

September 18, 2023

Mark Johnson, PMP  
Senior Project Manager  
City of Hollywood  
Department of Development Services  
2207 Raleigh Street  
Hollywood, FL. 33020

Dear Mr. Johnson:

It is our understanding that the City of Hollywood has requested a task work order proposal from The Corradino Group, Inc. for the preparation of design plans and permitting for the construction of the Johnson Street over the C-10 canal bridge replacement project.

The Corradino Group appreciates this opportunity to submit this task work order proposal to the City of Hollywood. We look forward to providing the best Consultant Services possible to the City of Hollywood. These services will be provided per the existing Professional Civil Engineering Continuing Services Agreement dated 11/10/2021.

Sincerely,



Joseph M. Corradino, AICP  
President  
The Corradino Group, Inc.

## CONSULTING SERVICE AUTHORIZATION

### Statement of Work (SOW)

CITY P.O. NO. \_\_\_\_\_

CITY EXPENSE CODE \_\_\_\_\_

**TITLE:**        **Johnson Street over C-10 Canal Bridge Replacement Design Services**

#### **I.        PROJECT DESCRIPTION:**

The Consultant will provide engineering design, environmental, and permitting services for the Johnson Street over the C-10 Canal bridge replacement project; herein referred to as the PROJECT. The PROJECT consists of the design services for the bridge replacement carrying Johnson Street over the C-10 canal 130 feet west of N. 30<sup>th</sup> Road. The project also includes a roadway vertical realignment, and connecting and updating sidewalks in the vicinity of the bridge replacement. The consultant's role under this portion of the project scope is limited to the bridge replacement and required roadway approach work to connect the proposed roadway elevations to the existing section. The limits of the project extend approximately between N. 30<sup>th</sup> Road and N. 31<sup>st</sup> Avenue.

The Corradino Group, Inc. along with its subconsultants will provide these services as outlined in the below detailed scope of services. These services will be provided per the existing Professional Civil Engineering Continuing Services Agreement dated 11/10/2021.

#### **II.        SCOPE OF SERVICES:**

##### **1) Existing Conditions- Topographic Survey**

Our subconsultant KEITH AND ASSOCIATES, INC. (KEITH) shall be responsible for the preparation of a Topographic Survey of the corridor limits which is along Johnson Street between N. 31<sup>th</sup> Avenue and N. 30<sup>th</sup> Road. KEITH will prepare a Specific Purpose Survey of the site. Survey will show the platted Right of Way lines, together with surface improvements lying within 10 feet of the existing Right of Way such as buildings, pavement limits, pavement striping, sidewalks, walls, fences, surface evidence of subsurface utilities, aerial utility locations (all overhead utilities lines), power and utility poles and road signs. A centerline of Right of Way will be established and stationed for design purposes. Trees (DBH>3") will be noted by common name and trunk diameter. Storm and Sanitary structures will be noted with the pipe invert elevation, diameter, material, pipe connectivity and direction, vertical clearance to the bottom of the lowest signal head of the diagonal span-wired supported intersection at Johnson Street and N 30th Road Survey will be referenced to the Florida State Plane Coordinate System (NAD83/11) and the North American Vertical Datum of 1988 (NAVD88). Elevations will be shown at an interval of approximately 50 feet, including intermediate changes in grade. Survey of Horizontal Designations will be delivered in a geo-referenced (NAD83/11) Bentley Open Roads Designer file.

The Survey will extend along Johnson Street from N 31st Avenue to N 30th Avenue and will extend to 150' feet past the radius return of curve at these intersections as depicted in Exhibit One. Cross sections will be obtained in the existing canal at the centerline of the existing bridge, five feet north and south of the faces of the existing bridge, at 100' north and south of the faces of the bridge, and 250' north and south of the faces of the bridge. Ordinary high water / safe upland line elevation will be provided based on scour marks visible along the bridge pier piles and adjacent retaining walls along the canal.

The Bridge Detail Survey shall be provided in plan (at scale) and profile (not to scale) views and shall include the following elements:

- Superstructure limits
- Approach slab limits (if visible / identifiable)
- Expansion joint locations with expansion joint dimensions
- Skew angles
- Gutter line and centerline elevations at 10-foot intervals
- Decorative wall height and width
- Deck thickness
- Pier cap dimensions
- Pier pile dimensions / batter angle(s)
- Beam dimensions (length, width, height, type if typical)
- Face of back barrier wall location / beam seat elevations
- Clearance to ordinary high-water elevation from bottom of outside beam

**Lump Sum fee of \$23,060.00 (Task 1)**

## **2) Subsurface Utility Engineering (SUE)- Utility Designation Services**

KEITH will follow ASCE Standard 38-02 – “Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data” during the field and office operations for this project. The quality levels discussed below are defined within the standard. KEITH is to provide professional services associated with designation, location, and mapping of existing subsurface utilities. KEITH will designate all known tone able and non-tone able utilities as depicted in exhibit limits (see above exhibit). Gravity systems, service laterals, irrigation or overhead facilities are not included in this investigation.

KEITH will horizontally locate existing subsurface utility facilities within the limits of the project. Includes known tone able and non-tone able underground utilities that are represented on as-built plans, above ground appurtenances, and other miscellaneous utility records (to be provided by CLIENT). Conductive utilities will be marked on the surface utilizing active geophysical prospecting techniques in conjunction with electromagnetic equipment utilizing passive radio and audio frequencies. Known non-conductive utilities and/or structures will be marked on the surface utilizing Ground Penetrating Radar (GPR), above ground features, professional judgment, utility plats and/or as-builts. This task does not include identifying gravity systems, service laterals,

irrigation, or overhead facilities unless specifically requested by the CLIENT and included in the scope of services.

KEITH will perform up to ten (10) utility test holes at specific sites requested by the design engineer or his/her designee. Test holes will be utilized to expose utilities to minimize any potential for damage. Backfill and compaction of test holes will be performed utilizing the removed material. Areas will be restored back as close as possible to their original condition. Installation of an identifiable above ground marker will be performed at each test hole location. Field markers will consist of a nail and disk in asphalt, or an iron rod and cap with survey stake in grassed areas. Test holes performed in the street will be patched using cold patch. The test hole number and utility will be identified on the ground or on the stake, as appropriate. A test hole summary report will be created providing coordinates, centerline station and offset, depth of cover, type, size, and material if applicable. There is a four (4) test hole minimum for location services.

CLIENT is required by law to contract Sunshine State One Call of Florida forty-eight (48) hours in advance of any CLIENT excavation. KEITH will not access confined spaces. If confined spaces need to be accessed for locating purposes, then the client will be notified, and further arrangements will be made for said access. Additional fees may be applicable. If additional MOT is required beyond the capability of KEITHS standard MOT operations, KEITH will notify the client. Additional requests outside the scope of services, when requested by client and/or client's representative, will be invoiced on an hourly basis. This proposal assumes site access is available and work can be performed between the hours of 7:30 AM and 5:00 PM Monday through Friday.

KEITH will perform surveying services to collect the surface markings completed in the horizontal designation and location services tasks that provided the underground utility markings. Survey of said markings shall be based on Real-Time Kinematic (RTK) GNSS observations and referenced to the Florida State Plane Coordinate System (NAD83/11) and the North American Vertical Datum of 1988 (NAVD88). Survey of Horizontal Designations shall be delivered in a geo-referenced (NAD83/11) Bentley OpenRoads Designer file. Survey of Location Services (Test Holes) shall be delivered in Excel in PNEZD format.

**Lump Sum fee of \$11,150.00 (Task 2- Horizontal Designation Services)  
and Hourly Not to Exceed fee of \$5,500.00 (Task 2- Location Services)  
and Hourly Not to Exceed fee of \$1,100.00 (Task 2- Utility Mapping)**

**Note: The Location Services will be billed at a rate of \$450.00 per test hole location (Pervious) and a rate of \$550.00 per test hole location (Impervious). The Utility Mapping will be billed at a rate of \$110.00 per Test Hole. These hourly fees are estimated, and this work will be billed on an hourly, not-to-exceed basis in accordance with Keith's Professional Service Fee Schedule.**

### 3) Geotechnical Engineering Services

Our subconsultant AREHNA ENGINEERING, INC. (AREHNA) shall be responsible for geotechnical engineering services for the PROJECT. The purpose of our geotechnical study is to obtain information on the general subsurface soil conditions at the project site for use in evaluation of the planned foundations and associated roadway improvements. The subsurface materials encountered will then be evaluated with respect to the available project characteristics. In this regard, engineering assessments for the following items will be formulated:

- Provide the following submittals:
  - Phase I (Preliminary) Geotechnical Foundation Report
  - Phase II Geotechnical Report
  - Final Geotechnical Report accompanying the Final Plans
- Identification of the existing groundwater levels at the time of the field work and estimated normal seasonal high groundwater table.
- Estimated subsurface profiles, as necessary, to illustrate subsurface soil/rock stratifications in the planned construction area.
- General location and description of potentially deleterious materials encountered in the borings which may have an impact on the proposed construction.
- Recommended general design and construction criteria for the project foundations, including recommendations for any pile penetration aids (i.e., jetting preforming, etc.) taking into account adjacent structures.
- Recommended soil/rock input parameters for the lateral analysis (FB-Multi Pier) to be performed by the Structural Engineer.
- Soil and rock properties for use in lateral earth pressure analysis along with other pressure considerations
- Complete axial pile capacity analysis for each bridge boring.
- Perform slope stability analysis for the proposed canal bank within the bridge widening.
- Provide exfiltration/ percolation test results.
- Existing pavement and base layer thicknesses at each pavement core location
- Environmental classifications based on both soil and water corrosion testing.

The following services will be performed:

- Site reconnaissance and stake boring locations.
- Request utility location services from Sunshine811.
- Obtain City of Hollywood MOT permits to perform the requested services within the existing roadway, if required. At this time, it is not expected that ROW permit from the City is needed.
- Provide Maintenance of Traffic in accordance with Florida Department of Transportation (FDOT) Standard Indices, as needed.

- Perform a total of 2 Standard Penetration Test (SPT) borings to a depth of 100 feet, one within each bridge approach, at the project site. Samples will be collected, and Standard Penetration Test resistances measured continuously for the top 15 feet and at approximate intervals of 2.5 feet, thereafter.
- The SPT tests will be performed in accordance with ASTM D 1586 and at completion will be backfilled with grout.
- Perform one constant-head exfiltration/ percolation test to a depth of 15 feet.
- Perform 2 asphalt pavement cores, one at the westbound and one at the eastbound of Johnson Street. At each core location, a SPT boring to a depth of 2 feet will be performed.
- A corrosion series test (pH, soil resistivity, chloride content, and sulfate content) will be performed at each bridge site in order to evaluate the environmental classification of the soil and water.
- Visually classify and stratify soil samples in the laboratory using the Unified Soil Classification System (ASTM D 2488) and conduct a laboratory testing program as needed for classification and index property testing.
- Provide Report of Core Borings (RCB) drawings for the bridge and mast arm structures in Microstation and PDF formats. Florida PE will sign and seal these sheets in the project plan set.
- Report the results of the field exploration and engineering analysis. The results of the subsurface exploration will be presented in a written report signed and sealed by a professional engineer specializing in geotechnical engineering.

Samples will be transported to AREHNA's office as the drilling progresses. Samples will be examined in the laboratory by a geotechnical engineer to verify the field classifications and to select samples for laboratory testing. All untested samples will be stored for a period not to exceed one year at our facilities. Sample storage for a longer period can be arranged if desired, for an additional charge.

**Lump Sum fee of \$51,635.00 (Task 3)**

#### 4) Environmental Permitting Services

Our subconsultant, The Chappel Group, Inc. (TCG), will be responsible for professional environmental services for the Johnson Street over the C-10 canal bridge replacement project including the following scope of services:

**Benthic Survey-** Conduct benthic survey of the submerged bottoms to locate any benthic resources within the footprint of the proposed bridge improvements in the adjacent canal. The seagrass survey must be performed from June 1 – September 30 as required by regulatory agencies. Surveys conducted outside of the acknowledged seagrass growing season may be subject to agency review and verification at the start of the next growing season. Prepare summary report of findings.

**Process ERP Permit Applications-** TCG will prepare and process environmental resource applications with the U.S. Coast Guard, US Army Corps of Engineers (USACE), & Broward County Environmental Protection & Growth Management Department for the replacement and widening of an existing bridge over the C-10 Canal. TCG will prepare necessary applications and exhibits for the application submittal including the benthic resource survey and report. Corradino (Client) will provide the necessary structural engineering drawings and sections for the submittal. This includes a potential USACE nationwide permit if applicable.

**Process SFWMD ROW Permit Applications-** TCG will prepare and process right of way permit applications with the SFWMD for the necessary structural repairs to existing bridge. TCG will prepare necessary applications and exhibits for the application submittal. Corradino will provide the necessary structural engineering drawings and sections for the submittal.

#### **Meetings with Client-**

Attend meetings with Corradino, the City of Hollywood and key stakeholder agencies regarding the permit status and coordination meetings with Corradino and City.

#### **Environmental Permit List and Estimated Permit Fees**

The following is a list of anticipated environmental permits as outlined in the Johnson Street Feasibility Study. The projected permit fees for the anticipated permits are provided in the below table. Corradino will provide the permit fee and will submit to the City of Hollywood as a reimbursable expense as directed by the Client.

PERMIT LIST	
AGENCY	PERMIT FEE
SOUTH FLORIDA WATER MANAGEMENT DISTRICT (SFWMD) - ERP Mod.	\$1,200.00
SOUTH FLORIDA WATER MANAGEMENT DISTRICT (SFWMD) - Water Use	\$500.00
UNITED STATES COAST GUARD (USCG)- Bridge Permit*	\$0.00
UNITED STATES ARMY CORPS OF ENGINEERS (USACE)- Section 408 & 404	\$0.00
BROWARD COUNTY- General Licenses	\$100.00
BROWARD COUNTY- Maintenance Dredging	\$250.00
<b>PERMIT FEES TOTAL (ESTIMATED)</b>	<b>\$2,050.00</b>

**Lump Sum fee of \$32,550.00 (Task 4) which includes a Reimbursable Expense of \$2,050.00 for anticipated Permit Fees.**

## 5) Bridge and Roadway Design Services

The Corradino Group will provide bridge replacement, roadway design including utility coordination, pavement marking and signage and miscellaneous sidewalk design and temporary traffic control plan development design services for the PROJECT. The bridge replacement and road work limits extend between N. 31<sup>st</sup> Avenue and N. 30<sup>th</sup> Road. The roadway/bridge design services are based on the concept design as outlined and depicted in Exhibit Two.

The utility coordination services for this bridge replacement project includes the following:

- Utility Kick-Off meeting
- Identification of Existing Utility Agency Owners
- Establish Utility Contacts
- Utility Exception Policy Processing
- Preliminary Utility Meeting
- Individual Utility Meeting
- Collection and review of plans and data from UAO
- Subordination of Easements Coordination
- Utility Design meeting
- Review of utility markups and work schedules
- Utility coordination and follow-up
- Utility constructability review

The Corradino Group, Inc. will prepare the Production Plan Phase submittals. The plan submittals shall include the following:

- Typical Section Package
- Pavement Design Package
- Roadway and Bridge Plans including:
  - Demolition sheet
  - Plan and profile sheets
  - Cross sections
  - Drainage plans
  - Drainage structure sheets
  - Maintenance of traffic plans
  - Miscellaneous details
  - Stormwater Pollution Prevention Plan (SWPPP)
- Contract Documents- Once the constructability development plans have been reviewed by the City, construction documents will be created to implement the approved design. Construction documents will also include Design Variations Report, Drainage Report, cost estimates, details notes and specifications necessary to complete construction. Final deliverables and meetings will be determined after the Constructability Phase is completed.

- The Production Design Phase (30%) plan submittal package shall include the following:
  - Production Design (30%) Plans- These services shall include the preparation of a key sheet, a horizontal control sheet, typical section, general plan, plan and profile sheet, and of the proposed bridge replacement.
  - Pavement Design Package
  - Typical Section Package
  - 30% Opinion of Probable Cost Estimate
- The Production Design/Permit Phase (60%) plan submittal package shall include the following:
  - Production Design/Permit (60%) Plans- The bridge design services shall include the preparation of a key sheet, preliminary superstructure details, preliminary substructure details, expansion joint details, and approach slab details. The roadway design services shall include the preparation of a key sheet, a horizontal control sheet, typical section and plans that depict the limits of sidewalk installation.
  - 60% Deliverables shall include the following:
    - Three (3) PDF sets of Permit Phase (60%) construction plans (11" X 17") and permit exhibits at 1" = 100' scale.
    - 60% Opinion of Probable Cost Estimate
    - Written responses to City of Hollywood comments
- The Production Phase (90%) Pre-Bid plan submittal package shall include the following:
  - Pre-Bid (90%) Plans- These services shall include modifications or revisions to the Production/Permit Phase (60%) plans as a result of FDOT and City of Hollywood review and comment during the Permit Phase (60%) plans submittal.
  - 90% Deliverables shall include the following:
    - Three (3) PDF sets of Pre-Bid Phase (90%) construction plans (11"x17") at 1"= 100' scale.
    - Written responses to City of Hollywood comments
    - Quantity Take-off list. City of Hollywood shall furnish a template MS Excel Bid Form spreadsheet.
    - 90% Opinion of Probable Cost Estimate
    - Specifications (FDOT)

- The Construction Phase (100%) plan submittal package shall include the following:
  - Construction (100%) Plans- These services shall include modifications or revisions to all Plans based on FDOT and City of Hollywood review of the 90% Pre-bid plans.
  - 100% Deliverables shall include the following:
    - Three (3) PDF sets of signed and sealed Construction Phase (100%) construction plans (11"x17")
    - Digital version of Design Plan files with P.E.CAD Seal in AutoCAD version 2021 format.
    - Written responses to City of Hollywood comments
    - Final Quantity Take-off list- Bid Package
    - Letter of Quality Control;
    - One (1) set of signed and sealed conformed construction plans (11" x 17") reflecting any addenda or changes in the plans after the Bid Phase submittal.
    - Final Specifications (FDOT)

The Corradino Group will attend one public outreach meeting and make presentation of final design/construction documents. The FDOT Design Requirements are outlined in the 08/21/23 FDOT kickoff meeting minutes provided as Exhibit Three.

#### **Lump Sum fee of \$401,013.53 (Task 5)**

#### **6) Bidding Assistance and Design Support During Construction**

The Corradino Group, Inc. will provide bidding assistance support including design clarifications during the bidding process. The Consultant will provide limited construction services including responses to request for information (RFI) during construction.

#### **Hourly not to exceed fee of \$9,454.00 (Task 6)**

The following are additional basis of scope for this task work order authorization.

- Bridge Development Report (BDR) previously completed as Johnson Street Bridge Widening Feasibility Study.
- This scope of services is based on the preferred design alternative as outlined in the Johnson Street Bridge Widening Feasibility Study. The existing pedestrian bridges on the existing bridge will be removed by others. The proposed design alternative #1, single span concrete bridge design, will be design with an 8' wide shared use path on either side at the new bridge. If there are revisions to the assumptions or the details of the preferred design alternative, an additional service may be required to complete the recommended design.
- This scope of services assumes that the NEPA Evaluation will be completed by the USACE as part of the permitting process. If NEPA Evaluation is required by The Corradino Group, Inc., an additional service will be required.

- This scope of services includes an estimated reimbursable fee amount for environmental permitting fees as outlined in Task 4. These permit fees will be the responsibility of the City of Hollywood and will be provided by Corradino at the time of permit submittal with reimbursement by the City of Hollywood as part of the next invoice cycle.
- This scope of services does not include public outreach services. These services will be provided by the City of Hollywood. Our scope of work is limited to delivering a presentation of the final design/construction documents at one public outreach meeting. If Public Involvement and Outreach services are required, these services can be provided to the City of Hollywood as an additional service.
- This scope of services does not include a Cultural Resource Assessment Survey. A Cultural Resource Assessment Survey typically includes an Area of Potential Affect Research, Archaeological Resource Survey, Historic Resource Survey and CRAS Report. This can be provided as an additional service as requested by the City of Hollywood.
- The City of Hollywood will provide The Corradino Group, Inc. with contact information for any related adjacent construction project that may affect the design and construction of the Johnson Street over C-10 Canal Bridge Replacement Design Services project.
- This scope of service does not include signalization design modifications and permitting for the existing traffic signal at the intersection of Johnson Street and N. 30<sup>th</sup> Road. These services will be provided by others.
- The stormwater/drainage services are limited to the preparation of a bridge hydraulics reports and minor drainage design services related to modifications to the vertical profile due to the bridge replacement. If additional stormwater/drainage design services are required due to unforeseen conditions, the supplemental design and permitting will be provided as an additional service.
- This scope of services does not include construction engineering inspection services. These services will be provided as an additional service as requested by the City of Hollywood.
- This scope of services does not include submittal to FDEP for the National Pollutant Discharge Elimination System (NPDES) permit. The contractor will be required to submit the construction plans which includes the SWPPP plan to FDEP. The SWPPP will be prepared based on the assumption that the project will disturb less than 1 acre of land and that the standard EPA SWPPP template will be used. These NPDES permitting services can be provided as an additional service as requested by the City of Hollywood.
- ROW acquisition services or coordination are not included in this scope of services and will be handled by others.

- This scope of services does not include the preparation of Sketch and Legal Descriptions and/or Title Search. These services can be provided as an additional service as requested by the City of Hollywood.
- This scope of services does not include street lighting design services or analysis of the existing lighting conditions. These services can be provided as an additional service as requested by the City of Hollywood.
- This scope of services is based on a funding agreement between FDOT and the City of Hollywood. This scope of services does not include LAP Document Submittal Support During Design. If these services require additional hours, these services can be provided as an additional service as requested by the City of Hollywood.
- This scope of services is based on all deliverables will be electronically submitted. This includes PDF submittals of the 30%, 60%, 90% and 100% Final Design construction plan sets. The final 100% design bid set will be submitted electronically as a PDF with P.E. CAD Seal in Auto-CAD version 2021.

### **III. BUDGET:**

The Corradino Group, Inc. will provide to the City of Hollywood the basic services described in this scope of services for a lump sum budget of **\$519,408.53** plus hourly not to exceed budget of **\$16,054.00.**

Contingency: A contingency of **10% (\$53,546.25)** will be available for any changes to the scope of services. This will not be accessed without written approval of the appropriate City Staff. If necessary, it would speed implementation of scope modifications.

Total Cost for the project would be **\$589,008.78**

### **IV. ANTICIPATED SCHEDULE:**

It is the understanding of The Corradino Group, Inc., the City of Hollywood wishes to complete the project on an expedited timeline of 12 months; however, given the lead time on required services to be completed prior to initiating bridge design services (e.g., topographic survey data collection, geotechnical boring and substrata analysis), environmental assessment, environmental permitting and permit agency review time a schedule of 12 months is not attainable.

The Corradino Group, Inc. can complete the task work order scope of services within **24 months** from the issuance of a Notice to Proceed by the City of Hollywood. The proposed schedule is outlined further below:

- Topographic Survey – 2 months after NTP
- Bridge Hydraulic Report – 4 months after NTP
- Geotechnical Report – 4 months after NTP
- 30% Design Plans – 4.5 months after NTP; anticipated to be ready by the end of February 2024 (based on contract approval at 10/18/23 City of Hollywood Commission meeting)
- 60% Design Plans - 10 months after NTP
- Permitting – 19 months after NTP
- 90% Design Plans – 21 months after NTP
- 100% Design Plans – 24 months after NTP

## **V. ACCEPTANCE OF PROPOSAL**

### **Johnson Street over C-10 Canal Bridge Replacement Design Services**

Approved by:

**CITY OF HOLLYWOOD**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**Azita Behmardi, Deputy Director, Development Services- Engineering**

\_\_\_\_\_  
(Witness)

\_\_\_\_\_  
(Witness)

**THE CORRADINO GROUP, INC.**

Date: \_\_\_\_\_

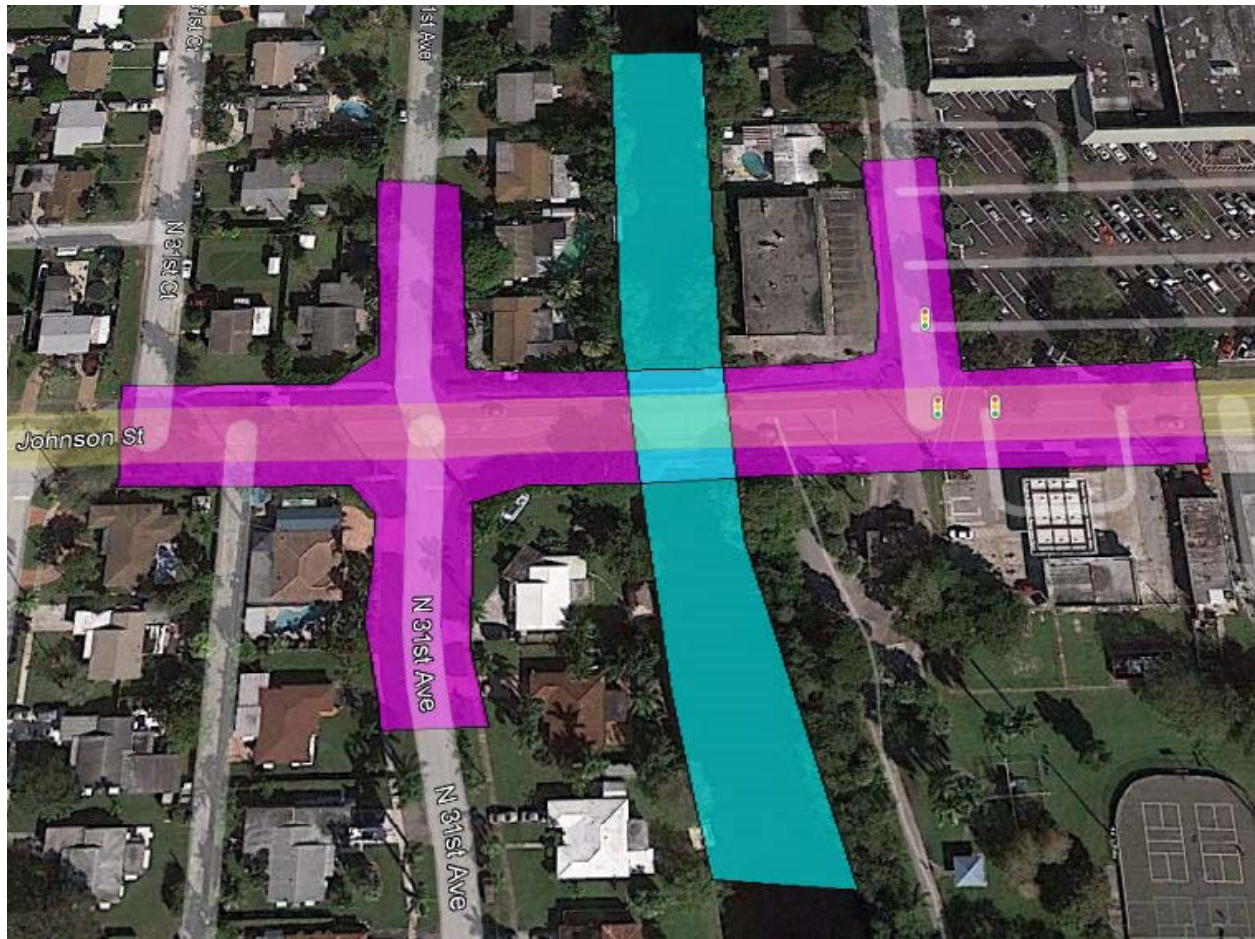
By: \_\_\_\_\_

**Joseph M. Corradino, President**

\_\_\_\_\_  
(Witness)

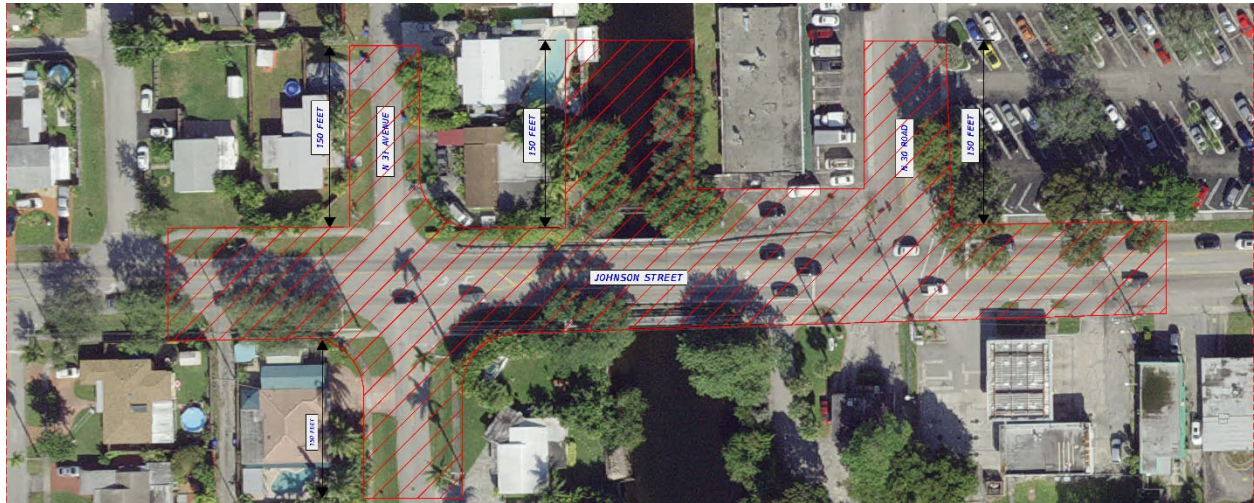
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**EXHIBIT ONE**  
**PROJECT LIMITS- TOPOGRAPHIC SURVEY**

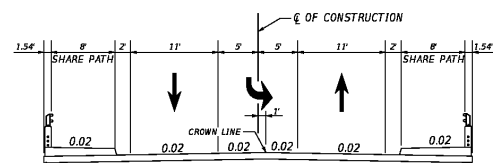
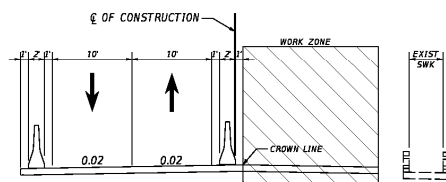
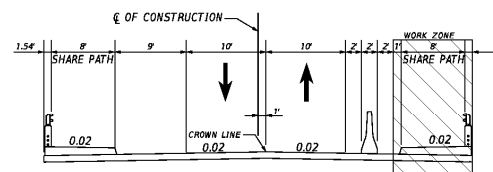
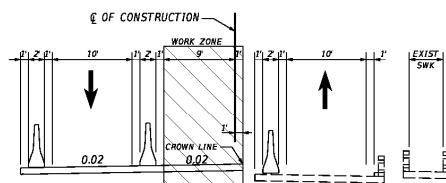
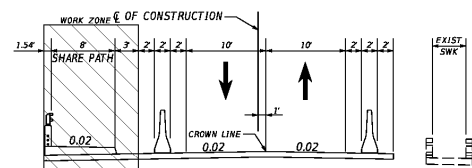
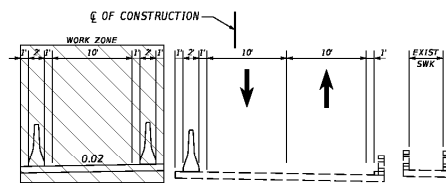
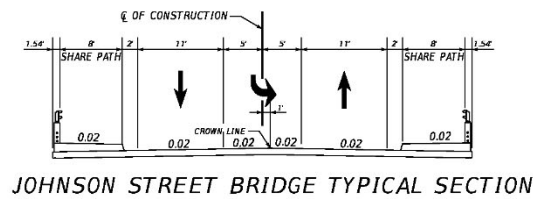
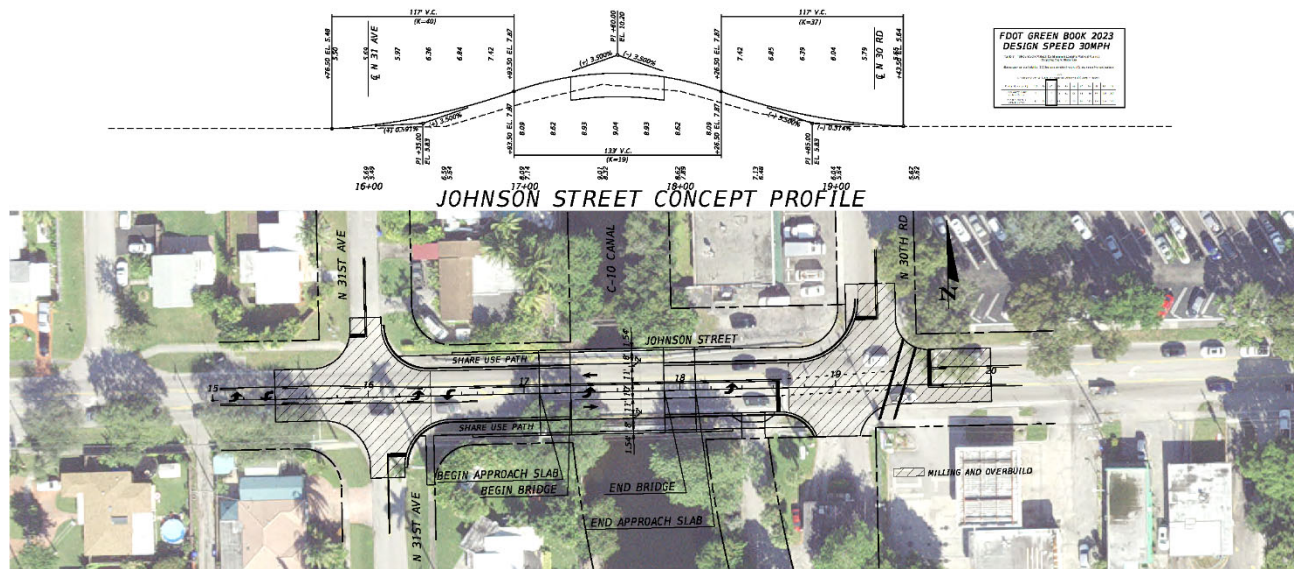


## **EXHIBIT TWO**

### **PROJECT LIMITS- ROADWAY/BRIDGE CONCEPT DESIGN**



The current bridge/roadway concept design alternate will involve completely removing and replacing the existing structure along the same alignment, with a single span, prestressed, precast, concrete superstructure supported on a reinforced concrete end bent and new piling. The new structure will be designed to span over the existing end bent piling and existing interior piers. The existing intermediate piers, end bent retaining walls, and end bent caps will be removed. The existing piling will be removed above ground and remain in place below ground. The existing low structure elevation will be maintained. To accommodate the longer span, a taller superstructure will be required, necessitating a raise in vertical profile of approximately 0.5 feet. The increase in profile grade will require approximately 200 feet of approach roadway work on each end of the structure to connect into the existing section. To minimize the approach roadway work, approach grades will be steepened, and three new vertical curves are required to be constructed: a crest curve over the center of the new bridge, and two sag curves at each end of the project to tie back into existing elevations.



**EXHIBIT THREE**

**FDOT JOHNSON STREET BRIDGE WIDENING KICKOFF MEETING- 08/21/23  
MINUTES**



## MEETING MINUTES

### SFGA Project Kick-off Meeting

#### City of Hollywood

#### 453172-1: Johnson Street C-10 Canal Bridge Widening

*Monday, August 21<sup>st</sup>, 2023, | 10:00 AM – 11:30 AM | Meeting called by FDOT at D4 HQ*

#	ITEM OF DISCUSSION	EXPECTATIONS
1.	Introduction	<p>Introduction of Attendees</p> <p>Mark Johnson (City of Hollywood)</p> <p>Luis Lopez (City of Hollywood)</p> <p>Azita Behmardi (City of Hollywood)</p> <p>Clarissa Ip (City of Hollywood)</p> <p>Heather Guenot (City of Hollywood)</p> <p>Eric Czerniejewski (Corradino Group)</p> <p>Sabrina Aubery (FDOT)</p> <p>William Nass (FDOT)</p> <p>Tristan Parker (FDOT)</p>
2.	Agency Responsible Charge & Project Manager	<p>❖ Responsible Charge: Mark Johnson/Luis Lopez</p> <p>❖ Project Manager: TBD</p>
3.	Project Limits	<p>The project is located on Johnson Street over the C-10 Canal, approximately 130 feet west of N. 30th Road, in Broward County, Florida.</p>
4.	Project Scope	<p>The alternate (Alternate #1) chosen by the agency would involve completely removing and replacing the existing structure along the same alignment, with a single span, prestressed, precast, concrete superstructure supported on a reinforced concrete end bent and new piling. The new structure will be designed to span over the existing end bent piling and existing interior piers. The existing intermediate piers, intermediate pier piling, end bent retaining walls, and end bent caps will be removed. The existing end bent piling will remain in place. The existing low structure elevation will be maintained. To accommodate the longer span, a taller superstructure will be required, necessitating a raise in vertical profile of approximately 1.2 feet. The increase in profile grade will require approximately 120 feet of approach roadway work on each end of the structure to connect into the existing section. To minimize the approach roadway work, approach grades will be</p>

steepened, and three new vertical curves are required to be constructed: a crest curve over the center of the new bridge, and two sag curves at each end of the project to tie back into existing elevations.

Due to language included in the application that was passed, the city will need to provide justification to the department for the replacement of the bridge.

5. Project Funding

<u>FISCAL YEAR</u>	<u>PHASE</u>	<u>PHASE TOTAL</u>	<u>FUNDING TYPE</u>
<u>2024</u>	<u>54</u>	<u>\$950,000.00*</u>	<u>STATE</u>
		<u>\$2,000,000.00</u>	<u>LOCAL</u>
<u>TOTAL</u>		<u>\$2,950,000.00</u>	

\*Amounts subject to change due to non-participating/non-eligible items

This project is a State Appropriation. Under the General Appropriation Act, the agency was awarded funding of \$950,000 for design and construction services, in which Departmental funds are not to exceed the legislature award. The agency indicated that they intend to primarily use the funds for Construction services. There is no federal funding on this project.

Non-participating/participating items on the cost estimate will be reviewed at a separate meeting to determine eligibility. FDOT cost estimate will be sent to the agency for completion.

6. Project Type

FDOT discussed minimum design standards and specifications required for Class C projects. The agency indicated that they are aware of the requirements for this project.

7. CEI Services–  
In-House/  
Consultant

The Agency Plan for CEI: Consultant.

- Agency cannot use the same consultant for Design and CEI services.
- CEI must be procured under CCNA.
- CEI must be FDOT prequalified.

8. Environmental

The agency indicated that they will engage in the required coordination with environmental agencies when applicable. FDOT will provide further comment once more details are available.

9. Right of Way

LA indicated that all work can be done within the existing ROW.

10. Utilities

The agency indicated that utility coordination has begun, with regards to adjacent utilities and utilities attached to the bridge.

11. Scheduling/  
Phase  
Submittals

Current Schedule:

Kick Off Meeting	August 21, 2023
30% Plans	February 2024
Execution Month	March 2024

*Documentation required for each one of the phase submittals.*

The agency indicated that these funds will likely be used for construction services, with an agreement being executed this fiscal year at 30% plans and the NTP being held until production is reached. Design is expected to begin in November/December, and take 18-24 months to complete. The agency indicated that ~90 days should be given to get the agreement in front of the commission. To

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expedite the SFGA execution, the city advised the department to send the draft agreement to the city to receive prior authorization to execute.

Communication and cooperation around the schedule are key to a successful agreement. If the Agency experiences any challenges that may impact the project schedule, they should inform FDOT as soon as possible. If notified in a timely manner the Department may be able mitigate any impact to production, Commitment dates, or project inactivity.

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12. State Funded Grant Agreement (SFGA)	The agency must enter into an SFGA with the department before an NTP can be given for construction. The boilerplate agreement can be found on the FDOT Local Programs homepage.
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13. Advertisement and Award	Procurement of professional services must with the Consultant's Competitive Negotiation Act (CCNA) and the Florida Statute(s)
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Contractors and consultants must be FDOT prequalified.

Bids must include E-Verify language and will need a copy of Advertisement prior to posting.

Advertising for Competitive Bids or Proposals requires the solicitation of competitive bids or proposals shall be publicly advertised at least once in a newspaper of general circulation in the county where the project is located at least 30 days prior to the established bid opening and at least 5 days prior to any scheduled pre-bid conference. (Section 255.0525 F.S)

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14. Construction	Change Order(s) and Time Extension are still required to be submitted to the District for FDOT Concurrence prior to executing regardless of the participation. The Department must provide the Construction NTP for the agency to start construction. Monthly progress reports (MPRs) are required. Pictures, not required, but beneficial to help with verification of services.
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15. Invoicing	Quarterly invoicing required during Construction, monthly is preferred. (Invoice Submittal Checklist).
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16. GAP	❖ Agency GAP Administrator: Jose Cortes All required documents should be uploaded into GAP System (GAP Checklist).
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17. Agency Action Items/Follow-up	❖ Share draft schedule. ❖ Share 30% plans once available. ❖ Provide documentation that justifies bridge replacement.
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18. SFGA Forms and Resources	<b>District 4 Local Program Homepage:</b> <a href="https://www.fdot.gov/programmanagement/lp">https://www.fdot.gov/programmanagement/lp</a> <b>SFGA Forms:</b> <a href="https://www.fdot.gov/programmanagement/lp/forms/lpforms.shtm">https://www.fdot.gov/programmanagement/lp/forms/lpforms.shtm</a>
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*Information related to GAP and other procedures can be found on the local programs' homepage.*

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