Jean-Francois

Client Number: 386.943.5487

Client Email:

jude.jean-francois@dot.state.fl.us

Project Dates: 6/2019 - 7/2023

Project Design Fee: \$1.8M

Project Team: Steve Bronzell, John Kilgore, Janey Walls, Danny Hendrickson, Charlie Curtis

B&N Role: Prime - Project Manager / Engineer-of-Record (Steve Bronzell, PE)

Project Description

B&N led the design and construction support for the 4.8-mile South Sumter Trail, a critical segment of Florida's Coast-to-Coast Trail Network that closed a 22-mile gap between the Good Neighbor Trail and Van Fleet Trail systems.

The project involved evaluating multiple trail alignments to maximize connectivity while minimizing environmental impacts and avoiding right-of-way acquisition where possible. Project elements included drainage improvements, retaining walls, floodplain avoidance, ADA-compliant facilities, utility coordination, environmental permitting, protected species coordination, pedestrian crossings, and multimodal safety enhancements.

Through proactive stakeholder coordination and context-sensitive design, the team delivered a safe, accessible, and constructible trail facility that supports regional connectivity and long-term mobility goals.

Project Highlights

- 4.8-mile shared-use trail.
- Coast-to-Coast Trail Network connection.
- Closed a 22-mile gap in Florida's regional trail system.
- Multiple alignment alternatives evaluated.
- Environmental permitting and protected species coordination.
- Utility coordination and drainage improvements.
- ADA-compliant crossings and multimodal enhancements.

Relevant Experience to Cape Haze Pioneer SUN Trail Pathway

- Shared-use trail design within Florida's regional trail network.
- Alignment studies focused on minimizing impacts and reducing project costs.
- Environmental permitting and protected species coordination.
- Utility coordination and drainage design.
- ADA-compliant facilities and multimodal connectivity.
- Demonstrates successful management of schedule, permitting, stakeholder coordination, and constructability challenges.



SUN Trail Trailway
No.: #15931007



Tri-County Trail Design-Build from Keystone Road to the Pasco County Line

Owner: FDOT District 7

Location: Pinellas County, Florida

Owner Reference: Mary Lou Godfrey

Client Number: 813.975.6621

Client Email:

marylou.godfrey@dot.state.fl.us

Project Dates: 9/2015 - 7/2017

Project Design Fee: \$634K

Project Team: Steve Bronzell, John Kilgore, Danny Hendrickson

B&N Role: Prime - Engineer-of-Record (Steve Bronzell, PE)

Project Description

B&N served as Engineer-of-Record for this FDOT District Seven SUN Trail project, which added approximately 4.8 miles of 12-foot-wide shared-use path connecting Keystone Road and East Lake Road to the Pinellas/Pasco County line. The project extended the Fred Marquis Pinellas Trail and created a critical connection within Florida's Coast-to-Coast Trail Network.

The project traversed the environmentally sensitive Brooker Creek Preserve and required extensive coordination among FDOT, Pinellas County, utility owners, environmental agencies, and multiple stakeholders. Key challenges included protected species permitting, wetland and floodplain mitigation, utility conflicts, access coordination, and the design of safe trail crossings along an active roadway corridor.

Delivered through an accelerated design-build process, the project required proactive communication, schedule management, and rapid issue resolution to maintain delivery commitments.

Project Highlights

- SUN Trail Trailway (#15931007).
- Approximately 4.8 miles of shared-use path.
- Design-build delivery.
- Brooker Creek Preserve environmental coordination.
- Wetland, floodplain, and protected species permitting.
- Utility coordination and stakeholder engagement.
- Mid-block crossings and multimodal safety enhancements.
- Regional trail connectivity improvements.

Relevant Experience to Cape Haze Pioneer SUN Trail Pathway

- Direct SUN Trail experience.
- Environmental permitting involving wetlands, floodplains, gopher tortoises, and eagle protections.
- Utility coordination and agency collaboration across multiple stakeholders.
- Accelerated project delivery requiring strong schedule control.
- Mid-block crossings and multimodal safety improvements.
- Demonstrates ability to deliver complex trail facilities while balancing environmental stewardship, safety, schedule, and constructability.



SUN Trail Trailway
No.: #11931004



South Lake Trail

Owner: FDOT District 5

Location: Lake County, Florida

Owner Reference: Ty Garner, PE

Client Number: 386.943.5299

Client Email: ty.garner@dot.state.fl.us

Project Dates: 7/2015 - 3/2018

Project Design Fee: \$3.9M

Project Team: John Dee

B&N Role: Trail Design Lead

Project Description

B&N led the design of approximately eight miles of the Coast-to-Coast Connector Trail, a critical link connecting existing trail systems in Central Florida and advancing one of the state's most significant multimodal transportation initiatives.

Services included project management, trail design, stormwater management, retaining walls, pedestrian structures, environmental permitting, utility coordination, public involvement, and right-of-way acquisition support. The project includes a pedestrian bridge, tunnel, boardwalk, and multiple grade-separated crossings.

Major project challenges included right-of-way acquisition along a former railroad corridor, coordination with multiple agencies, wetlands, protected species, and maintaining trail connectivity through constrained areas. B&N developed practical solutions that minimized impacts while maintaining project schedule and constructability.

Project Highlights

- SUN Trail Trailway (#11931004)
- Eight-mile Coast-to-Coast Connector trail segment.
- Trail bridge, tunnel, boardwalk, and grade-separated crossings.
- Environmental permitting and protected species coordination.
- Utility coordination and right-of-way acquisition support.
- Public involvement and stakeholder engagement.
- Multidisciplinary project delivery.

Relevant Experience to Cape Haze Pioneer SUN Trail Pathway

- Large-scale regional trail project.
- Environmental permitting involving wetlands and protected species.
- Utility coordination and right-of-way support.
- Public involvement and stakeholder coordination.
- Complex structures and trail infrastructure.
- Demonstrates experience delivering trail projects with environmental, permitting, and right-of-way constraints.



Ringling Trail Design-Build

Owner: City of Sarasota

Location: Sarasota County, FL

Owner Reference: Nimesh (Nik) Patel, PE

Client Number: 941.263.6132

Client Email:

Nimesh.Patel@sarasotaFL.gov

Project Dates: 2022

Project Design Fee: \$330K

Project Team: John Kilgore, Steve Bronzell, Michael Canizares, Danny Hendrickson, Mark Atkinson

B&N Role: Design-Build Team Member

Project Description

B&N helped deliver the Ringling Boulevard Complete Streets and Protected Bicycle Lane project, creating a critical multimodal connection between The Legacy Trail, Downtown Sarasota, and Sarasota Bay. As part of the SUN Trail Network (#17931003), the project provided an important link between an established regional trail system and one of Florida's most active urban centers.

Completed through an accelerated design-build delivery method, the project responded to increasing demand for safe bicycle and pedestrian connectivity while supporting economic development and multimodal mobility goals.

Project elements included protected bicycle facilities, ADA-compliant pedestrian improvements, transit accommodations, intersection safety enhancements, signing and pavement markings, and landscaping improvements. Through close coordination with the City of Sarasota and project stakeholders, the project was delivered in less than one year while maintaining budget objectives and improving multimodal access.

Project Highlights

- SUN Trail Trailway (#17931003).
- Direct connection to The Legacy Trail.
- Accelerated design-build delivery.
- ADA-compliant pedestrian and bicycle facilities.
- Protected bicycle lanes and multimodal enhancements.
- Intersection safety improvements.
- Delivered in less than one year.

Relevant Experience to Cape Haze Pioneer SUN Trail Pathway

- SUN Trail connectivity and multimodal integration.
- Accelerated project delivery and schedule management.
- ADA-compliant pedestrian and bicycle facilities.
- Safety-focused corridor improvements.
- Extensive stakeholder coordination.
- Demonstrates innovative, cost-effective solutions that improve safety, accessibility, and connectivity.



Tab 4

Project Control





Tab 4. Project Control



A. Schedule

B&N will develop a project schedule consistent with the County's expectations that includes a list of deliverables and milestones that adhere to the project's scope of services. The schedule will include key milestone dates used to gauge project progress. Elements of the schedule that will be included will be survey, geotechnical data collection, utility coordination, stormwater and environmental permitting activities, and project phase submittals.

Following the approval of the scope and staff hours, the project schedule will be distributed to the County's PM and the B&N team. Weekly or bi-weekly progress meetings will be held with the appropriate project discipline leaders to discuss project progress, issues, concerns and other key project matters. Monthly progress reports will track ongoing and future tasks, milestones, and deliverables. The County's Project Manager will be kept informed of the project status, key changes, significant issues and their resolutions through a continuous open line of communication. B&N's QC process also incorporates constructability reviews at 60% and 90% design reviews to ensure that all project elements are included for cost estimating.

1. What techniques are planned to assure that schedule will be met?

B&N utilizes several techniques to assure that project schedule milestones are met. These strategies and tools enable B&N to efficiently allocate resources, monitor progress, and implement actions to ensure timely project delivery.

Resource Scheduling and Management: B&N uses dedicated roles such as Project Resource Schedulers to manage staffing and resources across multiple projects, ensuring that available staff are effectively balanced to meet project demands.

Regular Reviews: The company conducts weekly and bi-weekly schedule and staffing reviews, along with meetings, to balance workloads and ensure projects are progressing on schedule.

Workload Forecasting & Resource Planning: B&N Project managers meet bi-weekly evaluate upcoming workloads, staffing needs, and project schedules to proactively balance assignments and avoid staff overutilization.

Comprehensive Scheduling: B&N utilizes detailed schedules with critical path tracking, proactive staff and

resource allocation, routine progress evaluations, and risk identification and mitigation strategies.

Project Performance Monitoring: B&N's project management procedures include ongoing evaluation of project progress, schedule performance, and budget tracking.

Parallel Staffing: B&N can assign parallel staff from other B&N offices to supply additional resources on short notice when needed.

Collaborative Project Management: Project Managers collaborate and intermesh schedules across multiple projects, focusing efforts as needed to meet all client schedules.

Proprietary Project Management Software: Tools such as B&N's proprietary software allow for tracking of tasks, budgets, and schedules at a detailed level, enabling timely adjustments.

Critical Path Method (CPM) Scheduling: B&N creates and uses CPM schedules to identify critical and high-risk tasks before construction, helping to avoid late exposure of potential problems.

2. Who will be responsible to assure that schedule will be met?

Project Manager, **Carey Wright, PE**, is responsible for ensuring that schedules are met. He will be responsible for developing the project schedule, monitoring project progress, identifying potential delays, and taking necessary actions to keep the project on track. The project team members that are shown on the Organizational Chart 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. Carey will meet weekly with discipline leaders to ensure that the critical path schedule is maintained throughout the life of the project.



B. Cost

Both Carey and Steve will be involved in every aspect of the project to ensure the project's work plan is effectively executed and that the project budget remains on track through monthly payout curves. Their emphasis will be on maintaining budget control and minimizing redesign. B&N's internal Gateway tracking system produces reports such as:

- (1) Total time spent on a project
- (2) Time spent on a specific task within budget
- (3) Project budgetary data



Carey and Steve will conduct monthly internal design update meetings with discipline leads and will include a review of the critical path schedule and project budgets. B&N will develop a payout curve, which will be provided monthly to the County's Project Manager along with the monthly invoice for review.

1. What control techniques are planned?

B&N employs several cost control techniques to ensure projects stay within budget and meet client expectations.

We recognize the County expects delivery of final work products and services to be thoroughly reviewed by experienced professionals and projects to be of high quality, completed on time and within budget. The B&N team is committed to EXCEED these expectations. A key component of our approach is an effective QA/QC program. This begins through the development of a comprehensive Quality Control Plan that incorporates design checklists for all design disciplines, constructability reviews and Quality Assurance Certifications, which are completed by John Kilgore, PE (Quality Assurance Manager). Every team professional follows a stringent internal QC process which uses senior-level professionals in each discipline to perform independent peer reviews to ensure a quality product. These strategies enable B&N to deliver projects that meet both schedule and budgetary requirements:

Successive Construction Cost Estimates at Milestones: B&N performs construction cost estimates at key design milestones (e.g., 30%, 75%, and 100% completion) to track and control costs as the project progresses. This allows for adjustments and value judgments at review meetings to keep costs within budget or to adjust budgets as needed.

Defined Work Plan: They develop a clearly defined and workable project plan in collaboration with the client, setting objectives and the relative importance of each objective, and establishing critical milestones in advance. This helps guide efficient implementation and cost control.

Communication and Coordination: Maintaining good channels of communication among the engineering team, client personnel, and stakeholders is central to B&N's process. This ensures everyone is aligned on goals, requirements, and budgetary constraints throughout the project.

Cost Monitoring: Actual costs and progress are regularly monitored and compared against planned costs and progress. B&N uses weekly collection of hours and costs by individual and activity, with monthly cost reports and real-time tracking through in-house project management software.

Proactive Project Management: Project managers use in-

house project management tools to monitor project status, enabling early identification of issues and timely corrective actions.

Constructability Reviews: B&N conducts constructability reviews to identify cost-saving opportunities and ensure the feasibility and cost-effectiveness of project designs.

Value Engineering: For larger projects, value engineering is used as a formal approach to identify maximum value for the least cost, often led by senior staff under the direction of the Project Manager.

Quality Assurance/Quality Control (QA/QC): Application of checklists, independent checking of details and concepts, and documented reviews ensure that all requirements are captured and errors or omissions are minimized, which helps control costs and improve efficiency.

Use of Technology and Databases: B&N utilizes technology such as time and cost tracking tools and a computer-based estimating system to record, monitor, and analyze bid data, labor productivity, and project costs throughout the project lifecycle.

2. Demonstrate ability to meet project cost control.

The B&N staff employs practical design solutions with proactive approach to control project costs. Our methods are proven effective through our project history as no known additional construction costs were incurred as a result of design deficiencies. Our team's experience with design-build projects and relationships developed with contractors provides our team with insight into construction processes and techniques that infiltrate into our design. As part of the design process, our team utilizes value engineering and constructability reviews. These reviews are conducted by expert professionals with extensive relevant project experience. Finally, B&N is cognizant of seasonal factors and considers their impacts when developing a construction schedule for maximum budget and scheduling efficiency.

3. Who will be responsible for cost control?

Project Manager, **Carey Wright, PE**, is responsible for cost controls. He will be responsible for developing the project work plan, monitoring project costs, and taking actions as necessary 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.



C. Recent, current and projected workload

The B&N Team is available to provide the services for this contract, beginning immediately after contract execution. The office responsible for this contract will be B&N's Tampa office, with 53 professional and technical staff and an overall number of 71 transportation staff available throughout Florida. Assuming no change in our staff size over the life of the contract, the workload chart clearly demonstrates the B&N Team has the capacity to undertake this assignment. Our workload projection from this contract's inception sets our key staff's availability. The remainder of the B&N Team has availability to support the key individuals and demonstrates the B&N Team's backup staffing capability in the event of unforeseen circumstances.

This contract fits easily within B&N's workload capacity and will not require us to acquire additional staff to complete any task. Table 1 below includes a summary of our current projects in the Tampa office. Most importantly, our Project Manager, Carey Wright, PE, and Deputy Project Manager, Steve Bronzell, PE, are committed to this contract and will provide the County with the attention and focus required to meet and exceed the County's expectations. In addition to our core team, we have strategically assembled a group of subconsultants to strengthen our overall delivery. This depth of support not only enhances our technical capabilities but also positions us to proactively manage risks and keep the project on schedule.

B&N's Current Projects - Tampa Office

TABLE 1: CURRENT PROJECTS - BURGESS & NIPLE'S TAMPA OFFICE

TYPE	PROJECT	CLIENT	STATUS
PD&E	SOUTH COAST GREENWAY TRAIL PH III	HILLSBOROUGH COUNTY	90%
DESIGN	BLOOMINGDALE AVENUE AT PEARSON ROAD	HILLSBOROUGH COUNTY	25%
PER	LITHIA PINECREST ROAD AT CR 39	HILLSBOROUGH COUNTY	90%
DESIGN	PEBBLE BEACH BRIDGE REPLACEMENT	HILLSBOROUGH COUNTY	60%
DESIGN	LITHIA PINECREST ROAD AT FISHHAWK BLVD 15% LINE AND GRADE	HILLSBOROUGH COUNTY	25%
DESIGN	US 41 SIDEWALK	FDOT DISTRICT 1	10%
DESIGN	SR 524 WIDENING	FDOT DISTRICT 5	30%
DESIGN	ALTERNATE US 19	FDOT DISTRICT 7	30%

Identification of PM and Team Personnel Current Availability to the Contract

Name	Firm	0%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%
Carey Wright, PE	B&N									80%		
Steve Bronzell, PE, RSP ₁	B&N									75%		
John Kilgore, PE	B&N							65%				
Michael Canizares, PE	B&N									75%		
Olivia Eastman, PE	B&N									75%		
John Dee, PE	B&N							65%				
Charlie Curtis, PE, ENV SP	B&N									75%		
Jon Wang, PE	B&N							65%				
Andrew Goldsmith	B&N									80%		
Thuyen Sokol, PE	B&N									70%		
Janey Walls, PE, RSP ₁	B&N							55%				
Karddy Rodriguez, EI	B&N									70%		
David Meadows	B&N									75%		



Name	Firm	0%	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%
Danny Hendrickson, PE	B&N	70%										
Ambar Diaz-Lozano, PE	B&N	80%										
Em Wingard, EI	B&N	75%										
Alex Murray, PE	B&N	80%										
John Merrill, PE	B&N	65%										
Travis Butz, PE	B&N	55%										
A. Mark Atkininstall, PE	B&N	50%										
Todd Rebol, PE	Atwell	10%										
Steven Sonberg, PE	Atwell	15%										
Brian Craig, PSM	Atwell	20%										
Taylor Henninge, PSM	M&C	80%										
Sam Hall	M&C	70%										
Matt LaLuzerne, PSM	M&C	55%										
Joel McGee, PSM	M&C	55%										
Pete Mattson, PSM	M&C	55%										
Heather Johnson	Harbor	50%										
Sarah Cole	Harbor	65%										
Jeanna Dean	Harbor	65%										
Shannon Freemon	ESA	60%										
Tori Kuba	ESA	40%										
Alex Hipolito	ESA	50%										
Shannon Estep	Valerin	30%										
Catherine Winter, PE	Valerin	40%										
Tom Musgrave, PE	Tierra	40%										
Chris Garth, LEP	Tierra	50%										
Mike Bair, ASP, LEP	Tierra	50%										



Tab 5

Proposed Design Approach For This Project





Tab 5. Proposed Design Approach For This Project



A. Describe proposed design philosophy

The overall design philosophy for the Pioneer Trail/Cape Haze Shared-Use Path project is to provide a safe, continuous, and accessible multimodal facility that satisfies the Shared-Use Nonmotorized (SUN) Trail program requirements while minimizing impacts to existing transportation infrastructure, environmental resources, drainage systems, utilities, and adjacent properties. ***Our team reviewed the Cal-Tran trail study to develop an initial project understanding and familiarize ourselves with the trail background and issues.***

The proposed trail will tie-in to existing infrastructure at the intersection SR 776 (Jobean Road) and US 41. From that intersection, the trail will proceed toward the Myakka River along the west side of SR 776. The trail will cross the Myakka River and proceed to the intersection of SR 776 and Gillot Boulevard. From there, the trail will continue westbound along Gillot Blvd through the Gulf Cove neighborhood before ultimately tying into the Foresman Trailhead at the Myakka State Forest. The overall approach is intended to maximize connectivity amongst residential communities, recreational destinations, commercial areas, and regional trail networks.

Design efforts will focus on utilizing existing roadway right-of-way to the greatest extent practical while preserving historic drainage patterns and minimizing impacts to wetlands, floodplains, and existing structures. B&N project team leaders have visited the proposed corridor and evaluated corridor segments individually to identify the

most cost-effective and constructible trail design while maintaining compliance with FDOT design criteria and SUN Trail standards.

The proposed shared-use path must satisfy applicable FDOT shared-use path and SUN Trail design criteria, including minimum width requirements, horizontal and vertical clearances, accessibility requirements, separation from vehicular traffic, and overall user safety considerations. Existing utility infrastructure located throughout the corridor may influence the final trail alignment and design. Early utility coordination and investigation efforts have been conducted to identify potential conflicts and evaluate utility accommodation or relocation alternatives necessary to achieve compliance with applicable design standards.

Particular attention will be given to the segment between Gillot Boulevard and Foresman Boulevard, where the ultimate location of the shared-use path will be determined through evaluation of utility conflicts, wetland impacts, drainage considerations, right-of-way constraints, and constructability. Multiple alignment options may be evaluated within this segment to identify the most feasible and cost-effective solution while minimizing impacts to existing infrastructure and environmental resources.

Special emphasis will be placed on minimizing impacts to the Myakka River bridge crossing, maintaining existing hydraulic conveyance throughout the corridor, reducing utility conflicts, and preserving existing floodplain storage. Where constraints exist, context-sensitive solutions such



as retaining walls, localized trail shifts, culvert extensions, and innovative structural modifications will be considered to reduce environmental impacts and right-of-way requirements while maintaining user safety and comfort. The project will prioritize long-term durability, ease of maintenance, and resiliency to coastal flooding conditions associated with the corridor's proximity to the Myakka River.

B. What problems do you anticipate and how do you propose to solve them?

Several significant engineering challenges are anticipated throughout the project corridor.

1

Myakka River Bridge Crossing

The most significant project challenge involves providing a continuous shared-use path across the Myakka River while minimizing impacts to the existing bridge structure, utilities, and retaining wall systems. Preliminary evaluations indicate that utilizing the westbound bridge corridor offers the most feasible solution due to the age and geometric limitations of the eastbound bridge.

Potential solutions include reconfiguration of existing bridge cross-sectional elements, utility relocations, bridge modifications, or construction of supplemental structural elements where necessary. Multiple alternatives will be evaluated to identify the most cost-effective and least impactful solution.

2

Floodplain and Drainage Constraints

The project limits are located at the downstream end of the project where the Myakka River outlets into Charlotte Harbor after flowing underneath the SR 776 bridge. Our primary focus will be to demonstrate this project maintains historic drainage patterns and does not create adverse impacts to the floodplain storage and drainage conveyance capacity. With respect to stormwater-related environmental permitting requirements, the project is exempt from water quality and water quantity design criteria pursuant to Rule 62-330.051(10), F.A.C. However, the proposed improvements still require an Individual Environmental Resource Permit (ERP) due to anticipated floodplain and wetland impacts.

Most of the project corridor traverses FEMA-designated Zone AE and Zone VE floodplains. Because the project is located adjacent to the Myakka River and its outlet to Charlotte Harbor, a tidally influenced waterbody, most of the floodplain within the roadway right-of-way is classified as coastal floodplain. Impacts to coastal floodplain areas do not require floodplain compensation.

The sole exception is a narrow, linear strip of Zone AE floodplain (Base Flood Elevation 9.0 feet NAVD88) located along the north side of the mainline roadway between the Como and Flamingo Waterways. This floodplain encompasses the roadside ditch system. Any impact within this area will require either compensatory storage on a cup-for-cup basis or a demonstration that the proposed impacts will not result in adverse effects to the roadway or adjacent properties. Additionally, a regional watershed model developed for the proposed trail project may be utilized to support the floodplain impact analysis. Where appropriate, the model can be used to demonstrate the absence of adverse floodplain impacts, potentially eliminating the need for additional floodplain compensation and associated right-of-way acquisition.

Due to the relatively flat terrain within the project corridor, evaluation of offsite drainage patterns will be critical during design. The proposed trail profile will be developed to avoid obstructing offsite sheet flow draining toward the roadway right-of-way, thereby preserving existing drainage patterns and minimizing potential adverse impacts to adjacent properties.

3

Environmental Constraints

The project corridor contains wetlands and environmentally sensitive areas associated with the Myakka River floodplain and adjacent coastal ecosystems. The design team will seek to minimize impacts through careful alignment development, use of retaining walls where appropriate, and maximizing use of previously disturbed transportation corridors. A delineation will be conducted to identify **wetlands and surface waters** within the project limits. SR 776 traverses the Myakka River, Sam Knight Creek, and several waterways in addition to abutting wetlands. Impacts to wetlands and surface waters will be avoided to the greatest extent practicable, and permitting needs with the Southwest Florida Water Management District (SWFWMD) and U.S. Army Corps of Engineers (USACE) will be identified based on the extent of impacts. Unavoidable impacts will be mitigated through a mitigation bank based on credit types needed. The recommended alternative for the bridge widening to accommodate the trail will look to avoid permitting with the U.S. Coast Guard (USCG).

4

Utility Conflicts

Major utility facilities, including water transmission mains crossing the Myakka River and associated support structures, may conflict with proposed trail improvements. Early utility coordination and subsurface utility investigations will be conducted to identify conflicts and develop relocation or accommodation strategies that



minimize impacts to both utility operations and project construction.

The proposed shared-use path must meet FDOT and SUN Trail design criteria, including minimum facility width, lateral clearances, accessibility requirements, and safety standards. As a result, utility facilities located within the corridor may require relocation, adjustment, protection, or accommodation to allow construction of a compliant shared-use path within the existing right-of-way. Utility coordination will therefore be a critical component of project development and will be performed throughout the design process to identify and resolve conflicts while minimizing impacts to utility operations and project costs.

The segment between Gillot Boulevard and Foresman Boulevard is anticipated to require additional evaluation due to the presence of existing utilities, right-of-way limitations, potential wetland impacts, and existing drainage features. The final location of the shared-use path within this area will be determined during design based on coordination with utility owners, environmental evaluations, and engineering analyses to identify the alignment that best balances constructability, environmental stewardship, residential property access, user safety, and overall project costs.

5

Existing Drainage Infrastructure

All existing cross drains requiring extension will be evaluated and designed using the velocity method outlined in Chapter 4 of the FDOT Drainage Design Guide. Cross-drain stain elevations collected during the field review indicate Estimated Seasonal High Water Levels (ESHWLs) that are generally consistent with adjacent roadside ditch invert elevations. Although no cross drains were observed to be structurally deficient during the field review, it is recommended that a pipe video survey be performed early in the design phase. Early completion of this effort will allow sufficient time for review of results during Phase II and help avoid potential schedule delays associated with limited contractor availability.

Roadside ditch analyses will be performed in accordance with Chapter 2 of the FDOT Drainage Manual to demonstrate that the proposed trail will not adversely impact the existing conveyance capacity of the drainage system. Where appropriate, retaining walls or similar features will be considered to minimize impacts to existing open ditches and reduce the need for drainage modifications.

Existing storm sewer systems and cross drains will be utilized, where feasible, to provide outfall connections for proposed drainage structures. A bridge hydraulic analysis

is not anticipated to be required because the proposed improvements do not include widening of the Myakka River bridge.

6

Driveway Reconstruction and Access Management

Numerous residential, commercial, and side street connections are located along the project corridor. Construction of the proposed shared-use path will require evaluation and potential reconstruction of driveway connections where necessary to maintain property access, satisfy ADA requirements, and provide safe interactions between trail users and vehicular traffic.

Driveways impacted by the proposed trail will be evaluated during the design phase and reconstructed as necessary to accommodate the proposed trail profile, cross slopes, drainage requirements, and shared-use path geometry while maintaining access to adjacent properties. Design efforts will focus on minimizing impacts to existing residential and commercial access points while providing appropriate visibility, pavement markings, signage, and crossing treatments to enhance safety for both motorists and trail users.



C. Describe probable site-specific alternatives.

The most significant project constraint occurs at the SR 776 crossing of the Myakka River, where the proposed shared-use path must provide a safe and continuous bicycle and pedestrian connection while minimizing impacts to existing bridge infrastructure, utilities, retaining walls, and adjacent environmental resources. Based on preliminary evaluations, the westbound bridge corridor is anticipated to provide the most feasible location for the trail crossing. Several site-specific alternatives will be evaluated during project development.



Alternative 1

Utility Relocation Within Existing Bridge Width

This alternative would accommodate the proposed shared-use path by relocating the existing 12-inch and 16-inch water transmission mains currently occupying space adjacent to the existing sidewalk. Utility relocation options may include attaching the utilities to the exterior side of the bridge structure, suspending the utilities beneath the bridge deck, or supporting them on engineered brackets and pedestals attached to the existing bridge.

Relocating the utilities would create sufficient space to widen the existing sidewalk and convert it into a shared-use path facility while maintaining the existing roadway geometry and preserving available bridge width for future



transportation improvements. This alternative minimizes impacts to the existing bridge superstructure while maximizing use of existing infrastructure and maintaining long-term flexibility for future roadway capacity enhancements.

A key benefit of this alternative is preservation of the existing inside shoulder width. Preliminary review indicates the westbound bridge currently contains an approximately 22-foot inside shoulder that could potentially accommodate future lane additions if warranted by future traffic demand. Retaining this available width allows Charlotte County and FDOT to preserve future capacity options while implementing the shared-use path project.

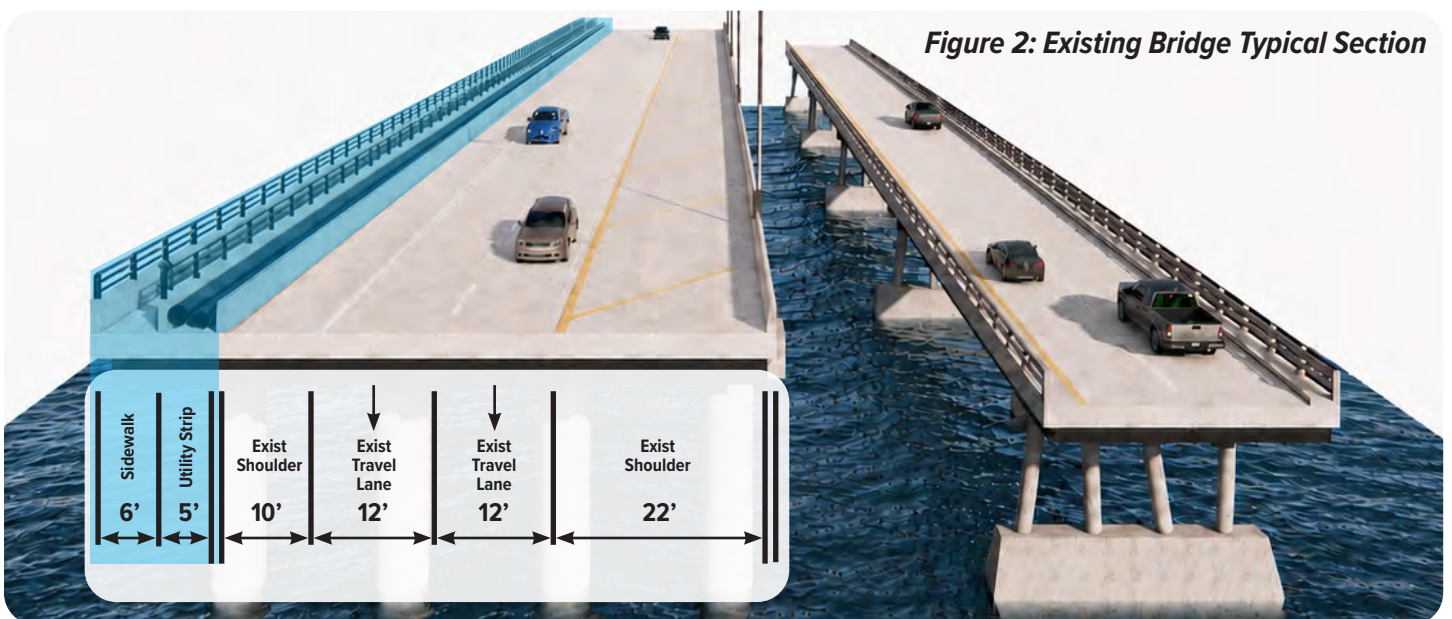
This alternative minimizes structural modifications while maintaining future transportation flexibility and is the anticipated alternative for further evaluation. We will work with the FDOT to obtain approval for relocating the existing water lines. Also noteworthy is that the trail would have a width of 11'-9" over the bridge and potentially along the southern approaches. The FDOT SUN Trail Handbook "Implementing Florida's Shared-Use Nonmotorized (SUN) Trail Network" states ***"In some areas of extreme constraints, such as at bridges or in environmentally sensitive lands, a multi-use trail may be as narrow as eight feet wide. In general, development of SUN Trail funded projects will be 12-foot wide, asphalt, multi-use trails."***

This alternative also allows for the future restriping within the existing bridge footprint of the SB lanes to three 12-foot travel lanes and inside and outside paved shoulder width of 10 feet. This would be in compliance with FDM Table 210.4.1 which requires 10-foot wide inside and outside paved shoulders for three lanes in one direction when there is a barrier on each side.

Figure 1: Existing Westbound SR 776 Bridge Looking North Across the Myakka River



Figure 2: Existing Bridge Typical Section





**Figure 3: Relocated Utilities Bridge
Typical Section with Trail**

➔ **Alternative 2** **Reallocation of Existing Bridge Width**

This alternative would accommodate the proposed shared-use path within the existing bridge footprint by reducing the width of the existing inside shoulder and shifting travel lanes eastward. A new traffic barrier would be installed between vehicular traffic and the shared-use path to provide separation and enhance user safety.

This alternative would likely eliminate the need for bridge widening and would reduce impacts to existing retaining walls, sheet pile walls, drainage features, and environmental resources. However, implementation would be dependent upon a detailed traffic operations analysis demonstrating that the existing inside shoulder could be reduced to accommodate future roadway capacity improvements.

➔ **Alternative 3** **Bridge Widening**

This alternative would widen the westbound bridge to accommodate the proposed shared-use path while maintaining the existing roadway lanes, shoulders, and utility infrastructure. Widening would likely occur along the exterior side of the bridge and may require additional structural elements including new beams, deck widening, barrier modifications, and potential improvements to existing substructure components.

This alternative preserves existing roadway operations and future capacity opportunities while providing a dedicated facility for trail users. However, it would likely increase construction costs, permitting requirements and utility coordination efforts, and environmental impacts.

➔ **Alternative 4** **Independent Shared-Use Path Bridge**

This alternative would involve construction of a stand-alone bicycle and pedestrian bridge adjacent to the existing Myakka River crossing. The independent structure would be designed exclusively for non-motorized users and would eliminate the need for significant modifications to the existing bridge infrastructure.

Although this alternative provides the greatest separation between vehicular traffic and trail users, it is anticipated to have the highest construction cost, greatest permitting complexity, and largest environmental footprint. Additional floodplain, wetland, right-of-way, and structural impacts would likely be associated with this option. As a result, this alternative is expected to be considered only if modifications to the existing bridge prove infeasible. Throughout the remainder of the corridor, localized alternatives will also be evaluated to address site-specific constraints associated with drainage features, utilities, floodplains, wetlands, and retaining walls. These evaluations will focus on maintaining trail continuity while minimizing impacts to existing infrastructure and environmental resources.



D. Describe innovative approaches in production and design.

The B&N team has been directly involved in innovation directly as it relates to safety and multi-modal compatibility. Our team has recently been involved in working with Hillsborough County to develop new design standards and modifications to existing standards as they relate on a local level. These innovations have set the standard for the County design and have been utilized to develop the Hillsborough County Transportation Design Manual.

Some of the innovations include modifications to road crossings by introducing a crosswalk approach zone (CAZ). The CAZ is a striping and signing scheme developed to enhance driver awareness of an approaching pedestrian crossing. Through the CAZ, the existing road is restriped to transition to a slight reduction in lane width while introducing diagonal striping along the roadway edges to mitigate speeds and raise awareness. This restriping is coupled with strategically placed signage designed to reduce vehicular speeds.

An innovation is our development of a **multi-modal safety analysis**. We have worked to develop a “Safety Toolkit” to identify short-, mid-, and long-term safety recommendations based on historical data and analysis. The safety toolkit provides countermeasures to safety deficiencies for all modes of transportation.

Another innovation on B&N’s South Sumter Trail Design project was within the City Limits of Webster, which had **severely constrained right-of-way**, with buildings adjacent to the right-of-way and utilities (photo below). B&N worked with the City and FDOT to modify the existing roadway typical section and installing curb and gutter to create additional space to fit the trail through this constrained area and avoid right-of-way acquisition.

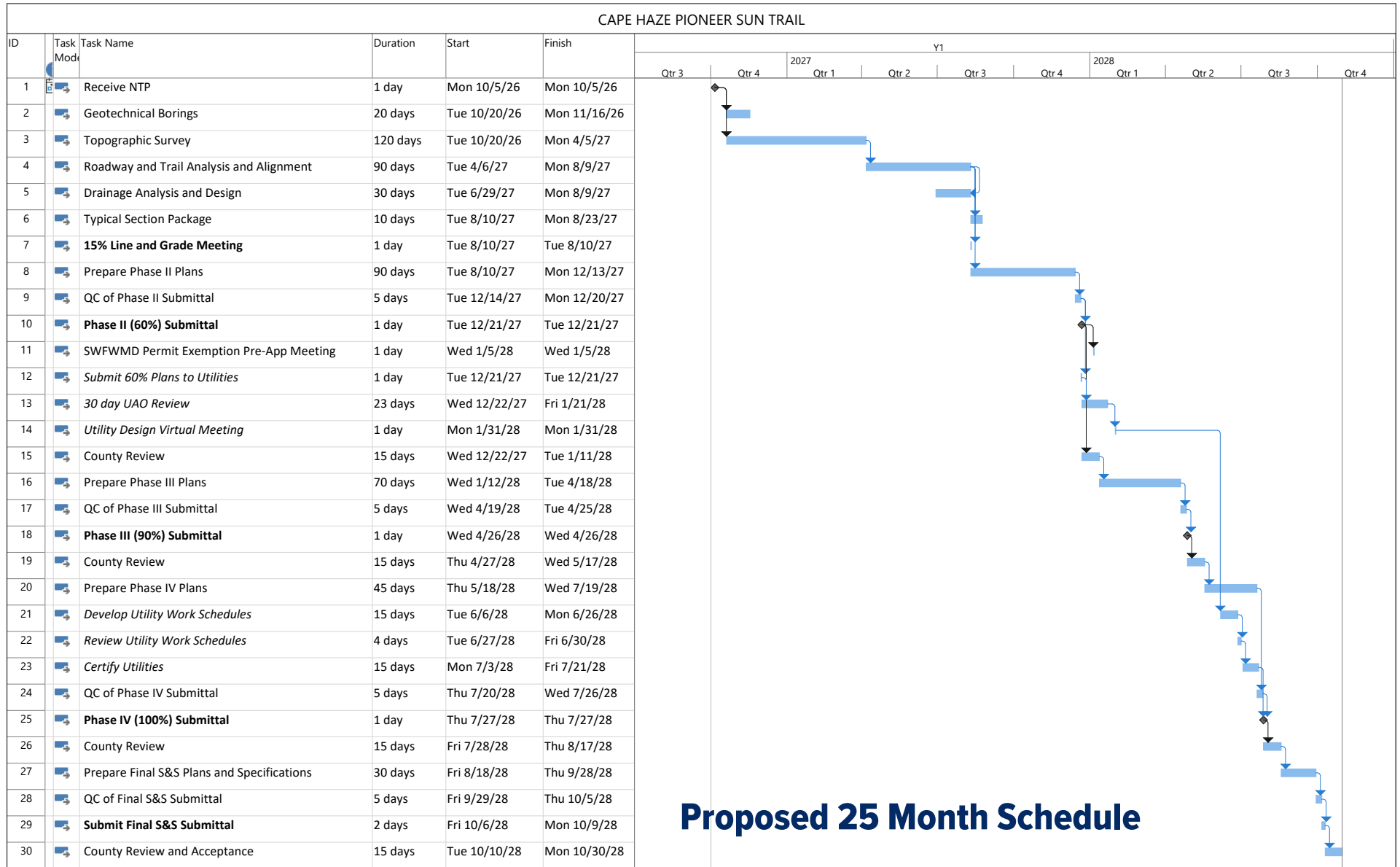


B&N’s South Sumter Trail Design project was within the City Limits of Webster, which had **severely constrained right-of-way**.



E. Include a conceptual level schedule to illustrate design and permitting time, sequences of major elements.

Our proposed 25 month schedule is provided below.





Tab 6

Examples Of Recently Accomplished Similar Projects

BURGESS & NIPLE





Tab 6. Recently Accomplished Similar Project Examples

Project Name: South Coast Greenway Trail (Phase 3) PD&E Study

SUN Trail Trailway No. #10931001

Client: Hillsborough County

Location: Hillsborough County, Florida

B&N Role: Project Manager / Engineer-of-Record (Carey Wright, PE)

B&N is currently leading the PD&E Study and 30% design for the South Coast Greenway Trail, a planned 12-foot-wide shared-use facility extending from Symmes Road to approximately 1,300 feet south of Big Bend Road. As part of Florida's SUN Trail Network, the project includes corridor analysis, environmental studies, public involvement, utility coordination, and preliminary engineering to identify a preferred alignment that balances mobility, safety, environmental stewardship, and constructability.

The team is evaluating multiple alignment alternatives while considering geometric constraints, environmental resources, drainage systems, structures, utilities, and community impacts. Public involvement and interagency coordination are integral to project development and help ensure stakeholder input is incorporated into the final recommended alignment.

1. Schedule control.

B&N developed and maintained a Critical Path Method (CPM) schedule that tracked the multiple ongoing project activities, including alternative alignments, environmental studies, public involvement, utility coordination, agency reviews, and PD&E study milestones. Regular progress monitoring allowed the team to proactively address the project's schedule risks and ensure that the County was informed of all progress of activities on a consistent basis.

2. Cost control.

Alternative alignments and design concepts were evaluated throughout the project development to maximize use of the existing shared-use path along the corridor, minimize environmental impacts, reduce utility conflicts, avoid unnecessary right-of-way impacts, and support cost-effective project delivery.

3. Construction problems and means taken to solve them.

Although this project has not been constructed, our preliminary design approach included development of preliminary construction plans that allowed our team to ensure constructability of the proposed shared-use path within the existing right-of-way. Key to the constructability focus were the environmental constraints, utility conflicts, drainage considerations, and corridor limitations.

4. Any additional construction costs caused by design deficiencies, not program changes.

The project is currently under development. To date, no construction cost impacts have occurred as a result of design deficiencies.



Project Name: South Sumter Trail

Client: FDOT District Five

Location: Sumter County, Florida

B&N Role: Project Manager / Engineer-of-Record (Steve Bronzell, PE)

B&N led the design and development of the South Sumter Trail, a 4.8-mile shared-use facility that closes a critical 22-mile gap between the Good Neighbor Trail and Van Fleet Trail as part of Florida's Coast-to-Coast Trail Network.

The project required evaluation of multiple trail alignments to minimize impacts to wetlands, driveways, stormwater infrastructure, and adjacent properties while avoiding right-of-way acquisition where feasible. Project elements included utility coordination, environmental permitting, protected species coordination, drainage improvements, retaining walls, ADA-compliant facilities, and pedestrian crossings.

1. Schedule Control

B&N maintained project schedule through proactive coordination with FDOT, permitting agencies, utility owners, and project stakeholders. Early identification of environmental and utility challenges helped avoid delays during project development.

2. Cost Control

B&N evaluated multiple alignment alternatives to reduce environmental impacts, avoid costly right-of-way acquisition, minimize utility relocation requirements, and improve constructability.

3. Construction Problems and Means Taken to Solve Them

Key challenges along this corridor included environmental constraints, impacts to existing drainage facilities, floodplain impacts, utility conflicts, and maintaining access to residents and businesses along the corridor during construction. These issues were addressed through alignment optimization, environmental coordination, drainage design, and early utility conflict resolution.

4. Additional Construction Costs Caused by Design Deficiencies

No known additional construction costs were incurred as a result of design deficiencies.

Project Name: Tri-County Trail Design-Build

SUN Trail Trailway No. #15931007

Client: FDOT District Seven

Location: Pinellas County, Florida

B&N Role: Engineer-of-Record (Steve Bronzell, PE)

B&N served as Engineer-of-Record for this FDOT SUN Trail project, which added approximately 4.8 miles of 12-foot-wide shared-use path connecting Keystone Road and East Lake Road to the Pinellas/Pasco County line. The project extends the Fred Marquis Pinellas Trail and strengthens connections within Florida's Coast-to-Coast Trail Network.

The corridor traverses the environmentally sensitive Brooker Creek Preserve and required extensive coordination among FDOT, local governments, utility owners, environmental agencies, and stakeholders. Key project elements included environmental permitting, utility coordination, wetland mitigation, floodplain considerations, protected species permitting, and multimodal safety enhancements.

1. Schedule Control

The design-build delivery method required strict schedule management and close coordination between design and construction teams. The accelerated delivery schedule included establishing the 15% line and grade design and obtaining approval from both Pinellas County and FDOT District 7 in the early stages of the project's design.

2. Cost Control

The team incorporated practical, constructible solutions that minimized environmental impacts, reduced utility conflicts, and avoided unnecessary project costs while maintaining design objectives. One key cost control measure was the reduction and elimination of gravity walls through the use of floodplain modeling, which reduced the need for additional floodplain storage along the alignment.

3. Construction Problems and Means Taken to Solve Them

Environmental constraints associated with Brooker Creek Preserve, protected species requirements, wetland impacts, utility conflicts, and trail crossing locations required continuous coordination and problem-solving throughout project delivery.

4. Additional Construction Costs Caused by Design Deficiencies

No known additional construction costs were incurred as a result of design deficiencies.



Project Name: South Lake Trail

SUN Trail Trailway No. #11931004

Client: Lake County

Location: Lake and Sumter Counties, Florida

B&N Role: Lead Design Consultant

B&N led the design of approximately eight miles of the Coast-to-Coast Connector Trail, a critical segment connecting existing trail systems in Central Florida. The project includes trail design, environmental permitting, utility coordination, public involvement, stormwater management, right-of-way acquisition support, retaining walls, a pedestrian bridge, tunnel, boardwalk, and grade-separated crossings.

The corridor follows portions of an abandoned railroad alignment and includes significant environmental, right-of-way, and stakeholder coordination challenges.

1. Schedule Control

B&N developed and maintained a detailed project schedule, which included time for coordination with property owners, regulatory agencies, and project stakeholders to support timely project advancement.

2. Cost Control

Design alternatives were evaluated to minimize impacts to environmental resources, reduce right-of-way acquisition needs, and maximize use of existing corridor infrastructure.

3. Construction Problems and Means Taken to Solve Them

This project has not been constructed due to the R/W acquisition needs.

4. Additional Construction Costs Caused by Design Deficiencies

This project has not been constructed due to the R/W acquisition needs.

Project Name: Ringling Trail Design-Build

SUN Trail Trailway No. #17931003

Client: City of Sarasota

Location: Sarasota, Florida

B&N Role: Design-Build Team Member

B&N helped deliver the Ringling Boulevard Complete Streets and Protected Bicycle Lane project, creating a critical multimodal connection between The Legacy Trail, Downtown Sarasota, and Sarasota Bay. As part of Florida's SUN Trail Network, the project improved bicycle and pedestrian connectivity while enhancing safety and accessibility within a constrained urban corridor.

The project included protected bicycle lanes, ADA-compliant pedestrian facilities, intersection safety improvements, transit accommodations, landscaping enhancements, and signing and pavement marking upgrades.

1. Schedule Control

Working in close coordination with the City of Sarasota's Engineering team, as well as Ajax Paving, B&N developed a comprehensive design and construction schedule that ensured timely completion of construction aligned with the opening of the Legacy Trail in Sarasota County. This project, which was delivered through an accelerated design-build process, required continuous coordination among the City, stakeholders, and the design-build team to maintain schedule commitments.

2. Cost Control

The project incorporated numerous cost-saving measures, including a reduced pavement design, elimination of impacts to existing drainage facilities, the reuse of concrete parking wheel stops as bicycle lane separators and in-house construction engineering inspection services.

3. Construction Problems and Means Taken to Solve Them

Due to the location of existing businesses along this downtown corridor, along with limited right-of-way and multimodal traffic demands, the design team developed a traffic control phasing plan, along with stakeholder engagement, to maintain access throughout construction.

4. Additional Construction Costs Caused by Design Deficiencies

No known additional construction costs were incurred as a result of design deficiencies.



Tab 7

Describe Your Experience And Capabilities In The Following Areas:

Value Engineering
Utility Coordination
Critical Path Method
Corridor Analysis
SUN Trail Design
Public Involvement
Environmental Assessment
Specialized Experience
Bridge Design





Tab 7. Describe Your Experience and Capabilities in the Following Areas

A. Value Engineering

B&N views value engineering as an ongoing process throughout project development rather than a single design milestone. Our approach focuses on identifying opportunities to improve constructability, reduce costs, minimize environmental impacts, avoid utility conflicts, and accelerate project delivery while maintaining project goals and long-term performance. Our Principal, John Kilgore, PE has an established history of participating in Value Engineering studies for FDOT District 7. By integrating value engineering into planning, design, and quality reviews, our team develops practical solutions that maximize value without compromising safety, functionality, or user experience.

Our transportation professionals routinely evaluate alternative alignments, drainage concepts, construction sequencing, and design elements to identify opportunities for cost savings and improved project delivery. This collaborative process brings together roadway, drainage, structures, utilities, environmental, and construction professionals to ensure recommendations are technically sound, constructible, and aligned with owner objectives.

✔ Project Example:

A recent example includes multiple Hillsborough County SURTAX projects where Carey Wright, PE, and Olivia Eastman, PE, performed constructability and design reviews on projects advancing from preliminary engineering into construction. Through these reviews, B&N identified opportunities to improve construction sequencing, reduce utility conflicts, enhance constructability, and generate cost savings that were incorporated into project delivery.

B. Utility Coordination

B&N understands that utility conflicts are among the most common causes of project delays and cost increases. Our approach emphasizes early utility identification, proactive coordination, and continuous communication with utility owners throughout project development. Utility coordination is fully integrated into our design process to minimize conflicts, reduce risk, and avoid impacts to schedule and construction.

Supporting our team is Harbor Coordination Solutions, led by Jeanna Dean, who brings more than 25 years of experience coordinating utility relocations and adjustments for transportation projects throughout Florida. Together, B&N and Harbor have successfully delivered numerous roadway and multimodal projects requiring coordination among utility providers, local governments, regulatory agencies, and project stakeholders.

✔ Project Example:

The South Sumter Trail demonstrates this experience. The project required coordination with utility owners along the SR 471 corridor while maintaining project schedule and minimizing impacts to adjacent properties. Utility conflicts were identified early, incorporated into the design process, and resolved through proactive coordination, helping support efficient project delivery. Similar utility coordination efforts are currently being performed on the South Coast Greenway Trail (SUN Trail Project No. #10931001), where utility investigations and coordination are critical components of corridor evaluation and preliminary design.

C. Critical Path Method

B&N utilizes Critical Path Method (CPM) scheduling to manage project risks, monitor progress, and maintain schedule commitments throughout planning, design, permitting, and construction support. Our project managers use CPM schedules to identify critical activities, evaluate task dependencies, and proactively address potential schedule constraints before they affect project delivery.

The process begins with development of a detailed project schedule identifying key milestones, permitting activities, utility coordination efforts, public involvement requirements, and design deliverables. The schedule is continuously monitored and updated to evaluate progress, identify risks, and implement corrective actions when necessary.



✓ Project Example:

B&N is currently utilizing CPM scheduling on the South Coast Greenway Trail (SUN Trail Project No. #10931001), where the team is managing multiple concurrent activities including environmental studies, public involvement, agency coordination, corridor analysis, utility investigations, and 30% design development.

This proactive approach helps maintain schedule commitments while coordinating numerous stakeholders and technical disciplines.

D. Corridor Analysis

B&N brings extensive experience evaluating transportation corridors to identify safe, practical, and cost-effective multimodal solutions. Our corridor analysis process incorporates roadway geometry, environmental resources, utility impacts, drainage systems, safety performance, multimodal connectivity, constructability, and community considerations to develop balanced recommendations that support both current and future needs.

For trail projects, corridor analysis is critical to identifying alignments that maximize connectivity while minimizing impacts to environmental resources, adjacent properties, existing infrastructure, and long-term maintenance requirements.

✓ Project Example:

This experience is demonstrated through the South Coast Greenway Trail (SUN Trail Trailway No. #10931001), where B&N evaluated multiple alignment alternatives along Bullfrog Creek Road. The analysis considered geometric constraints, critical vertical locations, environmental resources, structures, drainage systems, utility impacts, and community considerations to identify feasible alternatives and support selection of a preferred alignment. Similarly, the South Sumter Trail required evaluation of multiple alignments to minimize impacts to wetlands, driveways, and stormwater infrastructure while avoiding right-of-way acquisition and maintaining regional trail connectivity.

E. SUN Trail Design

B&N brings extensive experience planning, designing, and delivering projects within Florida's Shared-Use Nonmotorized (SUN) Trail Network and the Coast-to-Coast Trail System. Our team understands the unique requirements associated with SUN Trail projects, including FDOT design criteria, multimodal safety considerations, environmental permitting, utility coordination, public involvement, and stakeholder engagement.

Our experience includes active SUN Trail projects currently under development as well as completed facilities that connect communities to Florida's regional trail network. Through these projects, we have evaluated alignment alternatives, coordinated with regulatory agencies, minimized impacts to environmental resources, resolved utility conflicts, incorporated ADA-compliant design elements, and developed practical, constructible solutions that support long-term maintenance and operational goals.

✓ Project Example:

Notable SUN Trail experience includes the South Coast Greenway Trail (SUN Trail Trailway No. #10931001), where B&N is leading the PD&E Study and 30% design; the Tri-County Trail Design-Build (SUN Trail Trailway No. #15931007), which added approximately 4.8 miles of shared-use path connecting the Fred Marquis Pinellas Trail to the Coast-to-Coast Trail Network; and the Ringling Boulevard Trail Connection (SUN Trail Trailway No. #17931003), which connected The Legacy Trail to Downtown Sarasota through a multimodal complete streets corridor.

Additional experience includes the South Sumter Trail and South Lake Trail, both critical segments of Florida's Coast-to-Coast Trail Network.

These projects demonstrate B&N's ability to successfully deliver trail facilities that improve safety, connectivity, accessibility, and quality of life while meeting the unique requirements of Florida's SUN Trail Program.



F. Public Involvement

Successful trail projects require meaningful stakeholder engagement and transparent communication throughout project development. B&N understands that public involvement is critical to building consensus, identifying concerns early, and delivering projects that reflect community needs and priorities.

Our public involvement approach combines agency coordination, stakeholder outreach, public meetings, project communications, and ongoing engagement throughout project development. These efforts help reduce project risk, improve public understanding, and support efficient project delivery.

B&N is currently leading public involvement efforts for the South Coast Greenway Trail (SUN Trail Project No. #10931001), including stakeholder outreach, public meetings, agency coordination, and evaluation of community feedback as alignment alternatives are developed and refined. Public input is being incorporated into the corridor evaluation process to help identify a preferred alignment that balances mobility, safety, environmental stewardship, and community priorities.

Supporting these efforts is The Valerin Group, which has supported more than 785 transportation and public infrastructure projects throughout Florida, including transportation projects within Charlotte County and along the SR 776 corridor. Valerin is currently providing public information services for Charlotte County Utilities and previously led public involvement efforts for FDOT safety improvement projects along SR 776, providing valuable local knowledge and established community relationships.

G. Environmental Assessment

Environmental stewardship is a critical component of trail development, particularly within environmentally sensitive corridors. B&N and ESA bring extensive experience evaluating environmental constraints, coordinating with regulatory agencies, and developing solutions that minimize impacts while supporting project objectives.

Our team routinely performs environmental assessments involving wetlands, floodplains, protected species, surface waters, and other sensitive resources. We work closely with permitting agencies to identify potential concerns early, evaluate avoidance and minimization strategies, and develop practical solutions that support efficient project delivery.

✓ Project Examples:

The Tri-County Trail Design-Build (SUN Trail Project No. #15931007) provides a strong example of this experience. The trail traversed the environmentally sensitive Brooker Creek Preserve and required coordination involving wetlands, floodplains, gopher tortoise permitting, eagle protections, and environmental mitigation requirements. Through close collaboration with environmental agencies and stakeholders, the team successfully balanced environmental stewardship with trail connectivity, safety, and constructability goals.

Similarly, ESA has supported numerous transportation projects throughout Charlotte County and Southwest Florida, including projects along SR 776, Harborview Road, Burnt Store Road, US 41, and SR 35. This experience provides a strong understanding of regional environmental resources, permitting requirements, and agency expectations applicable to the Cape Haze Pioneer SUN Trail Pathway.

H. Specialized Experience

B&N's specialized experience extends beyond traditional roadway and trail design and includes the unique technical, environmental, and stakeholder challenges commonly associated with SUN Trail projects. Our team has extensive experience delivering multimodal facilities through environmentally sensitive corridors, coordinating with multiple agencies and stakeholders, integrating trail structures into constrained environments, and balancing connectivity goals with permitting, right-of-way, utility, and constructability considerations.

A key differentiator is our ability to bring together the full range of disciplines required for successful trail delivery, including corridor planning, environmental permitting, utility coordination, public involvement, drainage design, structures, right-of-way support, and construction phase services. This integrated approach allows potential issues to be identified early and addressed collaboratively, reducing risk and improving project outcomes.



✓ **Project Examples:**

The South Lake Trail (Phase IV) exemplifies this multidisciplinary expertise. B&N is leading the design of approximately eight miles of the Coast-to-Coast Connector Trail, including trail design, environmental permitting, utility coordination, public involvement, right-of-way acquisition support, retaining walls, boardwalks, a pedestrian bridge, a tunnel, and multiple grade-separated crossings. The project required coordination with numerous agencies and stakeholders while addressing environmental constraints, protected species, and corridor-specific challenges.

Similarly, the Tri-County Trail Design-Build (SUN Trail Project No. #15931007) required the team to balance trail connectivity, environmental stewardship, protected species permitting, utility coordination, and accelerated project delivery through an environmentally sensitive corridor within Brooker Creek Preserve.

These projects demonstrate B&N's specialized ability to successfully deliver complex trail projects that require coordination across multiple technical disciplines, regulatory agencies, and stakeholder groups while maintaining focus on safety, constructability, schedule, and long-term performance.

I. Bridge Design

B&N provides comprehensive bridge and structural design services supporting trail, roadway, and multimodal transportation projects. Our bridge engineers have experience designing new structures, bridge widenings, pedestrian bridges, box culverts, retaining walls, and other transportation-related structures that support multimodal connectivity.

✓ **Project Example:**

A notable example is the Racetrack Road Bridge project in St. Johns County, where B&N served as Lead Bridge Designer for the widening of an existing six-span, 373-foot-long bridge over Durbin Creek to accommodate a new shared-use path. The project included widening the existing structure and designing an adjacent twin bridge to improve multimodal connectivity and safety.

Additionally, B&N is currently designing multiple trail-related structures as part of South Lake Trail (Phase IV), including a pedestrian bridge, tunnel, boardwalk, and grade-separated crossings. These facilities are critical to maintaining trail continuity, minimizing environmental impacts, and enhancing user safety.

B&N also served as Engineer-of-Record for the Madison Avenue Box Culvert Extension in Hillsborough County, which involved extending a three-cell concrete box culvert to accommodate a shared-use path while improving pedestrian safety and accessibility. This experience demonstrates our ability to integrate structural solutions into trail corridors and deliver safe, constructible multimodal facilities.

This experience positions B&N to evaluate, design, and coordinate any bridge or structural elements required as part of the Cape Haze Pioneer SUN Trail Pathway.



Tab 8
**Volume of Work - Total Of Payments
Received From The County Within
The Past 24 Months**





Tab 8. Volume of Work - Total of Payments Received from County Within the Past 24 Months*

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
	See attached chart below.				
2.	Magnitude of Company Operations				
	A) Total professional services fees received within last 24 months:			\$ 0	
	B) Number of similar projects started within last 24 months:			0	
	C) Largest single project to date:			\$ 0	
3.	Magnitude of Charlotte County Projects				
	A) Number of current or scheduled County Projects			0	
	B) Payments received from the County over the past 24 months (based upon executed contracts with the County).			\$ 0	
4.	Sub-Consultant(s) (if applicable)	Location	% of Work to be Provided	Services to be Provided	
	Atwell, LLC	Port Charlotte, FL	7.5%	Survey & Mapping	
	ESA	Tampa, FL	3%	Environmental	
	Harbor Coordination Solutions	Clearwater, FL	5%	Utility Coordination	
	McKim & Creed, Inc.	Fort Myers, FL	7.5%	Survey & Mapping/SUE	
	Tierra, Inc.	Tampa, FL	2%	Geotechnical Engineering/Contamination	
	The Valerin Group, Inc.	Tampa, FL	2%	Public Outreach	
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	Address			
	Phone #	Contact Name			
	Start Date	Ending Date			
	Project Name/Description				
	Not Applicable				

NAME OF FIRM Burgess & Niple, Inc.

(This form must be completed and returned)


6. Minority Business:

 Yes _____ No X

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:

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 5/29/26 Addendum No. 3 Dated 6/10/26 Addendum No. _____ Dated _____

 Addendum No. 2 Dated 6/4/26 Addendum No. _____ Dated _____ Addendum No. _____ Dated _____

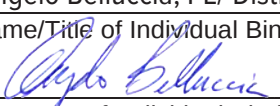
 Type of Organization (please check one): INDIVIDUAL () PARTNERSHIP ()
 CORPORATION (X) JOINT VENTURE ()

<u>Burgess & Niple, Inc.</u>	<u>614.459.2050</u>
Firm Name	Telephone
<u>N/A</u>	<u>31-0885550</u>
Fictitious or d/b/a Name	Federal Employer Identification Number (FEIN)

<u>330 Rush Alley, Ste 700</u>	
Home Office Address	
<u>Columbus, OH , 43215</u>	<u>114</u>
City, State, Zip	Number of Years in Business

<u>1511 N Westshore Blvd, Ste 500, Tampa, FL 33607</u>
Address: Office Servicing Charlotte County, other than above

<u>John Kilgore, PE, Vice President/Principal</u>	<u>813.962.8689</u>
Name/Title of your Charlotte County Rep.	Telephone

<u>Angelo Belluccia, PE/ District Director</u>	
Name/Title of Individual Binding Firm (Please Print)	
<u></u>	<u>6/16/2026</u>
Signature of Individual Binding Firm	Date

<u>angelo.belluccia@burgessniple.com</u>
Email Address

(This form must be completed & returned)



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
Carey Wright, PE, Project Manager	21	Tampa	Tampa	Wesley Chapel
Steve Bronzell, PE, RSP ₁ , Deputy PM	16	Tampa	Tampa	Lutz
John Kilgore, PE, Principal/QA Manager	36	Tampa	Tampa	Tarpon Springs
Michael Canizares, PE, Roadway/Trail Analysis & Design	6	Tampa	Tampa	Clearwater
Olivia Eastman, PE, Roadway/Trail Analysis & Design	6	Tampa	Tampa	Tampa
John Dee, PE, Roadway/Trail Analysis & Design QC	28	Orlando	Orlando	Winter Garden
Charlie Curtis, PE, ENV SP, Drainage Analysis & Design	15	Tampa	Tampa	Tampa
Jon Wang, PE, Drainage Analysis & Design	11	Tampa	Tampa	Land O'Lakes
Andrew Goldsmith, Drainage Analysis & Design	14	Tampa	Tampa	Wesley Chapel
Thuyen Sokol, PE, Drainage Analysis & Design QC	11	Tampa	Tampa	Tampa
Janey Walls, PE, RSP ₁ , Signal/S&PM EOR	18	Orlando	Orlando	Orlando
Karddy Rodriguez, EI, Signal/S&PM	24	Tampa	Tampa	Tampa
David Meadows, Signal/S&PM	43	Tampa	Tampa	Dover
Danny Hendrickson, PE, PTOE, RSP ₁ , S&MP/Signage/Lighting QC	18	Tampa	Tampa	Tampa
Ambar Diaz-Lozano, PE, Lighting Analysis & Design EOR	21	Tampa	Tampa	St. Petersburg
Em Wingard, EI, Lighting Analysis & Design	4	Orlando	Orlando	Winter Garden
Alex Murray, PE, Bridge Analysis & Design EOR	12	Tampa	Tampa	Sarasota
John Merrill, PE, Bridge Analysis & Design	22	Columbus, OH	Columbus, OH	Columbus, OH
Travis Butz, PE, Bridge Analysis & Design QC	30	Columbus, OH	Columbus, OH	Upper Arlington, OH
A. Mark Atkinstall, PE, Utility Design	21	Tampa	Tampa	Tampa
Todd Rebol, PE, Survey	23	Port Charlotte	Port Charlotte	North Port
Steven Sonberg, PE, PSM, Survey	27	Port Charlotte	Port Charlotte	Punta Gorda
Brian Craig, PSM, Survey	20	Port Charlotte	Port Charlotte	Punta Gorda
Taylor Henninge, PSM Survey/SUE	11	Ft. Myers	Sarasota	Sarasota
Sam Hall, Survey/SUE	26	Ft. Myers	Orlando	Orlando



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
Matt LaLuzerne, PSM, Survey/SUE	20	Ft. Myers	Orlando	Orlando
Joel McGee, PSM, Survey/SUE	33	Ft. Myers	Tampa	Brooksville
Pete Mattson, PSM, Survey/SUE	45	Ft. Myers	Tampa	New Port Richey
Heather Johnson, Utility Coordination	9	Clearwater	Clearwater	Clearwater
Sarah Cole, Utility Coordination	4	Clearwater	Clearwater	Clearwater
Jeanna Dean, Utility Coordination	25	Clearwater	Clearwater	Clearwater
Shannon Freemon, Environmental	16	Tampa	Tampa	Tampa
Tori Kuba, Environmental	21	Tampa	Tampa	Tampa
Alex Hipolito, Environmental	11	Tampa	Tampa	Tampa
Shannon Estep, Public Involvement	23	Tampa	Tampa	Tampa
Catherine Winter, PE, Public Involvement	22	Tampa	Tampa	Brandon
Tom Musgrave, PE, Geotechnical	15	Tampa	Tampa	Tampa
Marc Novak, PhD, PE, Geotechnical	22	Tampa	Tampa	Tampa
William Rovira, PE, Geotechnical	18	Tampa	Tampa	Tampa
Chris Garth, LEP, Contamination	25	Tampa	Tampa	Tampa
Mike Bair, ASP, LEP, Contamination	30	Tampa	Tampa	Tampa



Tab 9

Location

BURGESS & NIPLE





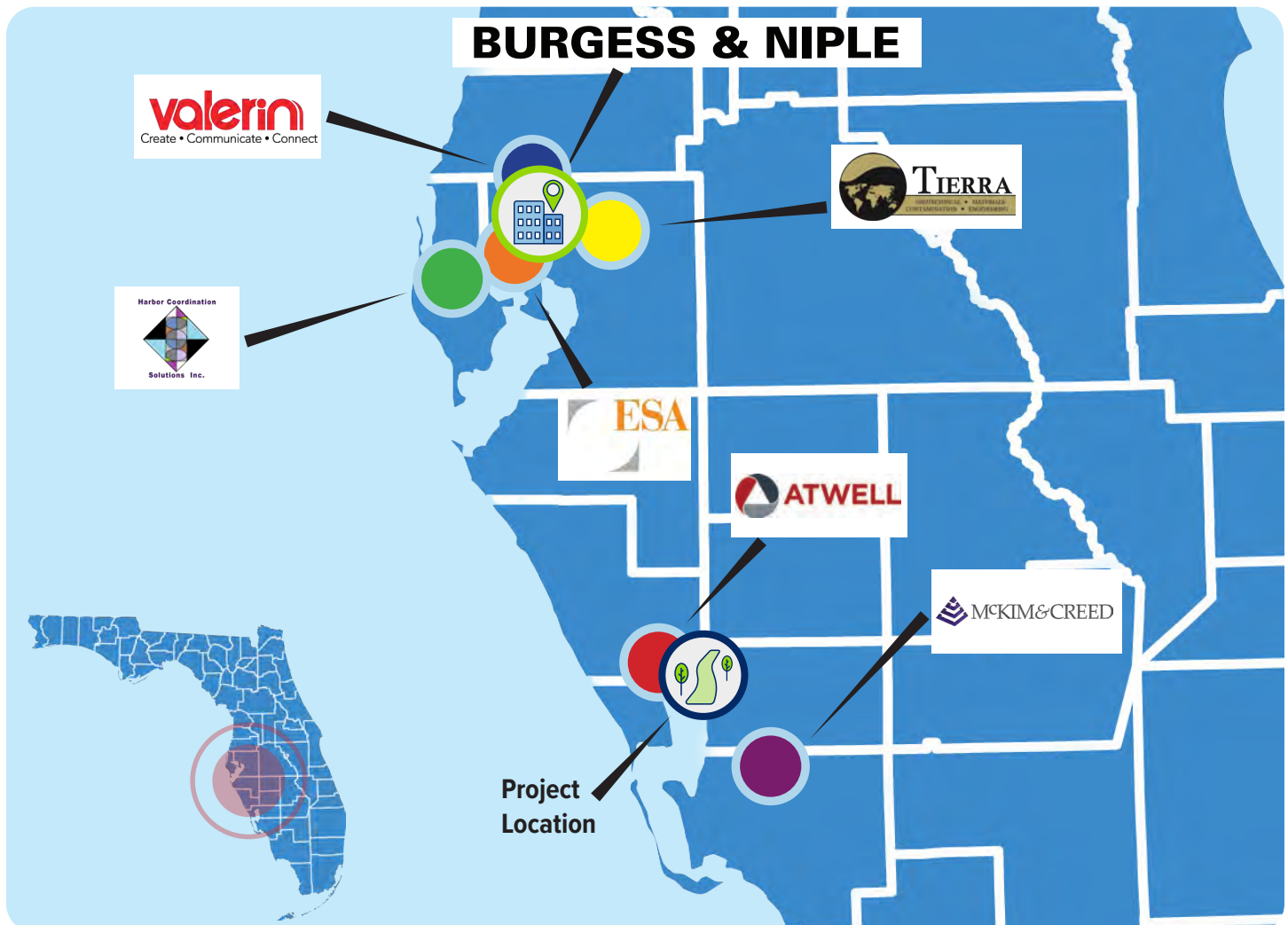
Tab 9. Location

Responsible Office

The map below illustrates our project team's office location in proximity to Charlotte County, highlighting our ability to provide prompt, responsive, and efficient service. While B&N's Tampa office will serve as the primary office responsible for the proposed project, our team is well-positioned to deliver the same level of accessibility and attentiveness as a local provider. Our proximity to Charlotte County, combined with our extensive experience serving clients throughout the region, ensures a strong understanding of local priorities, regulatory requirements, and community expectations.

Our team utilizes a robust suite of remote collaboration tools that allow us to remain closely connected with County staff and project stakeholders at all times. These tools include MS Teams meetings, cloud-based document management systems, and collaborative project tracking platforms enabling seamless communication, rapid information sharing, and transparent progress monitoring. This integrated approach ensures that meetings, design reviews, and decision-making processes can occur efficiently, regardless of physical location.

In addition, our team is committed to maintaining a consistent on-site presence at key milestones and as needed to support project success. By combining strategic in-person engagement with advanced virtual collaboration capabilities, we provide a flexible, highly responsive service model that ensures timely delivery, strong coordination, and high-quality outcomes throughout the duration of the project.





Tab 10
**Litigation - Have You Been Named As A
Defendant Or Co-Defendant In A Lawsuit
In The Last Five Years?**





Tab 10. Litigation - Have You Been Named as a Defendant or Co-Defendant in a Lawsuit in the Last Five Years?

In today's legal environment, lawsuits are occasionally an unfortunate consequence of providing professional engineering services. Like most large professional design firms, B&N has periodically been involved in litigation related to providing professional services. Generally, these suits are of questionable value and are resolved quickly. B&N has not paid a judgement resulting from a completed trial proceeding. We recognize the risks associated with providing professional engineering services and carry professional liability insurance as described elsewhere in our qualifications. B&N has no significant outstanding or threatened claims and/or lawsuits that may have material adverse effect on the company's business or ongoing business operations. Below is a summary of claims filed against B&N in the past five years which are related to the services that the firm provides in the regular course of business.

Claim Description	Year Initiated	Outcome/Status
Project: INDOT I-74 Project Development Services - A traffic accident in a construction zone in Indiana. B&N performed engineering design services for the project. A semi truck hit a stopped vehicle. Plaintiffs sued contractor, truck driver, B&N and the Indiana DOT among others. <i>Cause No. 49D02-2201-CT-003035. Tanya Arberry, as the Personal Representative of the Estate of Aburey Jeter, Deceased, and as the Natural Parent and Legal Guardian of Tehya Jeter, a minor, Eighbry Jeter, and Allen Jeter, vs. Larry Vincent, Drue Chrisman Inc., State of Indiana, Indiana Department of Transportation, Verst Logistics, Inc., Milestone Contractors, L.P. and Burgess & Niple, Inc. Shelby Superior Court, IN</i>	2022	B&N maintains that the standard of care was met for all engineering services performed on this project by B&N. B&N had no responsibilities for contractors' means and methods. We paid a nominal nuisance settlement to plaintiffs to be released from claim in the interest of reducing B&N's legal defense costs. The case against B&N has been dismissed.
Project: KYTC Jefferson-Oldham Counties, I-64, I-265, I-71 & Roadway Design - A traffic accident in a construction zone in Kentucky. B&N performed engineering design services for the project. A vehicle hit the back of a contractor's dump truck exiting a construction work zone. Plaintiffs sued the truck owner, truck driver, the contractor and all engineering firms and subcontractors who worked on the project. <i>Case No. 22-CI-004128. Justin Powell v. American Engineers, Inc., Burgess & Niple, Inc., DLZ Kentucky, Inc., DLZ National, Inc. and Eric Bean. Jefferson Circuit Court, KY.</i>	2022	B&N maintains that the standard of care was met for all engineering services performed on this project by B&N. B&N had no responsibilities for contractors' means and methods. A nominal nuisance settlement was paid to plaintiff to be released from claim in the interest of reducing B&N's legal defense costs. The case against B&N has been dismissed.



Claim Description	Year Initiated	Outcome/Status
Project: FDOT SR 50 Reconstruction - A traffic accident in a construction zone in Florida. B&N performed engineering design services for the project. A semi and a passenger vehicle collided at an intersection in the construction work zone where a power outage during a storm had caused the traffic lights to stop working. Plaintiffs sued the truck owner, truck driver, Florida Dept. of Transportation, the contractor and all engineering firms and subcontractors who worked on the project. <i>Case Nos. 21-CA-000866, 22-CA-000728 and 23-CA-0142. Holmes, Brown and Mills v. State of Florida, Department of Transportation; Hernando County, FL; PCS Civil, Inc.; Conti, LLC; Ion Electric, LLC; Burgess & Niple, Inc (formerly known as Icon Consulting Group); Consor Engineers, LLC; Jacobs Engineering Group, Inc; HDR Engineering, Inc; Harry Pagan Rivera; HPR Transportation, Inc; and New Line Transportation, LLC. Circuit Court of the 5th Judicial Circuit, Hernando County, FL Civil Division.</i>	2023	B&N maintains that the standard of care was met for all engineering services performed on this project by B&N. A nominal nuisance settlement has been paid to plaintiffs to be released from claim in the interest of reducing B&N's legal defense costs. The case against B&N has been dismissed.
Project: Charleston Sanitary Board (WV) Woodward Branch Area Wastewater System Improvements - Homeowner had sewer backup in basement following sewer replacement project in area. B&N was the design engineer on project. Project owner, a West Virginia municipality, and B&N did not know homeowner's basement floor drain existed, so a connection was not made to new sewer line. B&N relied on the historical system information provided by the project owner per the contract in the design. Project owner paid for repairs to homeowner's property when notified by homeowner. Homeowner decided to sue the municipality and the contractor anyway. B&N was added to suit two years after its initial filing. <i>Civil Action No. 22-C-742. Karl Nester v. Charleston Sanitary Board, Tribute Contracting and Consultants, LLC, and Burgess & Niple, Inc. Circuit Court of Kanawa County, WV.</i>	2023	B&N maintains that the standard of care was met for all engineering services performed on this project by B&N. A nominal nuisance settlement was paid to plaintiffs to be released from this claim in the interest of reducing B&N's legal defense costs. The case against B&N has been dismissed.



Tab 11

Minority Business Enterprise





Tab 11. Minority Business

Minority Business Enterprise

B&N does not have minority business status or DBE/SBE status as per the State of Florida. Even though B&N does not have a minority business status, we do use and strongly encourage the use of minority business firms. This statement is confirmed by the multiple minority-owned business that comprise our team.

MBE Participation Plan

Given B&N's ongoing commitment to exceeding goals, the implementation process remains the same on a project-to-project basis. B&N continually pledges to provide an honest effort to meet the stated MBE, WBE, and DBE goal for each project. We identify meaningful roles for each MBE, WBE and DBE subconsultant chosen for each project and offer our continued commitment to MBE, WBE and DBE participation for this project as well.

We have teamed with the following MBE/DBE/SBE firms:

Harbor Coordination Solutions for Utility Coordination



The Valerin Group for Public Engagmenet and Outreach





Tab 12

Required Forms By The RFP





DRUG FREE WORKPLACE FORM

The undersigned vendor in accordance with Florida Statute 287.087 hereby certifies that Burgess & Niple, 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

6/16/2026

Date

NAME OF FIRM Burgess & Niple, 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

Angelo Belluccia, PE

Printed Name

Florida District Director

Title

Burgess & Niple, Inc.

Nongovernmental Entity

6/16/2026

Date

NAME OF FIRM Burgess & Niple, Inc.
(This form must be completed and returned)



375-030-31
PROCUREMENT
07/24

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: Burgess & Niple, Inc.
Address: 1511 N. Westshore Blvd, Suite 500, Tampa, FL 33607
Phone Number: 813.335.6641
Authorized Representative's Name: Angelo Belluccia
Authorized Representative's Title: Florida District Director
Email Address: Angelo.Belluccia@burgessniple.com

AFFIDAVIT

I, Angelo Belluccia (insert nongovernmental entity's authorized representative name), as authorized representative attest that Burgess & Niple, 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]
(Signature of authorized representative)

6/1/24
Date

STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

Sworn to (or affirmed) and subscribed before me, by means of X physical presence or online notarization, this day of June 1, 2026 (year), by Angelo Belluccia

Jessica Jeanne Clayton-Seger
(Notary Public, not required when digital)
Jessica Jeanne Clayton-Seger
August 5, 2029
Commission Expires



Personally known X or produced Identification

Type of Identification produced N/A

END OF PART IV

NAME OF FIRM Burgess & Niple, Inc.
(This form must be completed and returned)



ACORD

CERTIFICATE OF LIABILITY INSURANCE

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

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

PRODUCER Willis Towers Watson Northeast, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA	CONTACT NAME: WTW Certificate Center	
	PHONE (A/C, No, Ext): 1-877-945-7378	FAX (A/C, No): 1-888-467-2378
E-MAIL ADDRESS: certificates@wtwco.com		
INSURED Burgess & Niple, Inc. 330 Rush Alley Suite 700 Columbus, OH 43215	INSURER(S) AFFORDING COVERAGE	
	INSURER A: National Union Fire Ins Co of Pittsburgh	
	INSURER B: Travelers Property Casualty Company of Ame	
	INSURER C: New Hampshire Insurance Company	
	INSURER D: Continental Casualty Company	
	INSURER E:	
INSURER F:		

COVERAGES
CERTIFICATE NUMBER: W46429676
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. LIMITS SHOWN ARE INCLUSIVE OF AMOUNTS REQUESTED BY THE CERTIFICATE HOLDER AND MAY NOT REFLECT POLICY LIMIT AMOUNTS IN EXCESS OF THOSE REQUESTED. *Not Applicable in WY

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						EACH OCCURRENCE \$ 2,000,000
	☐ CLAIMS-MADE ☒ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000
							MED EXP (Any one person) \$ 25,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						PERSONAL & ADV INJURY \$ 2,000,000
	☐ POLICY ☒ PRO-JECT ☐ LOC						GENERAL AGGREGATE \$ 4,000,000
	OTHER:						PRODUCTS - COMP/OP AGG \$ 4,000,000
A	☒ AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident) \$ 2,000,000
	☒ ANY AUTO						BODILY INJURY (Per person) \$
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS NON-OWNED AUTOS ONLY						BODILY INJURY (Per accident) \$
	☐ HIRED AUTOS ONLY						PROPERTY DAMAGE (Per accident) \$
B	☒ UMBRELLA LIAB ☒ OCCUR						EACH OCCURRENCE \$ 10,000,000
	☐ EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE \$ 10,000,000
	☐ DED ☒ RETENTION \$ 0						\$
C	☒ WORKERS COMPENSATION AND EMPLOYERS' LIABILITY						☒ PER STATUTE ☐ OTH-ER
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	Y/N					E.L. EACH ACCIDENT \$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below	No					E.L. DISEASE - EA EMPLOYEE \$ 1,000,000
							E.L. DISEASE - POLICY LIMIT \$ 1,000,000
D	Professional Liability			AEH008215011	04/01/2026	04/01/2027	Each Claim: \$10,000,000 Aggregate: \$10,000,000 Deductible: \$500,000

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

20260605

The Umbrella/Excess policy does not sit excess over Professional Liability coverage.

Re: RFP #20260180 Design - Cape Haze Pioneer Sun Trail Pathway, the County its officers, employees, agents and volunteers are included as Additional Insureds as respects to General Liability, Auto Liability and Umbrella/Excess

CERTIFICATE HOLDER
CANCELLATION

Charlotte County Florida Attention: Purchasing Division Ste 344, Charlotte County Administration Center 18500 Murdock Circle Port Charlotte, FL 33948-1094 United States	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE

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ACORD 25 (2025/12)

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SR ID: 30068502

BATCH: 4476977



AGENCY CUSTOMER ID: _____

LOC #: _____



ADDITIONAL REMARKS SCHEDULE

Page 2 of 2

AGENCY Willis Towers Watson Northeast, Inc.		NAMED INSURED Burgess & Niple, Inc. 330 Rush Alley Suite 700 Columbus, OH 43215	
POLICY NUMBER See Page 1			
CARRIER See Page 1	NAIC CODE See Page 1	EFFECTIVE DATE: See Page 1	

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
 FORM NUMBER: 25 FORM TITLE: Certificate of Liability Insurance

Liability when required by written contract.

General Liability, Auto Liability and Umbrella/Excess Liability policies shall be Primary and Non-contributory with any other insurance in force for or which may be purchased by Additional Insureds when required by written contract.

Waiver of Subrogation applies in favor of Additional Insureds with respects to General Liability, Auto Liability, Umbrella/Excess Liability and Workers Compensation when required by written contract and permitted by law.



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Melanie S. Griffin, Secretary

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BELLUCCIA, ANGELO GIOVANNI
2845 SAFE HARBOR DRIVE
TAMPA FL 33618

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17303 SAN ARINGO PL
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2400 WINDING CREEK BLVD.
UNIT 18B205
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1511 N WESTSHORE BLVD
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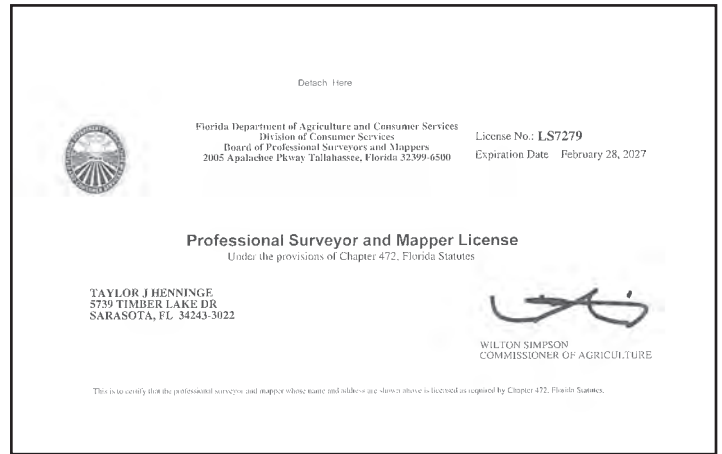
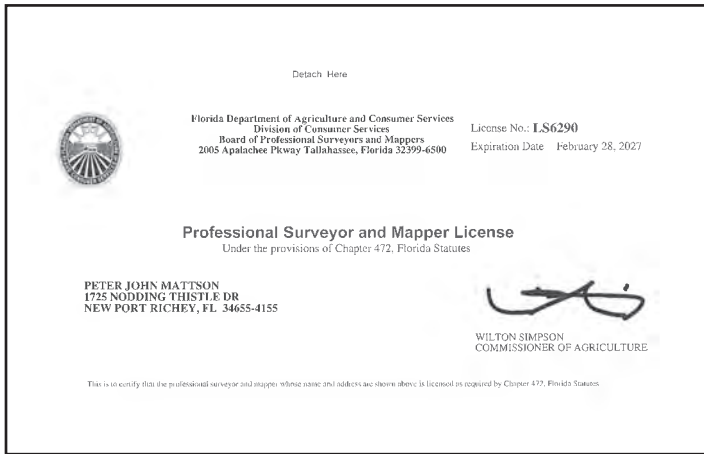
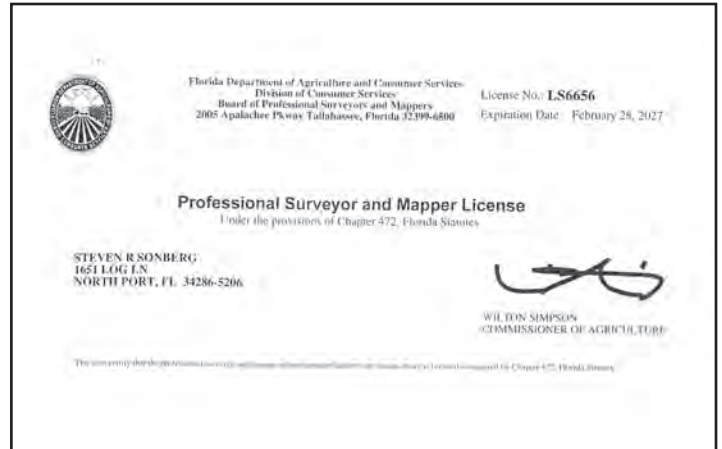
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