



Community Redevelopment Agency (CRA)
Request for Qualifications
**Traffic Engineering Services to the CRA
for Capital Projects**

CRA 17-020
September 7, 2017

Tindale Oliver
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GREATER OUTCOMES.**





LETTER OF TRANSMITTAL

HOLLYWOOD, FL CRA RFQ NO. CRA 17-020

Traffic Engineering Services
for Capital Projects

CONSULTANT NAME & ADDRESS

Tindale Oliver
6301 NW 5th Way
Suite 1400
Fort Lauderdale, FL 33309

DESIGNATED CONTACTS

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SUB-CONSULTANTS

CALTRAN Engineering Group*
Miami, FL

Chen Moore & Associates*
Miami, FL

*DBE Certified

September 7, 2017

City of Hollywood
Office of the City Clerk
2600 Hollywood Boulevard
Room #220
Hollywood, FL 33020

Attn: Ms. Susan Goldberg, Deputy Director, Hollywood CRA

RE: CRA 17-020 Traffic Engineering Services for Capital Projects

Dear Ms. Goldberg:

Tindale-Oliver & Associates, Inc. (dba Tindale Oliver) is pleased to submit this proposal for the above-referenced RFQ. Since 1989, Tindale Oliver has provided industry-leading transportation planning and engineering, community planning and design, transit, and public finance solutions to public sector clients throughout Florida and the United States. Our transportation solutions include multimodal transportation planning and engineering services to address community and regional mobility needs to enhance safety, preserve the quality of life, and support economic development through coordinated transportation and land use strategies.

Having recently expanded our capability to include roadway design as part of our overall package of transportation services, we are proud to present an even greater range of services to the City. For this project, Tindale Oliver will lead the traffic analysis/planning, roadway design, and public relations components of the project. Additionally, we have retained strategic partners to address the following project needs:

- > CALTRAN Group will provide data collection services and supplemental traffic operational analysis as necessary.
- > Chen Moore & Associates will provide landscape architecture and general civil engineering services.

Key differentiators of our team, borne out in the qualifications presented herein, include:

- > Exceptional dedication to quality and efficiency in the design process—getting things right the first time.
- > National expertise with respect to traffic safety with a strong focus on bicycle and pedestrian safety/mobility.
- > Understanding of the City's transportation issues within the CRA based on recent work on the Broward MPO Hollywood/Pines Corridor Study.

We are excited for the opportunity to work with the City of Hollywood Community Redevelopment Agency, and to help advance the CRA's goals and initiatives.

Sincerely,

Demian Miller, AICP
Principal-in-Charge

TABLE OF CONTENTS



Letter of Transmittal

Tab 1: Profile of the Consultant (Items a, b, & c) 1-1

The Tindale Oliver Team 1-1

Tab 2: Similar Projects and References (Item d)..... 2-1

Recent and Relative Projects..... 2-1

Tab 3: Litigation Statement and Certificate of Insurance (Item e) .. 3-1

Tab 4: Staff Qualifications and Experience (Items f, g, & h) 4-1

Organization Chart..... 4-1

Team Resumes..... 4-1

Tindale Oliver Team Organization Chart 4-2

Tab 5: Project Approach (Item i) 5-1

Data Gathering, Analysis, and Recommendations..... 5-1

Design Services..... 5-3

Contract Management..... 5-6

Quality Assurance and Control 5-6

Tindale Oliver Client Bill of Rights..... 5-7

Tab 6: Required Forms 6-1

SF 330 Part I, A - D (Contract Specific Qualifications)

SF 330 Part I, E (Team Resumes)

SF 330 Part I, F (Example Projects)

SF 330 Part I, G (Key Personnel Participation in Example Projects)

SF 330 Part I, H (Additional Information)

SF 330 Part II (General Qualifications)

Tindale Oliver Certificate of Insurance

Subconsultant DBE/ MBE Certification

Addendums Nos. 1 and 2



PROFILE OF THE CONSULTANT

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Tindale Oliver

Founded in 1989 and established as an S-Corporation in the State of Florida, Tindale-Oliver & Associates, Inc. (dba Tindale Oliver) has developed a reputation as a leader in providing quality, innovative planning and engineering services to its public sector clients. We have grown from a firm of 3 employees in 1989 to 73 employees in 2017, with staff certifications including professional engineers, certified planners, LEED and GIS professionals, ADA/accessibility inspectors, and numerous planners, economists, and GIS analysts. Our firm's major business activities involve four primary solution areas:

- > Transportation Planning and Engineering
- > Transit Planning and Operations
- > Community Planning & Design
- > Public Finance

Over the past 28 years, Tindale Oliver has developed a proven track record with clients throughout Florida and in 17 states. In addition, we have worked closely with agencies throughout South Florida, including Miami-Dade Transit, the City of Doral, the Broward MPO, Broward County Transit, the City of Fort Lauderdale, South Florida Regional Transportation Authority (SFRTA), and FDOT Districts 4 and 6, among many others.

Tindale Oliver has staff located throughout Florida (Bartow, Fort Lauderdale, Jacksonville, Miami, Naples, Orlando, Tampa), Maryland (Baltimore), and Washington (Seattle). Work for the City of Hollywood will be conducted primarily from our Fort Lauderdale office, with support from our Tampa office.

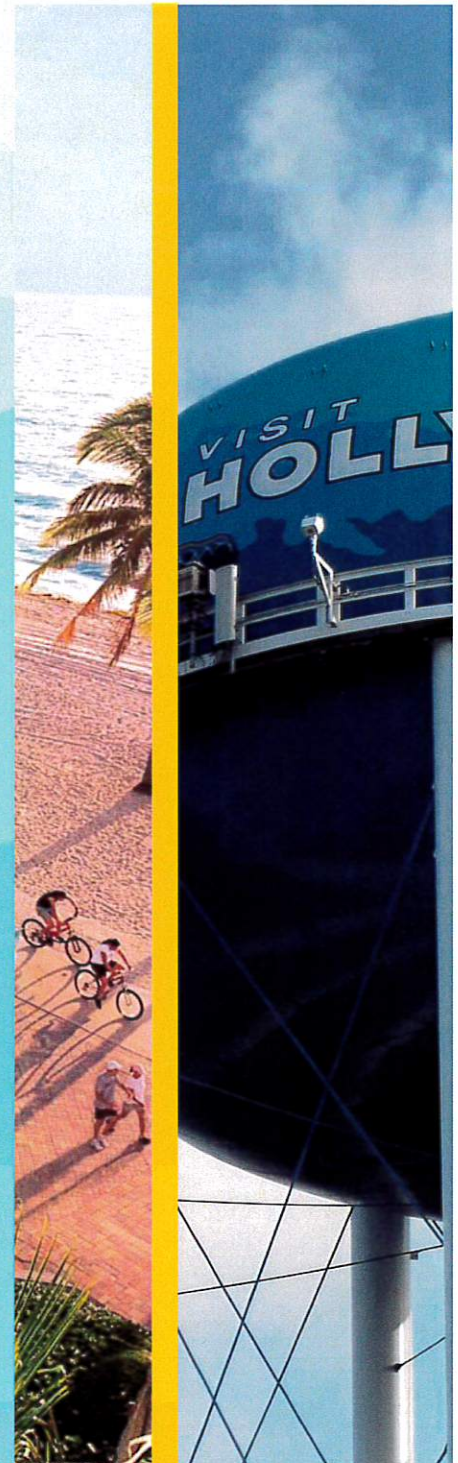
Tindale Oliver principals began their professional careers working for City and State agencies. This experience affords them a real-life understanding of issues government officials face in comprehensive planning, transportation infrastructure planning, innovative infrastructure financing alternatives, and ways to successfully implement recommendations.

CALTRAN

CALTRAN Engineering Group, Inc. (CALTRAN) provides traffic engineering, design, and data collection services and was selected by Tindale Oliver to conduct data collection for the City of Hollywood necessary to support planning and design projects assigned by the CRA. CALTRAN possesses the capability to collect and analyze all types of field information and to conduct thorough research of all available information. It collects information from physical characteristics and the environment and through conducting traffic counts and other data. CALTRAN's capability in conducting data collection has been proven in multiple projects and is very well known by its clients.

CALTRAN is equipped to and capable of using video count technology to efficiently process turning movement counts and to collect pedestrian and bicycle data with the use of tablets and mobile devices. This use of innovative data collection techniques allows the firm to collect and organize inventory data and provide traffic and safety recommendations.

CALTRAN's offices are located in Doral, Florida.



Chen Moore

Chen Moore and Associates (CMA) is a multi-disciplinary consulting firm with offices in Broward, Miami-Dade, Palm Beach, Orange and Alachua counties. Founded in 1986, CMA specializes in civil and environmental engineering, landscape architecture, planning, GIS analysis and mapping, and construction engineering inspection. It is a Florida State- and locally-certified small business enterprise firm and is committed to providing responsive quality services while meeting the schedules and specific project needs of its clients.

Chen Moore will provide landscape architecture and civil engineering support to the Tindale Oliver Team primarily from their Broward and Miami-Dade County offices.

SIMILAR PROJECTS AND REFERENCES

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RECENT AND RELEVANT PROJECTS

The Tindale Oliver Team offers significant relevant experience to the City of Hollywood. Examples of relevant projects in several categories are listed below. The projects in **BOLD** are included in the Standard Forms 330 submitted in Tab 6 of this proposal, and the requested client reference and dollar value information is provided there.

Roadway Design

- > **FDOT District 6, SR 997 – Roadway Design for Krome Avenue from US-1 to Avocado Dr/SW 296th St (TO)**
- > **FDOT District 6, MIC-Earlington Height Connector Terminal Bus Plaza (TO)**
- > **FDOT District 6, 3R for Normandy Dr (SR 934) from Rue Notre Dame to Bay Dr (TO)**
- > **FDOT District 6, Roadway Design for SW 62nd Ave from SW 24th St to NW 7th St (TO)**

Complete Streets, Congestion Management, Multi-modal Corridor Studies

- > **Broward MPO, SR 7 Multimodal Improvements Corridor Study (TO)**
- > **Broward MPO, Hollywood-Pines Congestion Management/Livability Corridor Study (TO)**
- > **City of Fort Lauderdale SE 3rd Avenue Lane Elimination Project (TO)**
- > **City of Fort Lauderdale Uptown Urban Village Land Use Amendment and Form Based Code Master Plan (TO)**
- > **FDOT District 7, Jackson Street 2-Way Cycle Track (TO)**
- > **City of Tampa, Fletcher Avenue Complete Streets Design and Construction (TO)**
- > **FDOT District 7, Districtwide Pedestrian and Bicycle Access to Transit and Complete Streets Support (TO)**
- > **FDOT District 6, Biscayne Boulevard/US 1 Corridor Study (TO)**

Bicycle/Pedestrian Planning

- > **Collier County MPO, Comprehensive Pathways Plan Update (TO)**
- > **Collier MPO, Pedestrian and Bicycle Safety Study (TO)**
- > **Collier County Parks and Recreation, Master Plan (TO)**
- > **FDOT District 7, Bicycle and Pedestrian Safe Access to Transit (TO)**
- > **FHWA, Pedestrian Safety Training Workshops (TO)**
- > **Hernando-Citrus MPO, Coast-to-Coast Good Neighbor Trail (TO)**
- > **Hillsborough MPO, Greenways and Trails Plan (TO)**
- > **Hillsborough MPO, City of Tampa Walk/Bike Plans (Phases I-IV) (TO)**

Safety Studies and Minor Design

- > **FDOT District 4, Districtwide Road Safety Audits and Safety Studies (TO)**
- > **FDOT District 7, Districtwide Safety Studies and Minor Design (TO)**
- > **FDOT District 7, Districtwide Bicycle and Pedestrian Access to Transit (TO)**



LITIGATION STATEMENT

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Prior or Pending Litigation

Tindale Oliver has no prior, pending, or present litigation, arbitration, or dispute relating to the services described herein, nor has Tindale Oliver been involved in any litigation within the last five (5) years.

In addition, no claims have been made against our errors and omissions insurance carrier for any service rendered, nor for any other purpose.



STAFF QUALIFICATIONS AND EXPERIENCE

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Team Organization Chart

The Tindale Oliver Team organization chart for this effort is included on the following page and illustrates the management and structure of our team to serve the Hollywood CRA for this contract.

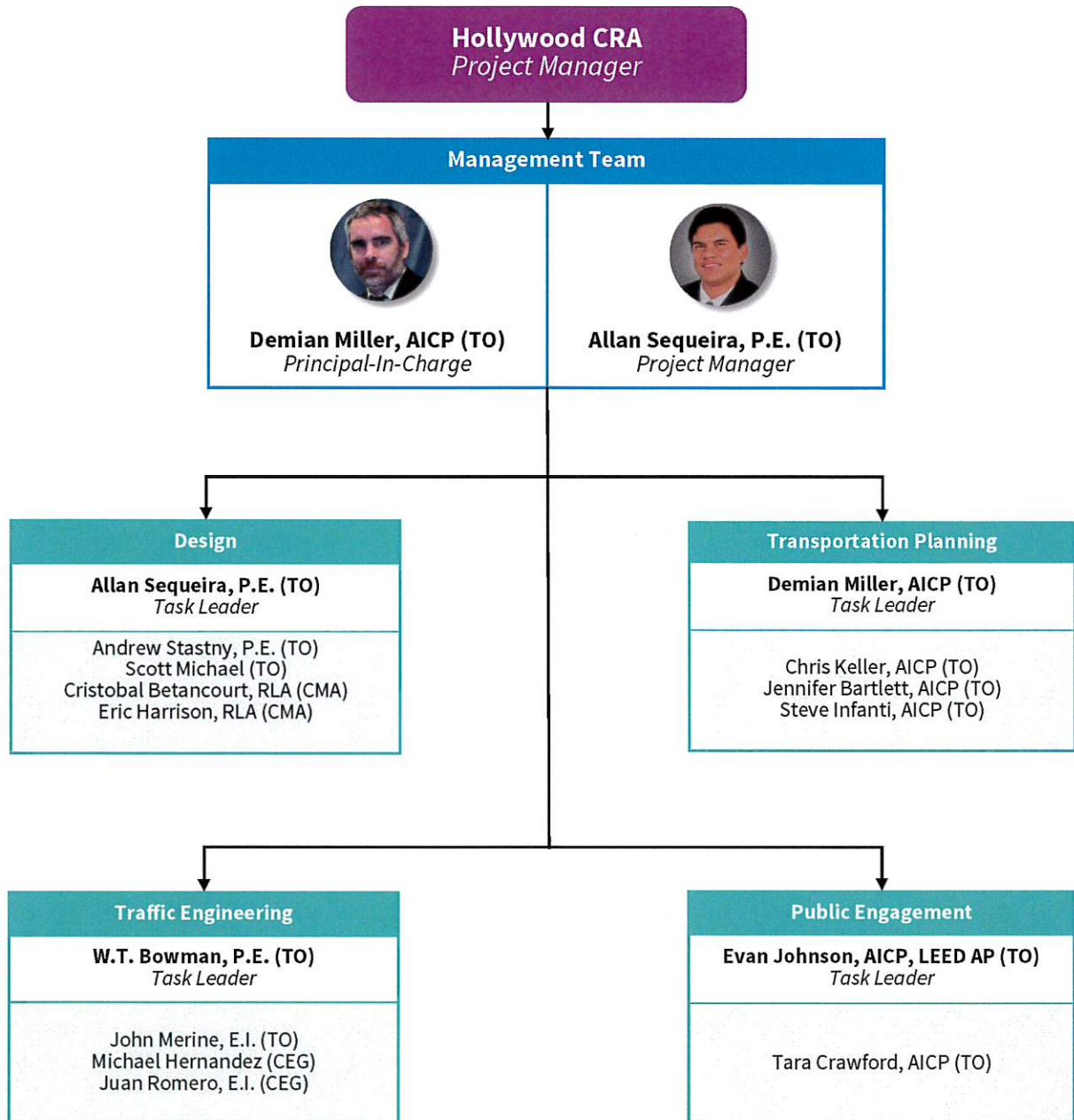
Team Resumes

SF 330 format resumes for the Tindale Oliver Team personnel proposed for this contract are provided in Tab 6 of this proposal. These resumes further demonstrate the significant qualifications and relevant experience offered by our team of skilled and dedicated professionals.

The type and extent of municipal staff support required for this engagement is dependent on the nature of individual task work orders. At a minimum, municipal staff will be required to interact with the Tindale Oliver Team during the task work order scope development process to articulate key objectives, preferred methods, and budgetary constraints. Municipal staff will also be required to participate in regular project progress and strategy meetings/calls and review and comment on interim and draft-final deliverables. Other areas where municipal staff participation will be necessary include preparing agenda items for the CRA Board/City Commission, providing internal coordination to gather data/plans necessary to expedite project delivery, and potentially assisting with public engagement activities.



Hollywood Community Redevelopment Agency Traffic Engineering Services for Capital Projects Tindale Oliver Team Organization Chart



TO - Tindale Oliver
CEG - CALTRAN Engineering Group
CMA - Chen Moore and Associates

PROJECT APPROACH

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DATA GATHERING, ANALYSIS, AND RECOMMENDATIONS

The following summarizes Tindale Oliver's approach to data collection, analysis, and recommendations from a transportation planning/engineering perspective for design project development purposes.

Data Gathering

When analyzing roadway corridors/sub-areas to determine appropriate transportation infrastructure solutions, Tindale Oliver will make use of existing data assets to the extent possible. These include traffic counts maintained by FDOT and the Broward MPO along major roadways, traffic data and roadway plans from past studies and projects, and traffic crash data maintained by Tindale Oliver for FDOT District 4. We will also leverage transit data including ridership and origin/destination information from the recent US-1 transit corridor study done by BCT and GIS stop location and boarding/alighting data.

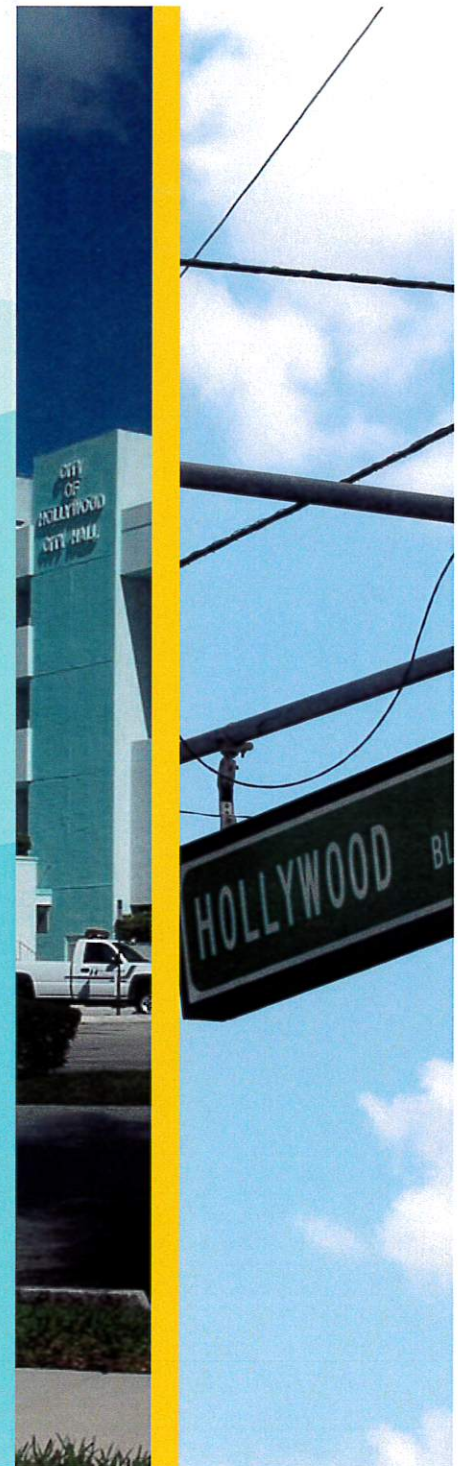
If new data collection is necessary CALTRAN will be used to efficiently and accurately collect traffic and existing conditions data using manual and video counts as appropriate. The Tindale Oliver team will also conduct travel speed/delay test drives to document existing conditions and validate traffic operational models. Tindale Oliver also uses aerial drones for traffic data collection. These are particularly useful to look at complex intersections and even conduct mini-origin/destination studies.

Tindale Oliver and CALTRAN have also worked together to collect data for mid-block crosswalk studies including multiple studies for FDOT District 4 consistent with the requirements of the FDOT Traffic Engineering Manual Chapter 3.8.

Data Analysis

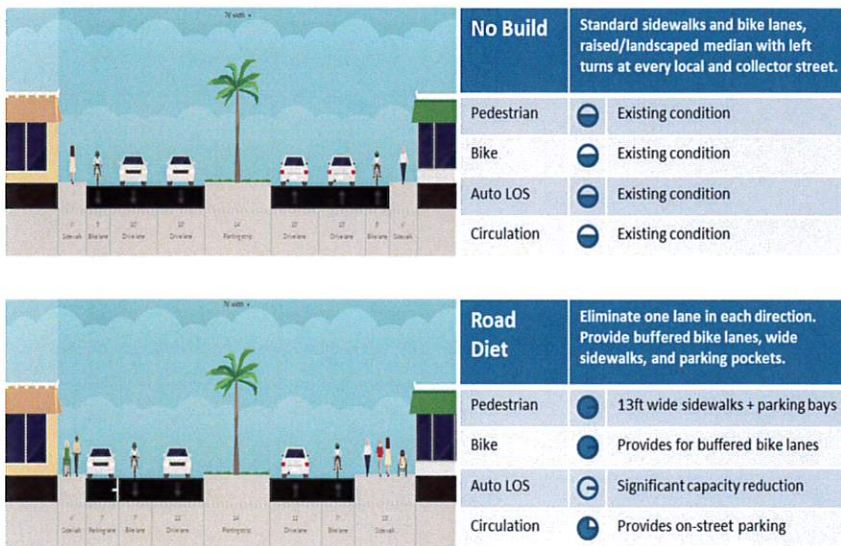
Once Tindale Oliver has assembled or collected necessary data we will conduct appropriate analysis necessary to make design recommendations. For a work-order contract such as this, a broad set of analyses may be necessary. Below is a description of key subject areas that may come into play.

- > **Design Traffic Analysis:** For projects such as reconfiguring US-1 through Young Circle or modifying one-way streets in the Downtown, Tindale Oliver will provide a design traffic analysis including the following main steps:
 - ◇ Using traffic counts, signal timing plans, and roadway/intersection geometry, build and calibrate an existing conditions microsimulation model.
 - ◇ Estimate future volumes for Build and No Build alternatives using SERPM model volumes, historical growth rates, and other factors.
 - ◇ Estimate forecast traffic turning movements to evaluate future operations for Build and No Build alternatives.



- ◊ Evaluate traffic Measures of Effectiveness including intersection and critical movement delay and queuing.

- > **Lane Elimination Analysis:** Tindale Oliver has prepared lane elimination (road diet) analyses consistent with the FDOT Lane Elimination Guide and conducted less formal analysis for local governments in support of road diets on city and county-maintained roads. In addition to the Design Traffic Analysis described above, lane elimination analysis includes consideration of community factors, modal trade-offs, and Comprehensive Plan consistency. As shown in the graphic here, Tindale Oliver has used this approach to compare and contrast various alternative concepts.



- > **Roundabout and Alternative Intersection Analysis:** As part of an overall program of Complete Streets, modern roundabouts and other alternative intersection designs can provide significant advantages for pedestrians, reduce off-peak delays, and maintain throughput during rush hour. Tindale Oliver can work to identify roundabout candidates based on traffic crashes, volumes, and right-of-way as part of an overall plan for improvements within the City's CRA districts.

Recommendations

Recommendations for roadway reconfiguration and other major transportation capital projects need to be technically sound but also must be presented in a way that can be readily understood by partner agency stakeholders, the community at large, and the City's elected leadership. Generally, Tindale Oliver's approach to report preparation and recommendations is to prepare a main report that serves as an overall summary and is graphic-rich and understandable to the public. This report is then supported by technical appendices that can be relied on by the City

and other agency stakeholders to document the main report's conclusions and recommendations. Other key elements of Tindale Oliver's approach to project recommendations include the following:

- > **Discussion of Modal Trade-Offs:** In most cases when roadways are reconfigured there will be trade-offs between modes. Most often this means sacrificing automobile travel speed for improvements to pedestrian, bicycle, or transit infrastructure. Honest discussion of these trade-offs in the project report allows for robust decision making and long term support for projects. Regardless of trade-offs between modes, Tindale Oliver will work ensure that safety is never compromised as part of the concept development process.

- > **Feasibility Review:** By engaging our design staff in the planning stages of a project, we are able to determine early on if concepts are feasible and constructible. This information can help determine the best alternative design concept and ensure good value for the community once a project goes from planning into design/construction.

- > **Cost Estimates:** Similar to feasibility review, early participation of design disciplines can identify preliminary cost estimates for budgeting purposes.

- > **Community Impacts:** As part of the project development process, we will consider and document possible community impacts including cut-through traffic, impacts to private right-of-way, and aesthetic impacts.

As part of our recommendation process, we will also identify potential funding sources beyond the CRA including federal Highway Safety Improvement Program funds and MPO programmatic funding such as CSLIP or Mobility Hub funding.

DESIGN SERVICES

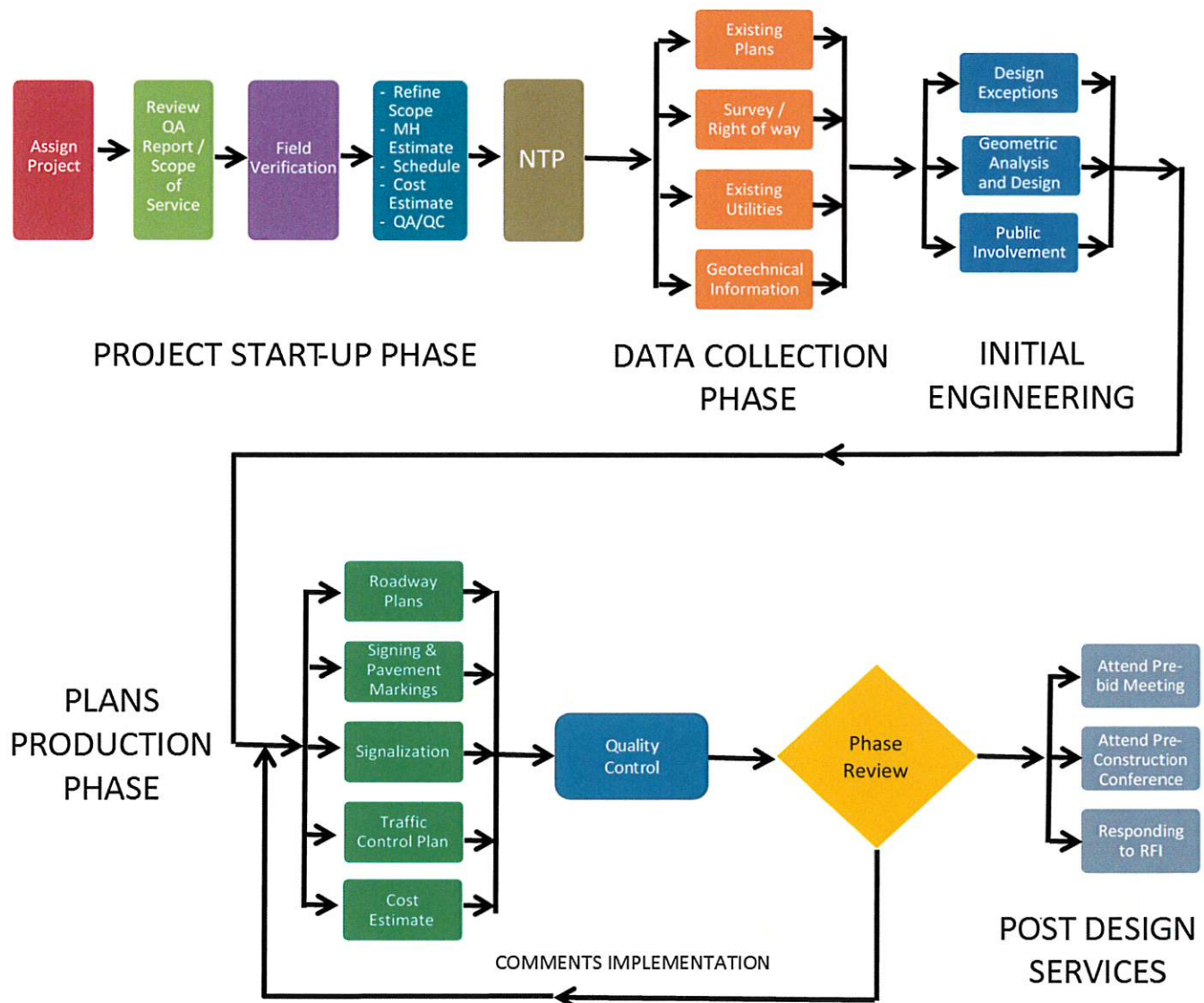
Our approach to the contract will be to generate a well-defined scope of work for each individual task by identifying all deficiencies and City needs associated with each project in order to provide feasible solutions. Our team's step-by-step design process to each individual task is shown in the flow chart below.

Project Start-Up Phase

Our first step is Project Start Up Phase which includes performing a detailed analysis and evaluation of each assignment by reviewing the draft scope of services (if provided by the City), as built plans, preliminary Reports, Right-of-Way (R/W) maps, and maintenance records as well as performing site visits, in order to refine the *project scope*.

The next step, once the scope has been well-defined, is to put together a project schedule with the description of all design tasks, a list of all personnel that will be part of the project, a detailed man-hour estimate work effort and a QA/QC plan. In addition to the project schedules, Tindale Oliver will create and maintain a spreadsheet throughout the life of the contract with critical information such as the leading design person and firm responsible for each task, anticipated submittal dates and contract funding.

Our Project Manager recognizes that this is only one of many projects managed by the City PM and will be proactive in minimizing his/her day-to-day involvement on this contract by anticipating potential problems and acting to solve them before they become project issues. Our focus will be to ensure that our design scope, production schedule and project budget is met by the entire team.



Data Collection Phase

After issuance of Notice to Proceed, we will commence with the Data Collection Phase. This phase involves gathering and reviewing all existing information such as survey, as-built plans, right-of-way and utility information as well as traffic operations and traffic crash data. The Tindale Oliver Project Manager will conduct reviews with permitting agencies to update permit criteria. Drainage and maintenance personnel will be contacted for input regarding any previous problems within the project limits.

In addition to the data collection, the Tindale Oliver team's Project Manager will coordinate a comprehensive field review with all our team members and City Project Manager. This multi-disciplined team will be able to identify locations where safety and operational problems may exist, verify information obtained in the office, and assess field operating conditions. As part of this field review, the Tindale Oliver team will videotape the entire length of the project. This approach has proven to provide a tremendous advantage in reducing the field review errors, omissions, travel time savings, and allow more time for our team to focus on design issues.

Initial Engineering Phase

The next step is the Initial Engineering Phase, which entails reviewing the existing geometric features of the subject corridor. This will include an evaluation of the existing roadway profile, cross-slope, sight distance, lane width, border width, safety issues and clear zone criteria. The existing vertical and horizontal alignment will also be reviewed to ensure that it meets the latest standards. This review will dictate if any design exception will be needed early in the design stage in order to avoid delays during plans development. All required design exceptions, Typical Section and Pavement Design Packages, will be prepared prior to the 60% plans submittal, providing ample review time for the City Design Engineer approval.

Plans Production Phase

This phase is followed by the Plans Production Phase which entails the design analysis, the preparation of contract plans, summary of quantities, cost estimate, and specifications package. Special attention will be given to the summary of pay items, utility conflicts and to any technical special provisions. We understand the importance of this issue during construction.

Post Design Services

The final phase is the Post Design Services which includes responding to construction Requests for Information (RFI), and Shop drawings review, attending pre-bid conference, pre-construction conference, and weekly construction meeting as required by the City.

Design Report

A Design Report will be prepared to thoroughly document the project purpose, data collection, assessment of conditions, scope of work, design criteria, and required design exceptions. Early processing of design documentation such as the Typical Section, Pavement Design Packages and Design Exceptions will be prepared prior to 60% plans submittals. Aggressive scheduling of critical path design tasks such as survey, utility coordination and geotechnical information requests will ensure that the schedule is met. Preparation and enforcement of the quality assurance & control plan for all design processes and deliverables; Control of the project budget by limiting scope creep; Regular communication and input from the City in design and management decisions in the form of monthly Progress Reports, and progress meetings, as needed.

Design Exceptions

The Tindale Oliver Team understands the importance of providing flexibility in highway geometric design, and our engineers and planners are continually being challenged to develop context-based design solutions that support livable communities and sustainable development. Design exceptions are a useful tool that may be employed to achieve a balance of project needs and community values and are required when the proposed design elements are below both the *Manual of Uniform Minimum Standards for Design, Construction and Maintenance* (Florida Greenbook) and AASHTO's new construction criteria.

During the evaluation of design exceptions, our team will systematically review each design element of the project and will take into account the full context for the design, tie together the urban and mobility functions, and apply performance-based design in lieu of standard design when appropriate. Multimodal accommodations including bicycles and pedestrians are integrated in all of our designs.

On May 5, 2016, FHWA published a final notice that reduced the original 13 controlling elements to 10 controlling elements for high speed and only 2 controlling elements for low speed in an effort to make the design criteria more flexible. The high speed criteria are for design speeds greater than or equal to 50 mph, and the low speed criteria are for design speeds less than 50 mph. The 10 controlling elements for high speed facilities include design speed, lane width, shoulder width, horizontal curve radius, super-elevation rate, stopping sight distance, maximum grade, cross slope, vertical clearance, and design loading structural capacity. Stopping sight distance (SSD) applies to horizontal alignments and vertical alignments except for sag vertical curves. Of the 10 controlling criteria, only design loading structural capacity and design speed apply to low speed facility types thus more applicable to City's facilities.

Common reasons for considering an exception include impacts to the natural environment, social or right-of-way issues, preservation of historic cultural resources, sensitivity to context or accommodating values, and construction or right-of-way costs. Prior to submitting a design exception, alternative designs will be evaluated and compared to ensure that meeting the criteria is not feasible. Crash analysis, mitigation strategies, justification, and benefit/cost analysis will be provided for every design exception. A strong case for an exception can be made if the required criteria are not applicable to the site-specific conditions or the project can still be safe by not following the criteria and/or the environmental or community needs that prohibit meeting the criteria.

Utility Coordination

The coordination effort required to clear utilities during the design phase is critical to the project schedule and budget. The first step in successful utility coordination is notifying the utilities of the upcoming highway project as early as possible. Early contact enables the utilities to identify their facilities in the project area, allowing adequate time to evaluate potential utility conflicts and provide alternate solutions and/or reduce or eliminate relocations. The utility coordination and verified utility location will occur early in the design phase to identify utility conflicts. As part of our utility coordination, our team will obtain irrigation plans within the project to avoid conflicts and coordinate any proposed irrigation. A preliminary utility meeting will allow discussion and comment about the proposed improvements, expected impacts, compensable interests, utility work by contractor, and proposed facilities. A subsequent utility design meeting will facilitate the identification and resolution of conflicts between utilities and proposed construction as well as finalize ongoing discussions from the preliminary utility meeting. Relocation schedules and required documentation will be obtained to insure timely utility certification.

Traffic Control Plans

A Traffic Control Plan (TCP) will be developed for each project using the latest Manual on Uniform Traffic Control Devices (MUTCD) and adhering to City of Hollywood Code of Ordinance in terms of noise, special events and chapter 104 Streets and Sidewalks Specifications. The Traffic Control Plans will detail anticipated construction phasing patterns for traffic flow, pedestrian detours, signing & pavement markings, and placement of traffic control devices. A lane closure analysis will be performed using existing traffic data to determine the best time frames for performing operations that will require lane closures. Detailed plans will be prepared if required to show cross sections, profiles, drainage structures and traffic control devices necessary to implement the TCP concept. Traffic Control Plans prepared for each project will be developed to: maintain access to

residents, business and transit; maintain a working drainage system; maintain utilities during construction; maximize safety during construction; and to minimize disruption to the traveling public.

It is anticipated that the MUTCD figures in Chapter 6, Temporary Traffic Control, will be sufficient to depict the TCP scheme to perform the milling and resurfacing and shoulder reconstruction. Lane closures will be restricted to non-peak hours to minimize disruption to traffic.

For reconstruction projects, several construction phases will be required to maintain traffic. A conceptual MOT scheme with specific detours will be provided for these type of projects.

Control of Project Schedule

Tindale Oliver's most fundamental tool in controlling the project schedule is to provide sufficient technically qualified staff to the project. In addition, our Project Manager will set milestones and goals prior to project inception and monitor the progress on a weekly basis using Microsoft Project or Primavera. Production meetings are held on a weekly basis and Sr. Manager's meetings are held once a month with our Tampa Office Senior Management to ensure that sufficient personnel are assigned to our active projects. Additionally, Tindale Oliver's approach will be to aggressively pursue scheduled task completion dates, particularly for critical path tasks such as survey, phase submittals, permit submittals, and utility coordination.

The Tindale Oliver Team will ensure that the City Project Manager is kept informed of all project related activities and developments at all times during the life of the project. A detailed status report will be prepared by the Tindale Oliver team's Project Manager on a monthly basis and will be submitted to the City with the monthly invoices. The Tindale Oliver team's Project Manager is prepared to meet with the City's Project Manager as frequently as needed, to discuss the previous month's status report and to determine the following month's milestones to be achieved.

Control of Project Budget:

The Tindale Oliver Team will control the design project budget the same way we control the project schedule. One of the key elements in controlling the project design and construction budget is by providing very experienced senior staff and the proper amount of experienced support staff to produce the plans. In addition, through on-going constructability reviews, construction issues will be avoided. This is extremely valuable because it is less expensive to change a set of plans than have change orders and costly construction delays in the field. A Construction cost estimate will be prepared at the inception of the project to confirm that the project is within the City's budget.

The initial cost estimate will be verified again once the scope is well defined and all design changes have been approved. Construction estimates will also be prepared at every submittal using the most recent construction costs to ensure the project is within budget. Control of the budget will also include limiting scope creep unless additional work is funded and approved by the City. The design budget will be monitored through the use of our cost accounting software and the use of a production monitoring spreadsheet that indicates the actual project expenditures versus calculated expenditures and apply corrective measures if needed. Another important control is effective utility coordination and verified utility location. The Tindale Oliver Team will coordinate closely with the utility owners early in the design phase to ensure that all utility relocation schedules are in place. Utilities are the number one culprit in construction overruns and the Tindale Oliver Team is fully aware and responsive to this issue. In addition, Tindale Oliver PM will coordinate with the City Project Manager so that proposed design alternatives and improvements are within the project budget.

CONTRACT MANAGEMENT

Based on our extensive experience in managing other task order contracts, we have identified four key elements that must be coordinated with municipal staff to ensure a successfully completed project:

1. **Weekly Status Reports:** We will establish a standard weekly meeting time to review the status of all active and pending task work orders and prepare an agenda and meeting summary.
2. **Monthly Summaries:** We will prepare monthly written summaries and invoices that document the status of all task orders and identify the following month's planned activities.
3. **Stakeholder Coordination:** As part of the weekly/monthly reporting process, we will identify planned internal and external agency meetings and provide meeting summaries and action items.
4. **Strategic Planning:** On a quarterly basis, our Project Management Team will meet with City staff to review current work efforts to ensure that they are progressing according to the expectations and to identify potential work efforts for the following quarter. This may include sharing information about other projects on which our team members are engaged with other clients.

QUALITY ASSURANCE AND CONTROL

Since our beginning, Tindale Oliver has demonstrated its ability to complete projects on time and within budget, rarely requiring change orders.

This track record has been accomplished through a concerted commitment to a project scheduling and budgeting process that begins with the application of Tindale Oliver's Quality Assurance/Quality Control (QA/QC) Process.

Quality Assurance

Quality assurance procedures involve input from peers outside the project team, often referred to as Independent Technical Reviewers. Our Quality Control Principal or another designated expert will serve as the primary Independent Technical Reviewer for each task, providing comments and feedback from a perspective that comes from not being involved in the day-to-day details of the project.

Quality Control

Quality control procedures include efforts carried out by the Project Team aimed at countering errors or misjudgments and identifying opportunities for improvement.

This typically includes intra-team technical review and professional editorial review to help ensure the quality of deliverables that clients have come to expect from Tindale Oliver.

Schedule Adherence

Through our historical performance with clients throughout Florida and the U.S., Tindale Oliver has a proven track record with on-time performance. Local policy issues or other reasons beyond the control of the consulting team are the primary reasons for the rare delays in which projects were not completed according to the original schedule.

Tindale Oliver's Cultural Commitment to Quality

Most important is our cultural commitment to quality that has been demonstrated since being established in 1989. This commitment is evidenced by the project management philosophy and techniques espoused by Tindale Oliver for the successful management of projects and client relationships. As further evidence of our commitment to quality and customer service, the Principals of our firm have signed a pledge to our Client Bill of Rights (see the following page), which includes eight key elements, all indicative of our commitment to developing and maintaining long-term client relationships.



OUR VALUE

Understanding and respecting our clients' needs to deliver the right solutions is what drives Tindale Oliver in each engagement. The opportunity to create and deliver positive outcomes is how we define success—for both the client and the people of our company.

OUR PROMISE

At Tindale Oliver's core is the unshakable commitment to be a trusted partner and deliver an experience that exceeds our clients' expectations every time.

OUR MISSION

Tindale Oliver is the experienced and knowledgeable partner that transforms great insights into even greater outcomes.

TINDALE OLIVER CLIENT BILL OF RIGHTS

- 1) **We treat our clients as we desire to be treated.** We treat our clients with integrity, fairness, courtesy, honesty, trust, and mutual respect.
- 2) **We exceed client expectations.** We always strive to exceed our clients' expectations regarding quality and creative approaches, not to be satisfied by merely meeting those expectations.
- 3) **We take ownership.** We assume individual responsibility for responding to a client call and ensuring that the client is completely satisfied.
- 4) **We accept responsibility.** We take personal responsibility for any client issue. We take charge to resolve any problem with urgency and attention to detail.
- 5) **We are always responsive.** We strive to respond to client inquiries on the same day and are committed to responding within 24 hours or less, with multiple points of contact provided to each client.
- 6) **We strive to do things the right way for the right reasons.** We recognize that no potential job is too large or too small, and no deadline is impossible. But we also are willing to say "no" for the right reasons.
- 7) **We provide solutions.** We always find solutions to accomplish our clients' needs, however impossible they may seem at first.
- 8) **We work as a team on all endeavors.** We assist each other in doing what it takes to get the job done and take the word "team" very seriously.

REQUIRED FORMS

t a b 6

The following forms are included in this section:

- > Standard Forms 330:
 - * SF 330 Part I, A - D (Contract Specific Qualifications)
 - * SF 330 Part I, E (Team Resumes)
 - * SF 330 Part I, F (Example Projects)
 - * SF 330 Part I, G (Key Personnel Participation in Example Projects)
 - * SF 330 Part I, H (Additional Information)
 - * SF 330 Part II (General Qualifications)
- > Tindale Oliver Certificate of Insurance
- > Subconsultant DBE/MBE Certification
- > Acknowledged Addendum Nos. 1 and 2



ARCHITECT – ENGINEER QUALIFICATIONS

PART I - CONTRACT-SPECIFIC QUALIFICATIONS – Traffic and Transportation

A. CONTRACT INFORMATION

1. TITLE AND LOCATION *(City and State)*Traffic Engineering Services for Capital Projects *(City of Hollywood, Florida)***2. PUBLIC NOTICE DATE****3. SOLICITATION OR PROJECT NUMBER**

CRA 17-020

B. ARCHITECT-ENGINEER POINT OF CONTACT

4. NAME AND TITLE

William L. Ball, AICP, Chief Operating Officer

5. NAME OF FIRM

Tindale-Oliver & Associates, Inc.

6. TELEPHONE NUMBER

954-641-5680

7. FAX NUMBER**8. E-MAIL ADDRESS**

bball@tindaleoliver.com

C. PROPOSED TEAM

(Complete this section for the prime contractor and all key subcontractors.)

	(Check)			9. FIRM NAME	10. ADDRESS	11. ROLE IN THIS CONTRACT
	PRIME	J-V PARTNER	SUBCONTRACTOR			
a.	X			Tindale-Oliver & Associates, Inc. <input type="checkbox"/> <input checked="" type="checkbox"/> CHECK IF BRANCH OFFICE	6301 NW 5 th Way Suite 1400 Fort Lauderdale, FL 33309	Overall Project Management; Roadway Design; Safety; Complete Streets and Transit Planning Support
b.	X			Tindale-Oliver & Associates, Inc. <input type="checkbox"/> <input type="checkbox"/> CHECK IF BRANCH OFFICE	1000 N. Ashley Blvd. Suite 400 Tampa, FL 33602	Overall Project Management; Complete Streets; Transit Planning; Roadway Design and Safety Support
c.			X	CALTRAN Engineering Group, Inc. <input type="checkbox"/> <input type="checkbox"/> CHECK IF BRANCH OFFICE	730 NW 107 th Avenue Suite 115 Miami, FL 33172	Data Collection; Additional Design/Traffic support
d.			X	Chen Moore and Associates <input type="checkbox"/> <input checked="" type="checkbox"/> CHECK IF BRANCH OFFICE	2103 Coral Way Suite 401 Miami, FL 33145	Landscape Architecture; Additional Design Support

D. ORGANIZATIONAL CHART OF PROPOSED TEAM☐ *(Attached)*

Please see Tab 4, Page 4-2 of this proposal.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME Allan B. Sequeira, P.E.	13. ROLE IN THIS CONTRACT Project Manager; Roadway Design Task Lead	14. YEARS EXPERIENCE	
		a. TOTAL 17	b. WITH CURRENT FIRM <1

15. FIRM NAME AND LOCATION (City and State)
Tindale Oliver (Fort Lauderdale, FL)

16. EDUCATION (DEGREE AND SPECIALIZATION) BS, Civil Engineering Florida International University, 1999	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) Florida P.E. #60737
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18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)
Allan recently joined Tindale Oliver after 17 years as a Transportation Engineer with the Florida Department of Transportation and other firms. He has worked on numerous district-wide contracts both as Project Manager and Senior Project Engineer, conducting flexible and rigid pavement design and producing traffic control, drainage, cross sections, signalization, signing and marking. He has mastered the use of design software tools including MicroStation V8, Geopak, GuideSign, AutoTurns, and Arcview.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (City and State) MIC-Earlington Heights Connector Terminal Bus Plaza* Miami, Florida	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES 2009	CONSTRUCTION (if applicable) N/A

a. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE ☐ Check if project performed with current firm
Project (0.85 miles) included site civil design, serving as Designer of Record for MOT (including SR-112 & NW 41st St), detour plans for MIC-Earlington (crossing), signing and pavement marking (including SR-112 and NW 41st St), signalization design, temporary signal, substation design. Involved in monthly coordination meetings with Miami-Dade Transit, architects/engineers, and system consultants. Role: Project Manager/Engineer of Record Cost: \$350,000 (Design Fee)

(1) TITLE AND LOCATION (City and State) Normandy Drive (SR 934) from Rue Notre Dame to Bay Drive* Miami, Florida	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES 2009	CONSTRUCTION (if applicable) N/A

b. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE ☐ Check if project performed with current firm
Project involved design and plans preparation for RRR of 0.757 miles of 3-lane one way roadway. Required milling and resurfacing, cross slope corrections, and preparation of signing and pavement markings, signalization, and maintenance of traffic plans. Role: Project Engineer Cost: \$150,000 (Design Fee)

(1) TITLE AND LOCATION (City and State) SR 112 (Airport Expressway) Toll Plaza Conversion* Miami, Florida	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES 2009	CONSTRUCTION (if applicable) N/A

c. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE ☐ Check if project performed with current firm
Project (0.341 miles) consisted of roadway, toll plaza, and employee parking area. Included expanding merging and diverging areas, correcting roadway cross slope, drainage, signing and pavement markings, MOT and roadway lighting, conversion of two dedicated SunPass lanes to express SunPass lanes, removal of automatic coin machine lane, conversion of automatic coin machine lane to manual booth lane. Role: Project Engineer Cost: \$300,000 (Design Fee)

(1) TITLE AND LOCATION (City and State) SR 997 - Krome Avenue from US-1 to Avocado Drive/SW 296th Street* Miami, Florida	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES 2009	CONSTRUCTION (if applicable) N/A

d. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE ☐ Check if project performed with current firm
Prepared construction documents (plans and specifications) for 3.78-mile segment of urban corridor, including signing and pavement markings, upgrading seven signalized intersections from span-wire to mast-arm, new signalized intersection, 0.5 miles of lighting, implementation of four traffic safety studies, implementation of access management and compliance with ADA requirements, landscaping and irrigation. Role: Project Manager/Engineer of Record Cost: \$750,000 (Design Fee)

(1) TITLE AND LOCATION (City and State) SW 62nd Avenue (SW 24th Street to NW 7th Street)* Miami-Dade County, Florida	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES 2009	CONSTRUCTION (if applicable) N/A

e. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE ☐ Check if project performed with current firm
Project (1.975 miles) included preparation of contract plans set for total reconstruction of a 2-mile segment of urban corridor. Included upgrading one signalized intersection from span-wire to mast-arm, implementation of traffic safety study, compliance with ADA requirements, drainage design, signing & pavement markings, MOT, design of new street lighting system. Role: Senior Project Engineer Cost: \$700,000 (Design Fee)

*Work performed under previous employment.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME Demian Miller, AICP	13. ROLE IN THIS CONTRACT Principal-In-Charge; Transportation Planning Task Lead	14. YEARS EXPERIENCE	
		a. TOTAL 16	b. WITH CURRENT FIRM 14

15. FIRM NAME AND LOCATION (City and State)
Tindale Oliver (Tampa, Florida)

16. EDUCATION (DEGREE AND SPECIALIZATION)
MA, Urban & Regional Planning, University of Florida
BA, Political Science, University of Florida

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
AICP # 021871

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

Demian has a background in multi-modal transportation planning and analysis, transportation planning policy, and GIS/data management. He has served as project manager for area-wide transportation studies and has assisted multiple agencies in formulating policy and providing supporting data and analysis to implement Transportation Concurrence Exception Areas, Multi-Modal Transportation Districts, Proportionate Fair Share Ordinances, and other transportation mitigation and management strategies.

19. RELEVANT PROJECTS

a.	(1) TITLE AND LOCATION (City and State) Broward MPO SR 7 Multimodal Corridor Study Broward County, Florida	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES 2016	CONSTRUCTION (if applicable) N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Through public engagement and technical analysis, identify short and mid-term improvements to enhance mobility/livability along SR 7/US 441, county's busiest transit corridor; includes "premium bus" treatments, multimodal network enhancements, and intersection safety projects. Role: Project Manager Cost: \$665,740		
b.	(1) TITLE AND LOCATION (City and State) Hollywood/Pines Corridor Study Broward County, Florida	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES 2014	CONSTRUCTION (if applicable) N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Broward MPO is seeking to integrate its Livability Planning initiatives and Congestion Management Process, moving away from traditional approaches that focus on single-occupant vehicles, such as road widening, which focuses on enhancing quality of life and improving safety and mobility through short- and long-term strategies and improvements for land use, transit, biking, and walking. Conducted inaugural combined Livability/Congestion Management Project along a 20-mile section of Hollywood/Pines Boulevard corridor. Role: Project Manager Cost: \$300,000		
c.	(1) TITLE AND LOCATION (City and State) Tampa Walk Bike Plan, Phases I - III City of Tampa, Florida	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES 2013	CONSTRUCTION (if applicable) N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE The City of Tampa Walk-Bike Plan was a three-phase study to identify and prioritize bicycle and pedestrian improvements in Tampa. Phase 1 focused on developing plans to connect neighborhoods and activity centers surrounding Tampa's three primary business centers: Downtown, University, and Westshore. The primary strategy was to identify pedestrian and bicycle mobility improvements that could be readily constructed within existing roadway cross-sections and rights-of-way. These "early win" projects helped build momentum to undertake preliminary engineering and design for several more complex projects. Sample projects included sidewalks, road diets, bike lanes, shared lane arrows, and pedestrian crossing enhancements. Phase 2 focused on creating connectivity among the business centers, establishing "long-haul" east-west and north-south routes, and developing strategies to take advantage of existing freeway, river, and railroad crossings. Phase 2 also took into account the overlap between proposed pedestrian and bicycle facilities and the major transit routes within the city. Phase 3 addressed the remaining suburban portions of the city annexed in the 1980s and also developed a conceptual alignment for a 20-mile urban trail to connect central Tampa neighborhoods to one another and to Downtown. Role: Project Manager Cost: \$240,000		
d.	(1) TITLE AND LOCATION (City and State) Fletcher Avenue Complete Street Design Hillsborough County, Florida	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES 2011	CONSTRUCTION (if applicable) N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Fletcher Avenue between US 41 (Nebraska Avenue) and Bruce B. Downs Boulevard near the University of South Florida has among the worst bicycle and pedestrian safety histories in the Tampa Bay region. A key implementation item of the Hillsborough Pedestrian Safety Action Plan was a joint-funded safety project along this corridor. Tindale Oliver's responsibilities included development of mid-block crossing traffic control strategies, determination of proper speed limit setting, evaluation of access management impacts, and minor signal design. Role: Task Leader Cost \$122,841		

(1) TITLE AND LOCATION <i>(City and State)</i>		(2) YEAR COMPLETED	
FDOT District 7 Local Agency Safety Program <i>Tampa Bay Area, Florida</i>		PROFESSIONAL SERVICES 2011–2013	CONSTRUCTION <i>(if applicable)</i> N/A
(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE		<input checked="" type="checkbox"/> Check if project performed with current firm	
e. Worked with FDOT District 7 to develop a program to identify, qualify, prioritize, and vet Highway Safety Improvement Program (HSIP) funded projects on non-state roadways. Tasks include evaluation of county-by-county safety issues, coordination of “Safety Summit” meeting to review issues and kick-off annual project-development process, development of Web-based candidate project application and tracking system, coordination with City and County Public Works and Planning departments, benefit-cost analysis, and coordination of feasibility/constructability reviews. Role: Principal-in-Charge Cost: \$75,000–\$100,000 per year			

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME Jennifer Bartlett, AICP	13. ROLE IN THIS CONTRACT Transportation Planning Support	14. YEARS EXPERIENCE a. TOTAL 11 b. WITH CURRENT FIRM 4	
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15. FIRM NAME AND LOCATION (City and State)
Tindale Oliver (Tampa, Florida)

16. EDUCATION (DEGREE AND SPECIALIZATION)
MA, Urban and Regional Planning, University of Colorado
BA, Political Science/Urban Studies, Haverford College

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
AICP # 026047

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)
Jennifer has 11 years of experience in transportation and land use planning, with an emphasis on long range planning. She has been involved in a wide variety of projects including Long Range Transportation Plans, Bicycle and Pedestrian Master Plans, Corridor and Safety Studies and Wayfinding Plans.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
a. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE SR 60/Jackson Street Complete Streets Project Hillsborough County, Florida Development and implementation of a varied public outreach effort that has included one-on-one meetings with stakeholders, various agency and local planning group meetings, and a public workshop. Technical and facility design guidance through the development of the proposed two-way bicycle facility. Technical support in preparing the required traffic analysis to support the proposed elimination of a travel lane through part of the project corridor. This project performed under the FDOT District 7 Bicycle and Pedestrian Access to Transit Safety Studies contract. Role: Task Manager Cost: \$175,000	<input checked="" type="checkbox"/> Check if project performed with current firm Ongoing	N/A
b. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Good Neighbor Trail Alternatives Analysis Hernando-Citrus Counties, FL Developed trail alignment scenarios that were technically analyzed and reviewed through extensive public outreach to identify the community-preferred alignment to complete the "Brooksville Gap" segment of the Florida Coast-to-Coast Trail. Role: Bicycle/Pedestrian Planner Cost: \$179,495	<input checked="" type="checkbox"/> Check if project performed with current firm 2015	N/A
c. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE JW Clay Streetscape Conceptual Design Charlotte, NC Provided conceptual urban/landscape design plan to transform an existing auto-oriented roadway corridor into a multimodal complete street that supports alternative modes of transportation connected to transit. Part of the Northeast Corridor Infrastructure Program, conceived to improve connections to stations on new CATS Blue LRT corridor. Role: Bicycle/Pedestrian Planner Cost: \$56,477	<input checked="" type="checkbox"/> Check if project performed with current firm 2014-Ongoing	N/A
d. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Parks, Recreation and Trails Master Plan Update Lake County, FL Updated existing Countywide Parks & Recreation System Master Plan adopted in 2005 in a manner that enabled the County to meet standards for national accreditation through Commission for Accreditation of Parks and Recreation Agencies (CAPRA) and Statewide Comprehensive Outdoor Recreation Plan (SCORP). Tasks included research, surveys, studies, analysis, and outreach services. Role: Bicycle/Pedestrian Planner Cost: \$203,000	<input checked="" type="checkbox"/> Check if project performed with current firm 2016-Ongoing	N/A
e. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Collier MPO Pedestrian and Bicycle Safety Study Collier County, Florida Analyzed crash data to understand existing conditions and identify high crash corridors and locations in Collier County. Role: Coordinator/Planner Cost: \$30,000	<input checked="" type="checkbox"/> Check if project performed with current firm 2013	N/A

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
W.T. Bowman, P.E.	Traffic Engineering Task Lead	15	12

15. FIRM NAME AND LOCATION (City and State)

Tindale Oliver (Tampa, FL)

16. EDUCATION (DEGREE AND SPECIALIZATION)

BS, Industrial and Systems Engineering,
Virginia Tech, 2001

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

P.E. #69132, Florida

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

W.T.'s expertise is in the fields of transportation and traffic engineering. He has worked to provide transportation and traffic engineering and consulting services over a wide range of projects, including pedestrian and bicycle facility planning and engineering, ITS/ATMS projects, traffic signal retiming, a variety of design projects such as traffic signal, roadway marking and signing, and traffic operational analysis. He has conducted ITS strategic planning, ATMS design, and applied his expertise in the design and prioritization of pedestrian and bicycle improvements, calculation of roadway and intersection levels of service; traffic signal warrants, traffic signal systemization, sight distances, and queuing; and made recommendations on traffic safety, capacity improvements, and comprehensive plan modifications.

19. RELEVANT PROJECTS

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
a.	SE 3rd Avenue Lane Elimination Project Fort Lauderdale, Florida	Ongoing	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Subconsultant to BCC Engineering. Developed a concept that removed one northbound travel lane and maintained two southbound travel lanes, which provides for capacity during the PM work "let-out" timeframe; identified other improvements that would help provide better operation for downtown traffic, including infrastructure and signal timing improvements; received approval by the City and Broward County of a concept incorporating three travel lanes and buffered bike lanes with the existing roadway section. Role: Project Engineer Cost: \$40,000		
b.	City of Tampa Walk-Bike Plan Phases I-III City of Tampa, Florida	2013	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm The City of Tampa Walk-Bike Plan was a three-phase study to identify and prioritize bicycle and pedestrian improvements in Tampa. Phase 1 focused on developing plans to connect neighborhoods and activity centers surrounding Tampa's three primary business centers: Downtown, University, and Westshore. The primary strategy was to identify pedestrian and bicycle mobility improvements that could be readily constructed within existing roadway cross-sections and rights-of-way. These "early win" projects helped build momentum to undertake preliminary engineering and design for several more complex projects. Sample projects included sidewalks, road diets, bike lanes, shared lane arrows, and pedestrian crossing enhancements. Phase 2 focused on creating connectivity among the business centers, establishing "long-haul" east-west and north-south routes, and developing strategies to take advantage of existing freeway, river, and railroad crossings. Phase 2 also took into account the overlap between proposed pedestrian and bicycle facilities and the major transit routes within the city. Phase 3 addressed the remaining suburban portions of the city annexed in the 1980s and also developed a conceptual alignment for a 20-mile urban trail to connect central Tampa neighborhoods to one another and to Downtown. Role: Project Engineer Cost: \$240,000		
c.	Districtwide Safety Contract FDOT District 7, Florida	Ongoing	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Provide a broad range of traffic safety/operations studies and safety program management services. Support safety education and enforcement activities and systemic countermeasures approaches. Prior iterations of this districtwide contract included development of Pedestrian Safety Action Plans for three counties, development of GIS/web-based crash data systems, support and management of the District's off-system safety program, and development of spot and systemic countermeasures to improve transportation safety. As the Consultant Project Manager, manage day-to-day operation, including programming project tasks coordinating and prioritizing with District staff, managing on- and off-site subconsultants, and ensuring schedules, deliverables, and expectations are met. Role: Project Manager Cost: \$1,500,000		

(1) TITLE AND LOCATION <i>(City and State)</i> Fletcher Avenue Complete Street Design <i>Hillsborough County, Florida</i>	(2) YEAR COMPLETED PROFESSIONAL SERVICES 2011 CONSTRUCTION <i>(if applicable)</i> N/A	
(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm d. Fletcher Avenue between US 41 (Nebraska Avenue) and Bruce B. Downs Boulevard near the University of South Florida has among the worst bicycle and pedestrian safety histories in the Tampa Bay region. A key implementation item of the Hillsborough Pedestrian Safety Action Plan was a joint-funded safety project along this corridor. Tindale Oliver's responsibilities included development of mid-block crossing traffic control strategies, determination of proper speed limit setting, evaluation of access management impacts, and minor signal design. Role: Project Manager Cost \$122,841		
(1) TITLE AND LOCATION <i>(City and State)</i> Collier County GEC <i>Collier County, Florida</i>	(2) YEAR COMPLETED PROFESSIONAL SERVICES 2011 CONSTRUCTION <i>(if applicable)</i> N/A	
(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm e. Tindale Oliver served Collier County as a general planning and engineering consultant for 25 years. Tindale Oliver has provided a variety of services to the County which has included impact fee studies, corridor studies, design traffic studies, speed limit studies, and traffic signal design plans. Role: Project Engineer Cost: Varies by Task Order		

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME Tara Crawford, AICP	13. ROLE IN THIS CONTRACT Public Engagement Support	14. YEARS EXPERIENCE	
		a. TOTAL 8	b. WITH CURRENT FIRM 2

15. FIRM NAME AND LOCATION (City and State)
Tindale Oliver (Fort Lauderdale, Florida)

16. EDUCATION (DEGREE AND SPECIALIZATION)
 BS, Political Science, Florida A&M University

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
 AICP #29731

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)
 Tara brings 6 years of experience working with the FDOT, BCT, MDT, Palm Tran, SFRTA and transit and public coordination planning projects. Areas of expertise include transportation research and analysis, transportation planning, geographic information systems (GIS), and transit planning and analysis. Specific areas of work include policy and legislative support, public involvement, stakeholder coordination and consensus-building, strategic communications, economic and financial analysis, and systems and corridor planning.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
Modal Development General Planning Consultant FDOT District 4, Broward County, Florida	PROFESSIONAL SERVICES 2014-2016	CONSTRUCTION (if applicable) N/A
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> a. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Management and production of multimodal planning studies for FDOT's Office of Modal Development, including development of express bus standards and performance measures, park-and-ride analysis and Inventory, multimodal scoping development, railroad crossing delay analysis, multimodal planning and engineering plans review, pedestrian and bicycle facility gaps and needs assessment, TIGER grant application for regional transit expansion, US-1 multimodal corridor study, among others. Role: Deputy Project Manager Cost: Varies by Task Work Order </div> <div style="width: 35%; text-align: right;"> <input checked="" type="checkbox"/> Check if project performed with current firm </div> </div>		
b. (1) TITLE AND LOCATION (City and State) Mobility Management Transit Master Plan City of Fort Lauderdale, Florida	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (if applicable) N/A
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> b. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Working with City on Transit Master Plan study to enhance mobility options by increasing accessibility and connectivity of existing transit services and connection to regional transit services as well as upcoming Wave Streetcar, Tri-Rail Coastal Link, and All Aboard Florida's Brightline services. Role: Deputy Project Manager Cost: \$209,708 </div> <div style="width: 35%; text-align: right;"> <input checked="" type="checkbox"/> Check if project performed with current firm </div> </div>		
c. (1) TITLE AND LOCATION (City and State) Miami-Dade Transit Engineering, Planning & Development Miami-Dade County, Florida	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (if applicable) N/A
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> c. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Developed BRT and express bus service operating plans; performed GIS mapping of BRT corridors and rail rapid transit corridors, premium transit cost feasible corridors, existing rail corridor; developed Vision Plan and BRT and express bus service operating cost analysis estimates; performed County-owned parcel analysis GIS mapping. Tara oversees the invoicing, project administration, and client outreach involved with this project. Role: Deputy Project Manager Cost: \$219,414 </div> <div style="width: 35%; text-align: right;"> <input checked="" type="checkbox"/> Check if project performed with current firm </div> </div>		
d. (1) TITLE AND LOCATION (City and State) Broward MPO SR 7 Multimodal Corridor Study Broward County, Florida	PROFESSIONAL SERVICES 2016	CONSTRUCTION (if applicable) N/A
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> d. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Through public engagement and technical analysis, identify short and mid-term improvements to enhance mobility/livability along SR 7/US 441, county's busiest transit corridor; includes "premium bus" treatments, multimodal network enhancements, and intersection safety projects. Role: Project Planner Cost: \$665,740 </div> <div style="width: 35%; text-align: right;"> <input checked="" type="checkbox"/> Check if project performed with current firm </div> </div>		
e. (1) TITLE AND LOCATION (City and State) SR 5/US 1/Biscayne Boulevard Corridor Study FDOT District 6, Miami, Florida	PROFESSIONAL SERVICES 2017	CONSTRUCTION (if applicable) N/A
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> e. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Through public engagement and technical analysis, identify short- and mid-term improvements to enhance mobility and livability along SR 5/US1 from SE 8 St to the Miami/Broward County Line. Improvements along one of the busiest transportation corridor are expected to include "premium bus" treatments, multimodal, network enhancements, and intersection safety projects. Role: Task Manager Cost: \$760,295 </div> <div style="width: 35%; text-align: right;"> <input checked="" type="checkbox"/> Check if project performed with current firm </div> </div>		

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME Steve Infanti, AICP	13. ROLE IN THIS CONTRACT Transportation Planning Support	14. YEARS EXPERIENCE	
		a. TOTAL 14	b. WITH CURRENT FIRM 3

15. FIRM NAME AND LOCATION (City and State)
Tindale Oliver (Tampa, Florida)

16. EDUCATION (DEGREE AND SPECIALIZATION) BA, Geography, Laurentian University	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) AICP #022648 GIS Applications Specialist Graduate Certificate
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18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)
 Steve is a certified planning professional with experience in Transportation Planning and GIS applications including travel demand modeling using Cube Voyager models and mapping, geodatabase design and geospatial analysis using ESRI ArcGIS. In addition to his years of general planning support to a number of MPOs and FDOT Districts, Steve has conducted numerous traffic impact studies, general traffic analysis, freight corridor screenings, crash data analysis and other similar projects.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
Broward MPO SR 7 Multimodal Corridor Study Broward County, Florida	PROFESSIONAL SERVICES 2016	CONSTRUCTION (if applicable) N/A
a. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Through public engagement and technical analysis, identify short and mid-term improvements to enhance mobility/livability along SR 7/US 441, county's busiest transit corridor; includes "premium bus" treatments, multimodal network enhancements, and intersection safety projects. Role: Project Planner Cost: \$665,740		
Long Range Transportation Plan, Pasco County MPO Pasco County, Florida	PROFESSIONAL SERVICES 2015	CONSTRUCTION (if applicable) N/A
b. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Updated and maintained a transportation database of all plan alternatives. Performed growth rate forecasts and model volume smoothing for future traffic condition projections. Conducted level of service and build-out analyses on plan alternatives. Summarized performance measures and measures of effectiveness of final plan alternatives. Prepared maps and figures for agency review and report documents. Role: Planner Cost: \$335,797.30		
Farmton DRI Technical Review Volusia County, Florida (FDOT District 5)	PROFESSIONAL SERVICES 2014	CONSTRUCTION (if applicable) N/A
c. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Conducted travel demand modeling of DRI horizon year scenarios. Provided technical review of applicant submitted analysis files, including trip generation, future traffic volume forecasts, future roadway and socio-economic conditions, and regional planning model data and program files. Reviewed DRI future conditions relative to development agreements, approved methodologies, and agency comprehensive and long range plans. Role: Planner Cost: \$47,699		
Ridge Road Extension Analysis Pasco County, Florida	PROFESSIONAL SERVICES 2015	CONSTRUCTION (if applicable) N/A
d. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm An analysis of alternatives to extending Ridge Road undertaken at the request for information from the U.S. Army Corps of Engineers (USACE) to justify the need for the proposed Ridge Road Extension. Tindale Oliver's responsibilities included analyses of general mobility concerns on the area roadway network, as well as analyses of Hurricane Evacuation zones, the study area, and evacuation clearance times. Seventeen alternatives were modeled using the Tampa Bay Regional Planning Model to examine mobility concerns for each alternative, with each alternative also being modeled using the Statewide Regional Evacuation Study Program Model to examine clearance times of evacuation zones and the general study area. Role: Project Manager Cost: \$178,606		
Long Range Transportation Plan, St. Lucie TPO St. Lucie County, Florida	PROFESSIONAL SERVICES 2014	CONSTRUCTION (if applicable) N/A
e. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input type="checkbox"/> Check if project performed with current firm Constructed and maintained a transportation database of all plan alternatives. Provided direction on future alternative model development. Performed growth rate forecasts and model volume smoothing for future traffic condition projections. Conducted level of service and build-out analyses on plan alternatives. Prepared maps and figures for agency review and report documents. Role: Planner Cost: \$313,844		

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME Evan Johnson, AICP, LEED AP	13. ROLE IN THIS CONTRACT Public Engagement Task Lead	14. YEARS EXPERIENCE <table style="width: 100%;"> <tr> <td style="width: 50%;">a. TOTAL 12</td> <td style="width: 50%;">b. WITH CURRENT FIRM 5</td> </tr> </table>	a. TOTAL 12	b. WITH CURRENT FIRM 5
a. TOTAL 12	b. WITH CURRENT FIRM 5			

15. FIRM NAME AND LOCATION (City and State)

Tindale Oliver (Tampa, Florida)

16. EDUCATION (DEGREE AND SPECIALIZATION)

MS, Urban and Regional Planning, Florida State University

BA, History/International Affairs, Florida State University

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

AICP # 18396

Florida LEED AP # 10022958

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

Evan is a Senior Project Manager with Tindale Oliver Design's Community Planning and Design Solutions team. He has served on a variety of projects, with a primary focus on urban development and redevelopment. He has managed a variety of complex projects including community plans, neighborhood plans, community redevelopment plans, comprehensive plan element updates, and design guidelines.

19. RELEVANT PROJECTS

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
	Public Involvement for Roundabout Projects Pinellas and Hernando Counties, FL	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (if applicable) N/A
a.	<p>(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm</p> <p>Tindale Oliver was engaged by FDOT District 7 to design and implement a public involvement process for two proposed roundabout projects in Pinellas County and Hernando County. Both of these projects were proposed along State maintained facilities to improve safety for bicyclists, pedestrians, and motorists. Roundabouts are relatively new in the region, particularly on State maintained facilities, which made education an important part of the public involvement process. This included the development of workshop materials designed to convey information on the safety improvements (reduced number of serious crashes, improved pedestrian safety, etc.) that roundabouts can bring if implemented correctly.</p> <p>Role: Project Manager Cost: \$29,559 (Pinellas County); \$35,991 (Hernando County)</p>		
	Hollywood/Pines Corridor Study Broward County, Florida	PROFESSIONAL SERVICES 2014	CONSTRUCTION (if applicable) N/A
b.	<p>(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm</p> <p>Broward MPO is seeking to integrate its Livability Planning initiatives and Congestion Management Process, moving away from traditional approaches that focus on single-occupant vehicles, such as road widening, which focuses on enhancing quality of life and improving safety and mobility through short- and long-term strategies and improvements for land use, transit, biking, and walking. Conducted inaugural combined Livability/Congestion Management Project along a 20-mile section of Hollywood/Pines Boulevard corridor. Role: Planning/Public Engagement Support Cost: \$300,000</p>		
	Multimodal Transportation Element Citrus County, FL	PROFESSIONAL SERVICES 2016	CONSTRUCTION (if applicable) N/A
c.	<p>(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm</p> <p>Completed a Multimodal Transportation Element for the Citrus County Comprehensive Plan to create a policy framework more supportive of the development of a multimodal transportation system that supported the connection between transportation and land use. Work effort included an update of all data and analysis, integration of Transit and Traffic Circulation Elements, and rewriting of plan goals, objectives, and policies. Role: Project Manager Cost: \$65,233</p>		
	Uptown Urban Village Land Use Amendment and Form Based Code Master Plan Fort Lauderdale, FL	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (if applicable) N/A
d.	<p>(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm</p> <p>Sub-consultant to BCC Engineering, Inc. Established a planning framework by amending land uses to a mixed-use designation that supports multi-modal development. Authored a form based code to guide development toward creating a thriving mixed-use district. Plan objectives included advancing ULI recommendations, community engagement, enhancing assets, improvements to bicycle/pedestrian and parks/open space infrastructure, evaluating Uptown brand to ensure strong sense of place, recommending codes to support the vision, predicting growth, and developing next steps to support the vision.</p> <p>Role: Project Manager Cost: \$119,680</p>		

(1) TITLE AND LOCATION <i>(City and State)</i>	(2) YEAR COMPLETED	
Neighborhood Planning Port St. Lucie, FL	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION <i>(if applicable)</i> N/A
(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm		
e. Developed six Neighborhood Plans to achieve the City's strategic goals of having stable neighborhoods, quality housing, diverse economy, mobility choices, and enhanced leisure opportunities. Plans included a neighborhood involvement strategy composed of interactive workshops, surveys, and focus group meetings for each planning area. Project tasks for plans included data collection and analysis, existing conditions analysis, reviewing of existing documents, neighborhood area fieldwork, framework development, and branding to produce a final community plan and presentation. Role: Project Manager Cost: \$240,000		

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Christopher Keller, AICP	Transportation Planning Support	10	10

15. FIRM NAME AND LOCATION (City and State) Tindale-Oliver & Associates, Inc. (Tampa, Florida)
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16. EDUCATION (DEGREE AND SPECIALIZATION) BA, Geography, University of South Florida	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) AICP # 025559
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18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)
Chris integrates various planning practices and spatial analysis techniques to a wide range of planning issues. He has experience in a wide-variety of projects ranging in topics from multimodal transportation planning, GIS data management, urban-development/redevelopment-oriented studies, safety and data management, transit planning, and public finance. While with Tindale Oliver Chris has had the opportunity to apply this broad skill-set to assist communities throughout Florida, and beyond. Most recently Chris has been involved in developing and managing multiple corridor and sub-area plans, with a focus on identifying multimodal enhancements while maintaining or improving general traffic operations.

19. RELEVANT PROJECTS

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
a.	FDOT District 7 Bicycle and Pedestrian Access to Transit Safety Studies Hillsborough County, Florida	Ongoing	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Examination of crash data to identify potential mobility limitations for transit users, including study of intersection locations and corridors throughout FDOT District 7, development of possible countermeasures to improve safety with recommendations related to bus stop siting and design features to operate adjacent to signal controlled crosswalks, adjustments to intersection timing, or updates to signal configuration or phasing to optimize safety, lighting improvements for nighttime crashes, sidewalk connections, ADA compliance related improvements, and crosswalk design alternatives and configuration. Role: Project Manager Cost: \$1,499,397		
b.	Jackson Street Lane Elimination/Cycle Track Feasibility Study Hillsborough County, Florida	Ongoing	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Development and implementation of a varied public outreach effort that has included one-on-one meetings with stakeholders, various agency and local planning group meetings, and a public workshop. Technical and facility design guidance through the development of the proposed two-way bicycle facility. Technical support in preparing the required traffic analysis to support the proposed elimination of a travel lane through part of the project corridor. This project performed under the FDOT District 7 Bicycle and Pedestrian Access to Transit Safety Studies contract. Role: Project Manager Cost: \$175,000		
c.	Hollywood/Pines Corridor Study Broward County, Florida	2014	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Broward MPO is seeking to integrate its Livability Planning initiatives and Congestion Management Process, moving away from traditional approaches that focus on single-occupant vehicles, such as road widening, which focuses on enhancing quality of life and improving safety and mobility through short- and long-term strategies and improvements for land use, transit, biking, and walking. Conducted inaugural combined Livability/Congestion Management Project along a 20-mile section of Hollywood/Pines Boulevard corridor. Role: Planning Support Cost: \$300,000		
d.	Broward MPO SR 7 Multimodal Corridor Study Broward County, Florida	2016	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Through public engagement and technical analysis, identify short and mid-term improvements to enhance mobility/livability along SR 7/US 441, county's busiest transit corridor; includes "premium bus" treatments, multimodal network enhancements, and intersection safety projects. Role: Assistant Project Manager Cost: \$665,740		
e.	Fletcher Avenue Complete Street Design Hillsborough County, Florida	2011	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Fletcher Avenue between US 41 (Nebraska Avenue) and Bruce B. Downs Boulevard near the University of South Florida has among the worst bicycle and pedestrian safety histories in the Tampa Bay region. A key implementation item of the Hillsborough Pedestrian Safety Action Plan was a joint-funded safety project along this corridor. Tindale Oliver's responsibilities included development of mid-block crossing traffic control strategies, determination of proper speed limit setting, evaluation of access management impacts, and minor signal design. Role: Planning Support Cost \$122,841		

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME John Merine, E.I.	13. ROLE IN THIS CONTRACT Traffic Engineering Support	14. YEARS EXPERIENCE	
		a. TOTAL 7	b. WITH CURRENT FIRM 4

15. FIRM NAME AND LOCATION (City and State)
Tindale Oliver (Tampa, Florida)

16. EDUCATION (DEGREE AND SPECIALIZATION)
BS, Civil Engineering, University of South Florida

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
Florida E.I. # 1100016196

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

As a Transportation Engineer within the Design/Operations/Safety group, John applies his education and technical skills on a wide variety of projects including safety project identification, crash analysis, traffic operations analysis, design plan preparation, and data collection, applying the most recent federal, state and local standards to all projects. He has experience in conducting traffic safety studies for District 4 and 7 per FDOT's Traffic Engineering Manual (TEM), FDOT's Manual on Uniform Traffic Studies (MUTS), and the Manual on Uniform Traffic Control Devices (MUTCD).

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
SE 3rd Avenue Lane Elimination Project Fort Lauderdale, Florida (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm a. Subconsultant to BCC Engineering. Developed a concept that removed one northbound travel lane and maintained two southbound travel lanes, which provides for capacity during the PM work "let-out" timeframe; identified other improvements that would help provide better operation for downtown traffic, including infrastructure and signal timing improvements; received approval by the City and Broward County of a concept incorporating three travel lanes and buffered bike lanes with the existing roadway section. Role: Traffic Engineering Support Cost: \$40,000	Ongoing	N/A
District Wide Safety Studies and Minor Design FDOT District 7, Florida (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm b. Tindale Oliver, under a continuing contract with District 7, is working closely with D7 staff to perform analyses in support of the Highway Safety Improvement Program. These analyses include the review and analysis of potential safety countermeasures for implementation. Tindale Oliver reviews FDOT crash data to identify locations that may benefit from the development and implementation of safety improvements. These improvements are reviewed for constructability and feasibility. Role: Engineer Intern/Safety Analyst Cost: Varies by Task Work Order	Ongoing	N/A
Fletcher Avenue Complete Street Design Hillsborough County, Florida (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm c. Fletcher Avenue between US 41 (Nebraska Avenue) and Bruce B. Downs Boulevard near the University of South Florida has among the worst bicycle and pedestrian safety histories in the Tampa Bay region. A key implementation item of the Hillsborough Pedestrian Safety Action Plan was a joint-funded safety project along this corridor. Tindale Oliver's responsibilities included development of mid-block crossing traffic control strategies, determination of proper speed limit setting, evaluation of access management impacts, and minor signal design. Role: Traffic Engineering Support Cost \$122,841.	2011	N/A
Safety Studies/Road Safety Audits FDOT District 4, Florida (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm d. Conduct safety studies and road safety audits in Broward, Palm Beach, Martin, St. Lucie, and Indian River counties to recommend short-term countermeasures and follow-up studies focusing on pedestrian safety issues including several "hot-spot" locations identified by FDOT Central Office. Outcomes include sign, pavement marking, lighting, and signalization upgrades. Role: Engineer Intern/Safety Analyst Cost: Varies by Task Work Order	Ongoing	N/A
Safety Studies and Safety Program Management FDOT District 7, Florida (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm e. Analysis to support HSIP using online crash analysis reporting system, including review and analysis of potential safety countermeasures for implementation, crash data review to identify high crash locations, review of constructability and feasibility of safety improvements; assistance with development of annual Safety Summit to brief local agency partners on current efforts and strategies to reduce crashes, development of online application and review process, development and moderation of District's Local Agency Traffic Safety Academy webinars including available funding sources, new safety treatments and technologies, delivery process. Role: Engineering Intern Cost: Varies by Task Work Order	Ongoing	N/A

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Scott Michael	Roadway Design Support	26	15

15. FIRM NAME AND LOCATION (City and State)

Tindale Oliver (Tampa, Florida)

16. EDUCATION (DEGREE AND SPECIALIZATION)

AS, Civil, Hillsborough Community College, 1998

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

Scott has 24 years of expertise in AutoCAD and Micro Station drafting and design for government and private design projects and is knowledgeable in GIS mapping applications. Scott also manages Tindale Oliver's data collection group providing inventories of roadway features and other linear inventory data. He is well-versed in machine traffic counts, turning movement counts, travel time studies, and delay studies. He also has undertaken vehicle occupancy, survey, and vehicle queue observations and pedestrian counts. Scott is proficient with signalization plans, signing, pavement markings, and drafting roadway lighting plans.

19. RELEVANT PROJECTS

	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
a.	Safety Studies/Road Safety Audits FDOT District 4, Florida	Ongoing	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Conduct safety studies and road safety audits in Broward, Palm Beach, Martin, St. Lucie, and Indian River counties to recommend short-term countermeasures and follow-up studies focusing on pedestrian safety issues including several "hot-spot" locations identified by FDOT Central Office. Outcomes include sign, pavement marking, lighting, and signalization upgrades. Role: CADD Specialist Cost: Varies by Task Work Order		
b.	Safety Studies and Safety Program Management FDOT District 7, Florida	Ongoing	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Analysis to support HSIP using online crash analysis reporting system, including review and analysis of potential safety countermeasures for implementation, crash data review to identify high crash locations, review of constructability and feasibility of safety improvements; assistance with development of annual Safety Summit to brief local agency partners on current efforts and strategies to reduce crashes, development of online application and review process, development and moderation of District's Local Agency Traffic Safety Academy webinars including available funding sources, new safety treatments and technologies, delivery process. Role: CADD Specialist Cost: Varies by Task Work Order		
d.	Broward MPO SR 7 Multimodal Corridor Study Broward County, Florida	2016	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Through public engagement and technical analysis, identify short and mid-term improvements to enhance mobility/livability along SR 7/US 441, county's busiest transit corridor; includes "premium bus" treatments, multimodal network enhancements, and intersection safety projects. Role: Lead Designer Cost: \$665,740		
e.	Granada Shoppes Traffic Signal Design Collier County, Florida	2015	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm In conjunction with the development of a shopping center on US-41 in Collier County, Tindale Oliver was hired by the developer to prepare signal design plans for the site access on US-41. Due to developer project delays, the plans had to be updated numerous times in order to comply with current standards. The most recent (and approved/permitted) plans were modified completely and updated to include modifications to sensor technology, signage, ADA features, and pedestrian features. Role: Lead Designer Cost: \$30,000		
e.	Fletcher Avenue Complete Street Design Hillsborough County, Florida	2011	N/A
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Fletcher Avenue between US 41 (Nebraska Avenue) and Bruce B. Downs Boulevard near the University of South Florida has among the worst bicycle and pedestrian safety histories in the Tampa Bay region. A key implementation item of the Hillsborough Pedestrian Safety Action Plan was a joint-funded safety project along this corridor. Tindale Oliver's responsibilities included development of mid-block crossing traffic control strategies, determination of proper speed limit setting, evaluation of access management impacts, and preparation of design plans for 5 mid-block crossings. These designs included Rectangular Rapid Flashing Beacons mounted overhead along with pedestrian actuated roadway lighting. Role: Lead Designer Cost: \$122,841		

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME Andrew Stastny, P.E.	13. ROLE IN THIS CONTRACT Roadway Design Support	14. YEARS EXPERIENCE	
		a. TOTAL 9	b. WITH CURRENT FIRM <1

15. FIRM NAME AND LOCATION (City and State)
Tindale Oliver (Tampa, FL)

16. EDUCATION (DEGREE AND SPECIALIZATION)
BS, Civil Engineering
Western Michigan University, 2007

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
Florida P.E. #80236
Arizona P.E. #53533

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)
Andrew recently joined Tindale Oliver's Tampa office. He brings 9 years of experience working as a Transportation Design Engineer in both the public and private sector. Andrew has obtained a broad range of experience in design work, studies, project management and technical writing. His design work includes traffic signal design, signing and pavement markings, and maintenance of traffic design. His technical writing includes Transportation Planning Studies, Traffic Signal Warrant Studies, Traffic Operations Studies, Circulation Studies, Roadway Corridor Studies, Safety Studies, Traffic Impact Studies, Traffic Memorandums, Cut-Through Traffic Analyses, Neighborhood Traffic Studies, Trip Generation Comparison Letters, Signal Progression Analyses, Roundabout Analyses and Parking Studies. He has performed analysis of intersection and arterial capacity using a wide variety of software including Microstation, AutoCADD, HCS, Traffix, Vissim and Synchro. He also has experience with TransCAD software, a traffic demand modeling software that projects future traffic volumes.

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (City and State) FDOT D7 Traffic Operations Design/Build Push-Button Contract 3 Tampa, Florida	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (if applicable) N/A

a. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE ☒ Check if project performed with current firm
Multiple minor design tasks including signal reconstruction, signing and pavement marking, and turn lane modifications. Tasks are completed on accelerated schedules with scopes designed to solve specific safety or operational deficiencies.
Role: Task Manager/Project Engineer Cost: \$200,000/year

(1) TITLE AND LOCATION (City and State) FDOT D5 Districtwide Traffic Engineering Studies* Central Florida	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES 2016	CONSTRUCTION (if applicable) N/A

b. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE ☐ Check if project performed with current firm
Task work order driven contract that included conducting traffic operational/safety studies and plans preparation for safety design improvements. Study tasks included signal warrant analysis or composite study tasks including vehicle, pedestrian and bicycle traffic counts; intersection delay studies; qualitative assessments; left-turn phase warrant analyses; vehicle spot speed studies; collision analyses; intersection inventories; highway lighting justification; and no passing zone studies
Role: Project Engineer Cost: \$150,000/year

(1) TITLE AND LOCATION (City and State) FDOT D1 Districtwide Traffic Engineering Studies* Southwest Florida	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES 2016	CONSTRUCTION (if applicable) N/A

c. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE ☐ Check if project performed with current firm
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. Role: Project Engineer Cost: \$150,000/year

(1) TITLE AND LOCATION (City and State) University of South Florida Parking Garage Study* Tampa, Florida	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES 2016	CONSTRUCTION (if applicable) N/A

d. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE ☐ Check if project performed with current firm
Managed a transportation planning study for possible closure of an existing parking garage access point, pedestrian treatments and location of a possible future garage. The study included organizing traffic counts, observations, meetings with stakeholders, analysis of existing and projection of future traffic and pedestrian volumes, report writing and recommendations for interim and future conditions. Role: Project Manager/Traffic Engineer Cost: \$100,000

*Work performed under previous employment.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME Michael J. Hernandez		13. ROLE IN THIS CONTRACT Data Collection		14. YEARS EXPERIENCE	
				a. TOTAL 9	b. WITH CURRENT FIRM 6
15. FIRM NAME AND LOCATION (City and State) CALTRAN Engineering Group (Miami, Florida)					
16. EDUCATION (DEGREE AND SPECIALIZATION) Associate in Science in Computer Drafting & Design; ITT Technical Institute, Miami, Florida 2010		17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) •HPMS BT-04-0005, FDOT, 2008 •Planning Roadway Data Collection, BT-04-0039, BT-04-0040, BT-04-0041, FDOT, 2008 •OSHA certification, MDC-2013, Guardrail Installation & Inspection TRESS, 2010			
18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.) Mr. Hernandez has experience in conducting various types of traffic studies including: traffic counts, vehicle classification, turning movement studies, speed studies, travel time and delay studies, parking studies, vehicle gap studies, and roadway characteristics inventory (RCI).					
19. RELEVANT PROJECTS					
a.	(1) TITLE AND LOCATION (City and State) FDOT D6, Transportation Statistics Support #3, Prime Consultant C9617, Miami		(2) YEAR COMPLETED		
			PROFESSIONAL SERVICES 2012-Ongoing	CONSTRUCTION (if applicable) N/A	
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> Check if project performed with current firm			
Responsible for dispatching, reviewing and submitting traffic data collection efforts, including ADT counts, vehicle classification, PTMS. Perform design assistance for PTMS design through work program projects; data collection and review; RCI data collection and input; assistance with enhanced pavement deficiency evaluation and reporting; and in-house support to the ISD office. Role: Senior Engineering Technician					
b.	(1) TITLE AND LOCATION (City and State) FDOT D4, Districtwide Data Collection and Analysis, St. Lucie & Martin Counties		(2) YEAR COMPLETED		
			PROFESSIONAL SERVICES 2013-2014	CONSTRUCTION (if applicable) N/A	
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> Check if project performed with current firm			
Responsible for data collection stations with field engineering technicians utilizing GIS maps for easy locating in order to provide efficient, accurate and on-time services. Responsible for downloading and reviewing traffic data collected of over 80 stations along St. Lucie corridors to provide a synopsis report for review. Role: Senior Engineering Technician					
c.	(1) TITLE AND LOCATION (City and State) FDOT D4, PD&E for SR9- I95 - Martin County		(2) YEAR COMPLETED		
			PROFESSIONAL SERVICES 2012-2014	CONSTRUCTION (if applicable) N/A	
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> Check if project performed with current firm			
Responsible for data collection SR-9/ I-95 from S of Indiantown Road to Bridge Rd and adjacent I-95 PDE from south of Bridge Rod to north of High Meadows. Responsible for downloading and reviewing traffic data collected such as: traffic counts and turning movement counts on several stations in Martin County in order to prepare the synopsis report for review. Role: Senior Engineering Technician					
d.	(1) TITLE AND LOCATION (City and State) Beacon Tradeport Community Development (Dolphin Mall) Traffic Circulation Improvement Master Plan, Miami		(2) YEAR COMPLETED		
			PROFESSIONAL SERVICES 2012	CONSTRUCTION (if applicable) N/A	
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> Check if project performed with current firm			
Provide traffic-engineering assistance which included a proposed improvement sketch in order to address safety and traffic circulation concerns within the CDD. Role: Senior Engineering Technician					
e.	(1) TITLE AND LOCATION (City and State) PD&E Study Services for the US-1 Express Lanes South Miami-Dade Busway, MDX RFQ10-05, MDX, Miami		(2) YEAR COMPLETED		
			PROFESSIONAL SERVICES 2010-2011	CONSTRUCTION (if applicable) N/A	
(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE		<input checked="" type="checkbox"/> Check if project performed with current firm			
Assisted in roadway study for potential implementation of managed lanes within the South Miami Dade Busway right-of-way. Some activities performed under this contract included data collection services such as, boarding and alighting surveys, vehicular and transit origin and destination surveys, traffic counts, bike/pedestrian counts, classification counts, park and ride lot utilization counts and transit infrastructure inventories. Role: Senior Engineering Technician					

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT
(Complete one Section E for each key person.)

12. NAME Juan P. Romero, E.I	13. ROLE IN THIS CONTRACT Data Collection	14. YEARS EXPERIENCE	
		a. TOTAL 7	b. WITH CURRENT FIRM 5

15. FIRM NAME AND LOCATION (City and State)
CALTRAN Engineering Group (Miami, Florida)

16. EDUCATION (DEGREE AND SPECIALIZATION)
Bachelor of Science in Civil Engineering, Florida International University, Miami, FL, August 2010

17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
•Fundamentals 101, 102, and 103 (Distance Learning) TranStat RCI Intermediate Field Data Collection, FDOT, 2013
•Road Safety Assessments for Local Government, University of Florida T2, 2010

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)

Mr. Romero has been involved in various planning projects, studies and data collection projects. He is experienced in conducting various types of traffic studies including traffic counts, vehicle classifications, turning movement studies, speed studies, travel time and delay studies, parking studies, vehicle gap studies, and roadway characteristics inventory.

19. RELEVANT PROJECTS

<p>(1) TITLE AND LOCATION (City and State) FDOT D6, District Wide Freight and Logistics Consultant, C9D04,</p>	<p>(2) YEAR COMPLETED</p> <table border="1"> <tr> <td>PROFESSIONAL SERVICES 2013-Ongoing</td> <td>CONSTRUCTION (if applicable) N/A</td> </tr> </table>		PROFESSIONAL SERVICES 2013-Ongoing	CONSTRUCTION (if applicable) N/A
PROFESSIONAL SERVICES 2013-Ongoing	CONSTRUCTION (if applicable) N/A			
<p>a. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Traffic Engineer responsible for assisting FDOT D6 to evaluate freight plans, to develop freight strategies with the objective to incorporate within future or ongoing projects. Review and collect data related to freight project. Perform plans reviews. Perform audits to transit, airport and seaport projects and coordinate with District and private stakeholders as necessary. Role: Traffic Engineer</p>				
<p>(1) TITLE AND LOCATION (City and State) SunLife Stadium, MOT Engineering Plans, Miami</p>	<p>(2) YEAR COMPLETED</p> <table border="1"> <tr> <td>PROFESSIONAL SERVICES 2013</td> <td>CONSTRUCTION (if applicable) N/A</td> </tr> </table>		PROFESSIONAL SERVICES 2013	CONSTRUCTION (if applicable) N/A
PROFESSIONAL SERVICES 2013	CONSTRUCTION (if applicable) N/A			
<p>b. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Provided assistance in the preparation of Maintenance of Traffic civil plans for a detour of traffic along the Turnpike Connections between Golden Glades and FL Turnpike Homestead extension during special event season. Role: Traffic Engineer</p>				
<p>(1) TITLE AND LOCATION (City and State) FDOT D4, I-95 at PGA Blvd./Central Blvd. PD&E Study FM No. 413265-1-22-01, Miami</p>	<p>(2) YEAR COMPLETED</p> <table border="1"> <tr> <td>PROFESSIONAL SERVICES 2013</td> <td>CONSTRUCTION (if applicable) N/A</td> </tr> </table>		PROFESSIONAL SERVICES 2013	CONSTRUCTION (if applicable) N/A
PROFESSIONAL SERVICES 2013	CONSTRUCTION (if applicable) N/A			
<p>c. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Prepared TMC Balance Analysis; Synchro 8 files & outputs for existing conditions; Summary reports for traffic data collection; Retrieve signal timing and crash data for all intersections; Assisted in the preparation of Synchro files for all corridors for exiting conditions. Role: Traffic Engineer</p>				
<p>(1) TITLE AND LOCATION (City and State) Traffic Study for Miramar Parkway & Palm Avenue Modifications, Miami</p>	<p>(2) YEAR COMPLETED</p> <table border="1"> <tr> <td>PROFESSIONAL SERVICES 2012-2013</td> <td>CONSTRUCTION (if applicable) N/A</td> </tr> </table>		PROFESSIONAL SERVICES 2012-2013	CONSTRUCTION (if applicable) N/A
PROFESSIONAL SERVICES 2012-2013	CONSTRUCTION (if applicable) N/A			
<p>d. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm In charge of reviewing traffic data collected in order to prepare a traffic study that included turning movement counts on the intersection. Assisted in the signal design with roadway signing and pavement markings to implement modifications at the intersection of Miramar Parkway and Palm Avenue. Role: Traffic Engineer</p>				
<p>(1) TITLE AND LOCATION (City and State) Beacon Tradeport Community Development (Dolphin Mall) Traffic Circulation Improvement Master Plan, Miami</p>	<p>(2) YEAR COMPLETED</p> <table border="1"> <tr> <td>PROFESSIONAL SERVICES 2012-2013</td> <td>CONSTRUCTION (if applicable) N/A</td> </tr> </table>		PROFESSIONAL SERVICES 2012-2013	CONSTRUCTION (if applicable) N/A
PROFESSIONAL SERVICES 2012-2013	CONSTRUCTION (if applicable) N/A			
<p>e. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE <input checked="" type="checkbox"/> Check if project performed with current firm Provided traffic-engineering assistance in order to complete a report that addressed the safety and traffic circulation concerns within the CDD, as well as development of innovative solutions to mitigate the present and future traffic conditions. Prepared a traffic simulation study utilizing Synchro8. Role: Traffic Engineer</p>				

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME Cristobal Betancourt, RLA	13. ROLE IN THIS CONTRACT Landscape Architecture Task Lead	14. YEARS EXPERIENCE a. TOTAL 22 b. WITH CURRENT FIRM 6	
15. FIRM NAME AND LOCATION (City and State) Chen Moore and Associates, Fort Lauderdale, FL			
16. EDUCATION (DEGREE AND SPECIALIZATION) Bachelor of Science / Landscape Architecture		17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) FL / Registered Landscape Architect NJ / Registered Landscape Architect NY / Registered Landscape Architect	
18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.) Mr. Betancourt is Chen Moore and Associates' Director of Landscape Architecture and Planning. He has experience providing planning and landscape architecture design solutions for public and private sector clients. Mr. Betancourt provides a full range of services starting with due diligence and master planning culminating in detailed site design. He is well versed in the use of low-impact development techniques applied to site planning.			

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
Jefferson Street Dune Restoration Hollywood, FL	PROFESSIONAL SERVICES 2016	CONSTRUCTION (If Applicable) 2016
a. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Principal Project Manager Supervisor. CMA is providing landscape architecture services for the restoration of the dune system accessed from Jefferson Street in Hollywood. CMA is responsible for performing a field inventory of existing vegetation on the dune; performing an erosion Control and Vegetation Disposition Plan; creating a proposed planting plan and details; and permitting through the Florida Department of Environmental Protection. CMA will also provide construction administration. Fee \$ 14,000.	<input checked="" type="checkbox"/> Check if project performed with current firm	
(1) TITLE AND LOCATION (City and State) Downtown Coral Springs Streetscaping Coral Springs, FL	PROFESSIONAL SERVICES 2014	CONSTRUCTION (If Applicable) 2015
b. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Project Manager. CMA was contracted by the City of Coral Springs to assist the Coral Springs CRA in the planning, design, permitting and construction support of various streetscaping improvements in Downtown Coral Springs. As the prime consultants, CMA provided civil engineering, landscape architecture, environmental permitting and construction engineering and inspection services for the project. The project included implementing Complete Street concepts for NW 31st Court, NW 94th Avenue and NW 32nd Street. Cost: \$4,100,000 Fee \$ 235,739.98	<input checked="" type="checkbox"/> Check if project performed with current firm	
(1) TITLE AND LOCATION (City and State) Westside Park Baseball Field Deerfield Beach, FL	PROFESSIONAL SERVICES 2014	CONSTRUCTION (If Applicable) 2014
c. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Project Manager. CMA provided design, permitting and construction engineering inspection services for the conversion of an existing football field and multi-purpose field into one Babe Ruth Baseball field, one Little League Baseball field, and one practice baseball field for the City of Deerfield Beach Parks and Recreation Department. The project is located in Westside Park, which is a 15-acre park located south of Hillsboro Boulevard, offering two lighted basketball courts, a football field with concession stand, two lighted tennis courts, a full-service recreation center, full size gym, picnic areas and a newly renovated playground. CMA was responsible for providing survey, geotechnical, site planning, civil engineering, landscape architecture, MEP and structural engineering services. Cost \$ 1,600,000.00 Fee \$ 181,565.00	<input checked="" type="checkbox"/> Check if project performed with current firm	
(1) TITLE AND LOCATION (City and State) Fort Lauderdale Beach Park	PROFESSIONAL SERVICES 2012	CONSTRUCTION (If Applicable) 2012
d. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Director of Planning and Landscape Architecture. The purpose of this project was to provide the restoration and enhancement of the City-owned 6.5-acre "South Beach" parking lot, located along SR A1A, south of Las Olas Boulevard. The scope of work includes bringing the parking lot into ADA compliance per requirements of consent decree, replacing a deteriorating low profile wall and sidewalk approximately 2100 feet in length, replacing existing lighting with turtle-compliant fixtures, and designing additional landscaping. Cost \$ 3,400,000.00 Fee \$ 198,780.00	<input checked="" type="checkbox"/> Check if project performed with current firm	
(1) TITLE AND LOCATION (City and State) Dixie Highway Improvement Project Streetscape Plan Fort Lauderdale, FL	PROFESSIONAL SERVICES 2012	CONSTRUCTION (If Applicable) 2013
e. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Project Manager. CMA developed a streetscape master plan for Dixie Highway in the Middle River Terrace Neighborhood of Fort Lauderdale, Florida. CMA was contracted by the City to work with the local homeowners association who received a grant to fund the development of a complete streets master plan. The neighborhood was developed prior to many current planning and zoning standards being implemented in the City, as a result, the community has concerns about unsafe conditions for pedestrians and bicyclists due to unregulated land development patterns. CMA is developing the master plan to include pedestrian and bike trails, to narrow the width of the travel ways, and to add hardscape and landscape beautification, including the development of gateway features into the neighborhood. In order to facilitate the master plan, CMA analyzed the area with regard to current zoning and right of way conditions and conducting field studies at different times of the day to understand on the ground conditions that are affecting resident safety. Cost \$ 3,300,000.00 Fee \$ 17,550.00	<input checked="" type="checkbox"/> Check if project performed with current firm	

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME Eric Harrison, RLA	13. ROLE IN THIS CONTRACT Landscape Architecture Support	14. YEARS EXPERIENCE a. TOTAL 14 b. WITH CURRENT FIRM 4	
15. FIRM NAME AND LOCATION (City and State) Chen Moore and Associates, West Palm Beach, FL			
16. EDUCATION (DEGREE AND SPECIALIZATION) Bachelor of Science / Landscape Architecture Associate of Arts /		17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE) FL / Registered Landscape Architect	
18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.) Mr. Harrison has over 15 years of landscape architecture experience with several municipalities throughout South Florida. He has provided design services for parks and recreation, university campuses, K-12 education, corporate office, commercial developments and healthcare facilities.			

19. RELEVANT PROJECTS

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
Jefferson Street Dune Restoration Hollywood, FL	PROFESSIONAL SERVICES 2016	CONSTRUCTION (If Applicable) 2016
a. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Landscape Architect. is providing landscape architecture services for the restoration of the dune system accessed from Jefferson Street in Hollywood. CMA is responsible for performing a field inventory of existing vegetation on the dune; performing an erosion Control and Vegetation Disposition Plan; creating a proposed planting plan and details; and permitting through the Florida Department of Environmental Protection. CMA will also provide construction administration. Fee \$ 14,000	<input checked="" type="checkbox"/> Check if project performed with current firm	
(1) TITLE AND LOCATION (City and State) Downtown Coral Springs Streetscaping Coral Springs, FL	(2) YEAR COMPLETED PROFESSIONAL SERVICES 2014 CONSTRUCTION (If Applicable) 2015	
b. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Landscape Architect. CMA was contracted by the City of Coral Springs to assist the Coral Springs CRA in the planning, design, permitting and construction support of various streetscaping improvements in Downtown Coral Springs. As the prime consultants, CMA provided civil engineering, landscape architecture, environmental permitting and construction engineering and inspection services for the project. The project included implementing Complete Street concepts for NW 31st Court, NW 94th Avenue and NW 32nd Street. Cost: \$4,100,000 Fee \$ 235,739.98	<input checked="" type="checkbox"/> Check if project performed with current firm	
(1) TITLE AND LOCATION (City and State) Westside Park Baseball Field Deerfield Beach, FL	(2) YEAR COMPLETED PROFESSIONAL SERVICES 2014 CONSTRUCTION (If Applicable) 2014	
c. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Landscape Architect. CMA provided design, permitting and construction engineering inspection services for the conversion of an existing football field and multi-purpose field into one Babe Ruth Baseball field, one Little League Baseball field, and one practice baseball field for the City of Deerfield Beach Parks and Recreation Department. The project is located in Westside Park, which is a 15-acre park located south of Hillsboro Boulevard, offering two lighted basketball courts, a football field with concession stand, two lighted tennis courts, a full-service recreation center, full size gym, picnic areas and a newly renovated playground. CMA was responsible for providing survey, geotechnical, site planning, civil engineering, landscape architecture, MEP and structural engineering services. Cost \$ 1,600,000.00 Fee \$ 181,565.00	<input checked="" type="checkbox"/> Check if project performed with current firm	
(1) TITLE AND LOCATION (City and State) West Palm Beach FI Parks & Recreation Master Plan, FL	(2) YEAR COMPLETED PROFESSIONAL SERVICES 2015 CONSTRUCTION (If Applicable) 2015	
d. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Landscape Architect. CMA was a subconsultant to GreenPlay, LLC for the development of the City of West Palm Beach Parks and Recreation Master Plan. Our scope of work involved providing Facility Inventories and a Level of Service Assessment. CMA used cutting edge Geographic Information Systems (GIS) technology in the form of ESRI Collector Software to completely catalog the clients existing parks and recreation assets. Collector Software was operated from our GPS enabled phones and tablets and allowed us to collect coordinate correct information on all of the parks assets. Our process involved creating a database of the City's parks assets and performing a preliminary analysis via aerial photography. Cost \$ 14,500.00	<input checked="" type="checkbox"/> Check if project performed with current firm	
(1) TITLE AND LOCATION (City and State) Ft Lauderdale Fire Station 8 Ft Lauderdale, FL	(2) YEAR COMPLETED PROFESSIONAL SERVICES 2017 CONSTRUCTION (If Applicable) 2017	
e. (3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE Landscape Architect. CMA is providing landscape architectural, site planning and civil engineering services for the design, permitting and construction inspection services for a new municipal fire station located in an industrial area of the City of Fort Lauderdale. The Fire Station will be designed to Florida Green Building Coalition standards. CMA is a subconsultant to CPZ Architecture and our role entails site design including building placement, parking layout, site circulation, storm water treatment and storage as well as landscape and irrigation design. Fee \$ 67,311.00	<input checked="" type="checkbox"/> Check if project performed with current firm	

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)	20. EXAMPLE PROJECT KEY NUMBER 1
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Hillsborough County Tampa, Florida	22. YEAR COMPLETED <table> <tr> <td>PROFESSIONAL SERVICES 2011</td><td>CONSTRUCTION (If applicable) 2014</td></tr> </table>	PROFESSIONAL SERVICES 2011	CONSTRUCTION (If applicable) 2014
PROFESSIONAL SERVICES 2011	CONSTRUCTION (If applicable) 2014		

23. PROJECT OWNER'S INFORMATION		
a. PROJECT NAME Fletcher Avenue Complete Street Design	b. POINT OF CONTACT NAME Mike Flick, P.E.	c. POINT OF CONTACT TELEPHONE NUMBER (813) 307-1870

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost.)*

In the 2010 Hillsborough County Pedestrian Safety Action Plan (PSAP), Fletcher Avenue in Tampa was identified as one of the worst corridors in the county for pedestrian and bicycle crashes. In the years following, the County developed a plan for significant pedestrian and bicycle improvements in conjunction with a resurfacing project. This project was executed as a joint funding effort between FDOT District 7 and Hillsborough County.

Element Engineering Group and Tindale Oliver teamed to study the corridor, identify appropriate safety treatments, and prepare design plans for the improvements. The improvements included raised islands, bike lanes, mid-block pedestrian crossings with rectangular rapid flashing beacons (RRFB), and a full traffic signal at a Walmart driveway.

This project was the first of its kind in Florida and has become a model for future installations.

Knowledge

- Detailed review of pedestrian crossing activity.
- Analysis of the traffic impacts of median closures.
- Coordination between Hillsborough County and FDOT in planning and design.

Insights

- Design of the first overhead-mounted RRFB and pedestrian actuated mid-block lighting system in Florida.
- Design of a pedestrian-actuated LED street lighting system.

Outcomes

- Project included design and construction of five mid-block crossings and a full signal.
- Recommended reduced speed zone.
- Outlined improvements for pedestrian and bicycle safety.
- Named 2014 Project of the Year by the Tampa Bay Institute of Transportation Engineers (TBITE).

Cost: \$122,841

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT		
a. FIRM NAME Tindale Oliver	(2) FIRM LOCATION (City and State) Tampa, Florida	Role Sub-consultant to Element Engineering Group

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)	20. EXAMPLE PROJECT KEY NUMBER 2
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FDOT District 6 Miami, Florida	22. YEAR COMPLETED <table> <tr> <td>PROFESSIONAL SERVICES 2008</td><td>CONSTRUCTION (If applicable) 2010</td></tr> </table>	PROFESSIONAL SERVICES 2008	CONSTRUCTION (If applicable) 2010
PROFESSIONAL SERVICES 2008	CONSTRUCTION (If applicable) 2010		

23. PROJECT OWNER'S INFORMATION		
a. PROJECT NAME MIC-Earlington Heights Connector Terminal Bus Plaza	b. POINT OF CONTACT NAME Gary Donn, P.E.	c. POINT OF CONTACT TELEPHONE NUMBER (305) 470-5145

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost.)*

This project is part of the Miami Intermodal Center (MIC), which will become Miami-Dade County's main transportation hub and will link Miami International Airport with South Florida's business and tourist destination. The Miami Central Station will enable safe and efficient transfer between rail systems, buses, taxis, automobiles, and bicycles. The Mic-Earlington connector Bus Terminal Plaza project consisted of the preparation of construction plans for the first or ground Bus Plaza Level where MDT bus services will operate. The Bus Terminal Plaza is located between NW 21st St and NW 25th St and consists of rigid pavement and will serve as a passenger drop-off area below the rental car facility. The project included signing & pavement markings, signalization, and lighting plans.

Knowledge

- Miami-Dade County's first ground multimodal access facility.
- Central Station will enable safe/efficient transfer between rail systems, buses, taxis, automobiles, bicycles.
- Provides connectivity between all forms of ground transportation available in Miami-Dade County and is already decongesting streets in and around busy airport.
- Serves growing number of air passengers using Miami International Airport (39.5 million in 2012) who rent vehicles or choose to use public transportation to reach their destination and provides transportation to Miami Dade Aviation Dept. and for cargo and airline workers commuting into MIA every day. MIA accounts for approximately one out of six jobs in the county.
- Program has potential to contribute significantly to local economy.

Insights

- Required strategic partnerships with South Florida Regional Transportation Authority (SFRTA), Miami-Dade County and the Miami-Dade Expressway Authority (MDX).
- MIC Steering Committee consists of a representative from 12 participating stakeholders and associated agencies: FHWA, FDOT, Miami-Dade County, Miami-Dade Transit, Miami-Dade Aviation Department, Miami-Dade County MPO, MDX, Miami-Dade Planning & Zoning, Miami-Dade County Office of the Mayor, SFRTA, Greater Miami Chamber of Commerce, and Greater Miami Convention & Visitors Bureau.

Outcomes

- Prepared construction plans for first or ground Bus Plaza Level.
- Signing & pavement markings, signalization, and lighting plans.

Cost: \$350,000 (Design Fee)

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT		
a (1) FIRM NAME Tindale Oliver	(2) FIRM LOCATION (City and State) Fort Lauderdale, FL	Role Prime*

*Project led by Tindale Oliver's Project Manager under previous employment.

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)	20. EXAMPLE PROJECT KEY NUMBER 3
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FDOT District 6 Miami, Florida	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES 2009	CONSTRUCTION (If applicable) 2012

23. PROJECT OWNER'S INFORMATION		
a. PROJECT NAME Normandy Drive (SR 934) from Rue Notre Dame to Bay Drive	b. POINT OF CONTACT NAME Judy Solaun Gonzalez, P.E.	c. POINT OF CONTACT TELEPHONE NUMBER (305) 470-5343

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost.)*

This project involved the design and plans preparation for the Resurfacing, Restoration, and Rehabilitation (RRR) of a three-lane one-way roadway in Miami Beach. The project required milling and resurfacing, cross slope corrections, travel lane reduction to accommodate bicycle lanes, on-street parking, signalization upgrades, and maintenance of traffic plans.

Knowledge

- Restrict milling and resurfacing activities to daytime due to predominant residential land use.
- Improve pedestrian safety.
- Extend service life of existing highway and enhance highway safety.
- Improve safety by correcting non-compliance cross slopes.

Insights

- Develop cross slope correction for a parabolic crown while maintaining existing curb and gutter.
- Maintain city aesthetic by providing sidewalk color Miami Beach Red.
- Reduce travel lane to include bicycle lanes.

Outcomes

- Upgraded pedestrian features to comply with ADA requirements, including pedestrian detectors and pedestrian countdown signal.
- Upgraded signalization and signing & pavement markings, including high-emphasis crosswalks and adding bicycle lanes.
- Improved sight distance at intersection by introducing bulb outs and restricting on-street parking within the limits of clear sight.

Cost: \$150,000 (Design Fee)

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT		
a (1) FIRM NAME Tindale Oliver	(2) FIRM LOCATION (City and State) Fort Lauderdale, FL	Role Prime*

*Project led by Tindale Oliver's Project Manager under previous employment.

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)	20. EXAMPLE PROJECT KEY NUMBER 4
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FDOT District 6 Miami, Florida	22. YEAR COMPLETED <table> <tr> <td>PROFESSIONAL SERVICES 2009</td><td>CONSTRUCTION (If applicable) 2014</td></tr> </table>	PROFESSIONAL SERVICES 2009	CONSTRUCTION (If applicable) 2014
PROFESSIONAL SERVICES 2009	CONSTRUCTION (If applicable) 2014		

23. PROJECT OWNER'S INFORMATION		
a. PROJECT NAME SR 997 – Krome Avenue from US-1 to Avocado Drive/ SW 296 th Street	b. POINT OF CONTACT NAME Adriana Manzanares	c. POINT OF CONTACT TELEPHONE NUMBER (305) 470-5283

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost.)*

This project is part of the improvements identified in FDOT's Krome Avenue Action Plans approved by the Miami-Dade MPO. This portion of Krome Avenue is a north south 2-lane roadway that extends approximately 3.78 miles from US-1 to Avocado Drive, running through the center of Florida City and Homestead in southern Miami-Dade County. The corridor land use is primarily industrial in the Florida City section (SW 352nd St to SW 328th Street/Lucy Street) and commercial in the Homestead section (SW 328th Street/Lucy Street to SW 296th Street/Avocado Drive). The project consisted of preparing construction documents (plans and specifications) for the 3.78-mile segment of this urban corridor, including signing & pavement markings, upgrading seven signalized intersections from span-wire to mast-arm, a new signalized intersection, 0.5 mi of lighting, implementation of four traffic safety studies, implementation of access management and compliance with ADA requirements, and landscaping & irrigation in Homestead.

Knowledge

- Krome Avenue/SR 997/SW177 Avenue is a north-south principal arterial in western Miami-Dade County and is an important route for hurricane evacuation and post-disaster recovery.
- Krome Avenue/SR 997/SW177 Avenue is part of FIHS and SIS.
- Project traverses through Homestead, Florida City, and unincorporated Miami-Dade County.

Insights

- Scenic designation route.
- Predominantly rural corridor within western Miami Dade County near the urban development boundary and Everglades National Park.
- Preserve Historic District (Homestead downtown).
- Stimulate redevelopment.
- Improve pedestrian traffic & bicycle facility.

Outcomes

- Addressed safety and operational needs.
- Addressed design deficiencies.
- Improved regional connectivity.
- Accommodated future travel demand/mobility.

Cost: \$750,000 (Design Fee)

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT		
a (1) FIRM NAME Tindale Oliver	(2) FIRM LOCATION (City and State) Fort Lauderdale, FL	Role Prime

*Project led by Tindale Oliver's Project Manager under previous employment.

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)	20. EXAMPLE PROJECT KEY NUMBER 5
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Miami-Dade County Public Works Department Miami, Florida	22. YEAR COMPLETED <table> <tr> <td>PROFESSIONAL SERVICES 2009</td><td>CONSTRUCTION (If applicable) 2011</td></tr> </table>	PROFESSIONAL SERVICES 2009	CONSTRUCTION (If applicable) 2011
PROFESSIONAL SERVICES 2009	CONSTRUCTION (If applicable) 2011		

23. PROJECT OWNER'S INFORMATION		
a. PROJECT NAME SW 62 nd Avenue (SW 24 th Street to NW 7 th Street)	b. POINT OF CONTACT NAME Adolfo Fernandez, P.E.	c. POINT OF CONTACT TELEPHONE NUMBER (305) 375-2694

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost.)*

This project consisted of preparing a contract set of plans for the total reconstruction of a 2.0 mi segment of this urban corridor. The scope of the project included upgrading of one signalized intersection from span-wire to mast-arm, implementation of a traffic safety study, and compliance with ADA requirements. The roadway improvements included modifying the roadway from flush shoulder to curb and gutter and providing a new closed drainage system. Other improvements included signing & pavement markings, maintenance of traffic, and design of new street lighting system. The project also included designing four traffic circles to provide traffic calming and aesthetics along the corridor.

Knowledge

- Project funded through People's Transportation Plan (PTP), half-penny transportation surtax.
- Project required intensive public outreach and door-to-door meetings to obtain construction easements and license agreements.

Insights

- Implemented complete streets principles into design.
- Incorporated aesthetic features such as decorative lighting, pavers, and landscaping.

Outcomes

- Improved neighborhood safety and mobility with addition of traffic calming circles, which lower travel speeds and reduce delay.
- Provided aesthetic improvements, landscaping, and decorative arterial street lighting throughout corridor.
- Provided on-street parking.
- Improved pedestrian safety and ADA sidewalk accessibility.
- Incorporated pavement reconstruction, drainage improvements, and traffic signal upgrade, including pedestrian signalization features such as pedestrian detectors and pedestrian countdown signals.

Cost: \$700,000 (Design Fee)

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT		
a (1) FIRM NAME Tindale Oliver	(2) FIRM LOCATION (City and State) Fort Lauderdale, FL	Role Prime

*Project led by Tindale Oliver's Project Manager under previous employment.

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)	20. EXAMPLE PROJECT KEY NUMBER 6
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City of Fort Lauderdale, Transportation and Mobility Dept. Fort Lauderdale, Florida	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES 2016-2017	CONSTRUCTION (If applicable) N/A

23. PROJECT OWNER'S INFORMATION		
a. PROJECT NAME SE 3 rd Avenue Lane Elimination Project	b. POINT OF CONTACT NAME Christine Fanchi, PE	c. POINT OF CONTACT TELEPHONE NUMBER (954) 828-5226

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost.)*

The City of Fort Lauderdale has an aggressive Complete Streets program. Within and near the downtown area, the City seeks opportunities to enhance mobility for all road users. In the downtown, in particular, the City looks for opportunities to convert existing roadways into facilities that both encourage multimodal opportunities, but create safe environments for multimodal transportation.

SE 3rd Avenue is a four-lane collector roadway with a two-way left turn lane that provides access to and from downtown Fort Lauderdale for business commuters. This roadways connects the downtown area to areas to the south of Broward County and provides an alternate route to US-1 to the east and Andrews Avenue to the west.

For this project, the City was exploring the possibility of repurposing the lanes along SE 3rd Avenue to provide facilities to accommodate bicycles traveling north and south to and through the downtown.

The analysis had to not only look at future development, redistribution of traffic, potential impacts from a coming street car (the WAVE) on Andrews, and the operation of the draw bridges. One of the most significant challenges to this project was identifying solutions that would not create over capacity situations during the highest peaking periods for downtown traffic. This project reviewed cross section, signal timing, and geometric improvements to maintain efficient traffic flow while providing for the multimodal accommodations.

Knowledge

- Understanding of creative potential solutions and impacts of various scenarios.
- Experience in reviewing pros and cons of multiple solutions and developing a consensus with various governmental agencies.

Insights

- Understanding of the impacts of currently planned projects in the vicinity of SE 3rd Avenue on future downtown circulation (6th Street Lane Diet, WAVE Street Car)
- Detailed knowledge of downtown peaking traffic times and traffic circulation where the modification to the section would have the most impact.

Outcomes

- Developed a concept that removed one northbound travel lane and maintained two southbound travel lanes. This provides for capacity during the PM work "let-out" timeframe.
- Identified other improvements that would help provide better operation for downtown traffic. These included infrastructure and signal timing improvements.
- Approval by the City and Broward County of a concept incorporating three travel lanes and buffered bike lanes with the existing roadway section.

Cost: \$40,000

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT		
a (1) FIRM NAME Tindale Oliver	(2) FIRM LOCATION (City and State) Fort Lauderdale, FL	Role Contract Sub-Consultant, Task Lead

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)	20. EXAMPLE PROJECT KEY NUMBER 7
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City of Fort Lauderdale Traffic and Transportation Fort Lauderdale, Florida	22. YEAR COMPLETED PROFESSIONAL SERVICES Ongoing	CONSTRUCTION <i>(If applicable)</i> N/A
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23. PROJECT OWNER'S INFORMATION		
a. PROJECT NAME Uptown Urban Village Land Use Amendment and Form Based Code Master Plan	b. POINT OF CONTACT NAME Lorin Brissett, Sr. Transportation Engineer	c. POINT OF CONTACT TELEPHONE NUMBER (954) 928-1828

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost.)*

As a sub-consultant to BCC Engineering, Inc., Tindale Oliver has worked closely with the City of Ft. Lauderdale Department of Sustainable Development to develop a planning and urban design framework for the Uptown Urban Village, a large office/retail cluster located near the Ft. Lauderdale Executive Airport. Plan objectives included advancing ULI recommendations, community engagement, enhancing assets, improvements to bicycle/pedestrian and parks/open space infrastructure, evaluating Uptown brand to ensure strong sense of place, and recommending code changes to support the vision. Tindale Oliver is providing support for the completion of a Land Use Plan Amendment (LUPA) and leading the development of an area-wide master plan and Form-based code to encourage the development of a mixed-use district supportive of multimodal transportation.

Knowledge

- Understanding of Broward County Transit and Tri Rail systems and planned improvements.
- Expertise in design for bicycle and pedestrian safety.
- Team experience with form based code, comprehensive planning and public realm design.

Insights

- The integration of mixed-use and residential development will require the development of an area-wide parking strategy to manage demand from employment uses.
- Close coordination with the Envision Uptown group and property owners will be required to develop an integrated connectivity plan that improves walkability and provides opportunities for street frontages.
- Connectivity needs to be focused internally to the district while also linking to regional transit and existing/planned bike and pedestrian infrastructure.

Outcomes

- Development of a public realm master plan that identifies locations of a future street network and public realm improvements.
- Form based code and design guidance for future private development.

Cost: \$119,680

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT		
a (1) FIRM NAME Tindale Oliver	(2) FIRM LOCATION <i>(City and State)</i> Tampa, FL	Role Sub-consultant to BCC Engineering, Inc.

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)	20. EXAMPLE PROJECT KEY NUMBER 8
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Broward County MPO Broward County, Florida	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES 2013	CONSTRUCTION <i>(If applicable)</i> N/A

23. PROJECT OWNER'S INFORMATION		
a. PROJECT NAME Hollywood/Pines Livability and Congestion Management Corridor Study	b. POINT OF CONTACT NAME James Cromar	c. POINT OF CONTACT TELEPHONE NUMBER (954) 876-0033

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost.)*

The Broward MPO is working to integrate its Livability Planning initiatives and Congestion Management Process, moving away from traditional approaches that focus on the single-occupant vehicle, such as road widening. This integrated approach focuses on enhancing the quality of life and improving safety and mobility through short- and long-term strategies and improvements for land use, transit, biking, and walking. The Broward MPO retained Tindale Oliver to conduct the first combined Livability/Congestion Management Project along a 20-mile section of the Hollywood/Pines Boulevard corridor. The project included a multifaceted public engagement campaign to obtain input from residents, employees, and other users of the corridor. A primary tool used to engage the public was a "one-stop" project website to provide a platform of information regarding the project and interactive tools such as surveys and comment boards to obtain input from and communicate with users.

Knowledge

- Development of mobility hubs along Hollywood/Pines Boulevard through implementation of short- and long-term projects.
- Improvements to transit operations and transit-supportive land use, along with complementary bicycle and pedestrian facilities, through short- and long-term strategies.

Insights

- Distinctly different corridor sections provide a broad range of demographic, mobility, congestion, and land use characteristics within the project study area.

Outcomes

- Created public involvement plan that sought input from different demographic audiences to develop solutions appropriate to context of corridor.
- Developed urban design toolkit to encourage transit-supportive uses within and around mobility hubs and targeted areas along the corridor.
- Developed complementary congestion management solutions and land use strategies for corridor project study area.

Cost: \$318,419

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT		
a (1) FIRM NAME Tindale Oliver	(2) FIRM LOCATION <i>(City and State)</i> Tampa, FL	Role Prime

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)	20. EXAMPLE PROJECT KEY NUMBER 9
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Broward MPO/FDOT District 4 Broward County, FL	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION <i>(If applicable)</i> N/A

23. PROJECT OWNER'S INFORMATION		
a. PROJECT NAME SR 7 Multimodal Improvements Corridor Study	b. POINT OF CONTACT NAME Roxana Ene	c. POINT OF CONTACT TELEPHONE NUMBER (954) 876-0042

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost.)*

The 18-month study identified multimodal improvements along the SR 7 corridor between Sample Road and the Miami-Dade County line in Broward County that address congestion management and safety, leading to improved transit service. The study aimed to improve the experience for all users, including motorists, bicyclists, pedestrians, and transit passengers.

Knowledge

- Mile-wide corridor centered on SR 7 from south of the Miami-Dade County Line to north of Sample Road.
- Impacts 15 cities, unincorporated Broward County, and the Seminole Tribe of Florida.
- Corridor has the highest transit ridership of any corridor in Broward County with over 20,000 transit riders per day.

Insights

- Identified Environmental Justice Areas in the Public Participation Plan to monitor for equal participation throughout the study timeframe.
- Created a Project Advisory Committee to gather technical insight and three geography-based Working Groups to gather local knowledge.

Outcomes

- Immediately implementable, short-term multimodal improvements to increase safety and efficiency of roadway.
- Long-term recommendations for increasing safety and reducing congestion.

Cost: \$665,740

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT		
a (1) FIRM NAME Tindale Oliver	(2) FIRM LOCATION <i>(City and State)</i> Tampa, FL	Role Prime

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)	20. EXAMPLE PROJECT KEY NUMBER 10
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Florida Department of Transportation, District 7 Tampa, Florida	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES 2017	CONSTRUCTION <i>(If applicable)</i> N/A

23. PROJECT OWNER'S INFORMATION		
a. PROJECT NAME SR 60/Jackson Street Complete Streets Project	b. POINT OF CONTACT NAME Stephen Benson	c. POINT OF CONTACT TELEPHONE NUMBER (813) 975-6427

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost.)*

As part of Florida Department of Transportation (FDOT) District Seven's Bicycle/Pedestrian Safe Access to Transit contract, Tindale Oliver was able to provide both public engagement and technical support in the evaluation and development of pedestrian and bicycle improvements that are being proposed as part of a resurfacing project along State Road (SR) 60/Jackson Street through downtown Tampa. As part of the FDOT's efforts to develop complete streets that serve the transportation needs of users of all ages and abilities, the Department is proposing the construction of a two-way separated bicycle facility along a major east-west connection through downtown Tampa. In addition to the bicycle facility, FDOT is proposing various pedestrian safety improvements, including intersection bulb-outs and new and improvement pedestrian crossings throughout the project corridor.

One of the challenges that FDOT was faced with was balancing the needs and demands of motor vehicle traffic and on-street parking while still being able to provide the enhanced pedestrian and bicycle environment that was being proposed. Through a series of stakeholder and public engagement efforts FDOT was able to develop a recommended alternative that looked to balance the needs and demands within the corridor. Through part of the corridor FDOT is seeking to eliminate one travel lane in order to maintain existing levels of on-street parking while still accommodating the two-way bicycle facility and proposed pedestrian improvements.

Knowledge

- Understanding of state and local planning initiatives and the desire to provide complete streets that promote safety, quality of life, and economic development.
- Experience in engaging a wide range of stakeholders to help develop a consensus during the planning stages of a project.

Insights

- Being able highlight the benefits of investing in pedestrian and bicycle infrastructure while understanding potential concerns about impacts to motor vehicle traffic.
- Providing public engagement support while also providing the technical expertise and support to help foster the development of the project.

Outcomes

- Development and implementation of a varied public outreach effort that has included one-on-one meetings with stakeholders, various agency and local planning group meetings, and a public workshop.
- Technical and facility design guidance through the development of the proposed two-way bicycle facility.
- Technical support in preparing the required traffic analysis to support the proposed elimination of a travel lane through part of the project corridor.

Cost: \$175,000

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

a (1) FIRM NAME	(2) FIRM LOCATION <i>(City and State)</i>	Role
Tindale Oliver	Tampa, FL	Prime

G. KEY PERSONNEL PARTICIPATION IN EXAMPLE PROJECTS

29. EXAMPLE PROJECT KEY

20. EXAMPLE PROJECT LIST			
No.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)	No.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)
1	Fletcher Avenue Complete Street Design	6	SE 3rd Avenue Lane Elimination Project
2	MIC-Earlington Heights Connector Terminal Bus Plaza	7	Uptown Urban Village Land Use Amendment and Form Based Code Master Plan
3	Normandy Drive (SR 934) from Rue Notre Dame to Bay Drive	8	Hollywood/Pines Livability and Congestion Management Corridor Study
4	SR 997 – Krome Avenue from US-1 to Avocado Drive/ SW 296th Street	9	SR 7 Multimodal Improvements Corridor Study
5	SW 62nd Avenue (SW 24th Street to NW 7th Street)	10	SR 60/Jackson Street Complete Streets Project

H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

Tindale-Oliver & Associates, Inc. (dba Tindale Oliver) was founded in 1989 to provide infrastructure planning, transportation/traffic engineering, and innovative financing services to public agencies. Tindale Oliver has grown to 75 employees (59 of which are full-time employees) and six offices in Florida (Tampa, Orlando, Ft. Lauderdale, Jacksonville, Naples and Bartow), Maryland (Baltimore), and Washington (Seattle). Tindale Oliver offers services in four major solution areas:

- Transportation
- Planning/Design
- Transit
- Public Finance

Understanding and respecting our clients' needs to deliver the right solutions is what drives Tindale Oliver in each engagement. The opportunity to create and deliver positive outcomes is how we define success—for both the client and the people of our company.

I. AUTHORIZED REPRESENTATIVE
The foregoing is a statement of facts.

31. SIGNATURE



32. DATE

September 5, 2017


33. NAME AND TITLE

William L. Ball, AICP – Chief Operating Officer

1. SOLICITATION NUMBER (If any)
RFQ No. CRA 17-020

(If a firm has branch offices, complete for each specific branch office seeking work.)

9. EMPLOYEES BY DISCIPLINE				10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS		
a. Function Code	b. Discipline	c. No. of Employees		a. Profile Code	b. Experience	c. Revenue Index Number (see below)
		(1) FIRM	(2) BRANCH			
02	Administrative	15		E08	Engineering Economics	2
08	CADD Technician	1		G04	Geographic Information System Services: Development, Analysis, and Data Collection	2
14	Computer Programmer	1		G06	Graphic Design	2
20	Economist	1		L03	Landscape Architect	1
29	Geographic Information System Specialist	2		L06	Lighting (Streets)	2
39	Landscape Architect	2		P05	Planning (Community, Regional, Areawide and State)	5
47	Planner: Urban/Regional	28	3	S01	Safety Engineering	3
58	Technician/Analyst	10	1	T03	Traffic and Transportation Engineering	5
60	Transportation Engineer	13	2	Z01	Zoning Land Use Studies	
					Other (Admin)	
	Total	73	6			

12. AUTHORIZED REPRESENTATIVE The foregoing is a statement of facts.	
a. SIGNATURE 	b. DATE September 5, 2017
c. NAME AND TITLE William L. Ball, AICP – Chief Operating Officer	

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (If any)
RFQ No. CRA-1720


PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME Tindale-Oliver & Associates, Inc.			3. YEAR ESTABLISHED 1989	4. DUNS NUMBER 605485317
2b. STREET 1000 N. Ashley Drive, Suite 400			5. OWNERSHIP a. TYPE Corporation	
2c. CITY Tampa	2d. STATE FL	2e. ZIP CODE 33602	b. SMALL BUSINESS STATUS	
6a. POINT OF CONTACT NAME AND TITLE William L. Ball, AICP – Chief Operating Officer			7. NAME OF FIRM (If block 2a is a branch office)	
6b. TELEPHONE NUMBER (813) 224-8862		6c. E-MAIL ADDRESS bball@tindaleoliver.com		
8a. FORMER FIRM NAME(S) (If any)			8b. YR ESTABLISHED	8c. DUNS NUMBER

9. EMPLOYEES BY DISCIPLINE				10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS		
a. Function Code	b. Discipline	c. No. of Employees		a. Profile Code	b. Experience	c. Revenue Index Number (see below)
		(1) FIRM	(2) BRANCH			
02	Administrative	15	14	E08	Engineering Economics	2
08	CADD Technician	1	1	G04	Geographic Information System Services: Development, Analysis, and Data Collection	2
14	Computer Programmer	1	1	G06	Graphic Design	2
20	Economist	1	1	L03	Landscape Architect	1
29	Geographic Information System Specialist	2	1	L06	Lighting (Streets)	2
39	Landscape Architect	2	0	P05	Planning (Community, Regional, Areawide and State)	5
47	Planner: Urban/Regional	28	17	S01	Safety Engineering	3
58	Technician/Analyst	10	7	T03	Traffic and Transportation Engineering	5
60	Transportation Engineer	13	11	Z01	Zoning Land Use Studies	
					Other (Admin)	
Total		73	53			

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS (Insert revenue index number shown at right)		PROFESSIONAL SERVICES REVENUE INDEX NUMBER	
a. Federal Work	1	1. Less than \$100,000	6. \$2 million to less than \$5 million
b. Non-Federal Work	7	2. \$100,000 to less than \$250,000	7. \$5 million to less than \$10 million
c. Total Work	7	3. \$250,000 to less than \$500,000	8. \$10 million to less than \$25 million
		4. \$500,000 to less than \$1 million	9. \$25 million to less than \$50 million
		5. \$1 million to less than \$2 million	10. \$50 million or greater

12. AUTHORIZED REPRESENTATIVE The foregoing is a statement of facts.	
a. SIGNATURE 	b. DATE September 5, 2017
c. NAME AND TITLE William L. Ball, AICP – Chief Operating Officer	

ACORD™

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

04/18/2017

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 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 USI Insurance Services, LLC, 1715 N. Westshore Blvd. Suite 700 Tampa, FL 33607		CONTACT NAME: PHONE (A/C, No, Ext): 813 321-7500 FAX (A/C, No): E-MAIL ADDRESS:	
		INSURER(S) AFFORDING COVERAGE	
		INSURER A: Travelers Property Cas. Co.	
		INSURER B: Commerce & Industry Insurance	
		INSURER C: Travelers Casualty and Surety	
		INSURER D: XL Specialty Insurance Company	
		INSURER E: Travelers Indemnity Company	
		INSURER F:	

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

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	X	X	6807H273337	02/24/2017	02/24/2018	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$
E	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS	X	X	BA8130L506	02/24/2017	02/24/2018	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input type="checkbox"/> RETENTION \$0	X	X	BE096059640	02/24/2017	02/24/2018	EACH OCCURRENCE \$9,000,000 AGGREGATE \$9,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> Y/N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		X	UB7082Y317	09/01/2016	09/01/2017	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
D	Professional Liability			DPR9913242	04/20/2017	04/20/2018	\$2,000,000 per claim \$2,000,000 annl aggr.

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

Professional Liability coverage is written on a claims-made basis.

CERTIFICATE HOLDER	CANCELLATION
FOR PROPOSAL PURPOSES	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 



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

May 24, 2012

JUAN S CALDERON
CALTRAN ENGINEERING GROUP INC
1400 NW 107TH AVE STE 209
MIAMI FL 33172

ANNIVERSARY DATE - Annually on May 24

Dear Ms. Calderon:

The Florida Department of Transportation (FDOT) is pleased to announce that your firm has been certified under Florida's Unified Certification Program (UCP) as a Disadvantaged Business Enterprise (DBE) in accordance with 49 Code of Federal Regulation Part 26.

DBE Certification is continuing, but it is contingent upon the firm maintaining its eligibility annually through this office. You will be notified of your annual responsibilities in advance of the Anniversary Date. You must submit the annual AFFIDAVIT FOR CONTINUING ELIGIBILITY **no later than the Anniversary Date.**

Only firms listed in the UCP DBE Directory are certified by Florida UCP Members. Prime contractors and consultants should verify your firm's DBE certification status, **and identify the work area(s) for which the firm is DBE eligible, through this Directory.**

Your firm will be listed in Florida's UCP DBE Directory which can be accessed through the Department's website: www.dot.state.fl.us/equalopportunityoffice and then selecting "DBE Directory".

DBE certification is NOT a guarantee of work. It allows your firm to compete for and perform contract work on ALL USDOT Federal Aid (FAA, FTA, and FHWA) projects in Florida as a DBE contractor, sub-contractor, consultant, sub-consultant or material supplier.

If, at any time there is a material change you must advise this office, by sworn affidavit and supporting documents, within thirty (30) days. Changes include, but are not limited to, ownership, officers, directors, management, key personnel, scope of work performed, daily operations, ongoing business relationships with other firms or individuals, or the physical location of your firm. After our review, you will receive instructions as to how you should proceed, if necessary. Failure to do so will



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

October 3, 2012

BEN CHEN
CHEN & ASSOCIATES CONSULTING ENGINEERS INC
500 WEST CYPRESS CREEK ROAD SUITE 630
FT LAUDERDALE FL 33309

ANNIVERSARY DATE - Annually on October 3

Dear Mr. Chen:

The Florida Department of Transportation (FDOT) is pleased to announce that your firm has been certified under Florida's Unified Certification Program (UCP) as a Disadvantaged Business Enterprise (DBE) in accordance with 49 Code of Federal Regulation Part 26.

DBE Certification is continuing, but it is contingent upon the firm maintaining its eligibility annually through this office. You will be notified of your annual responsibilities in advance of the Anniversary Date. You must submit the annual AFFIDAVIT FOR CONTINUING ELIGIBILITY no later than the Anniversary Date.

Only firms listed in the UCP DBE Directory are certified by Florida UCP Members. Prime contractors and consultants should verify your firm's DBE certification status, and identify the work area(s) for which the firm is DBE eligible, through this Directory.

Your firm will be listed in Florida's UCP DBE Directory which can be accessed through the Department's website: www.dot.state.fl.us/equalopportunityoffice and then selecting "DBE Directory".

DBE certification is NOT a guarantee of work. It allows your firm to compete for and perform contract work on ALL USDOT Federal Aid (FAA, FTA, and FHWA) projects in Florida as a DBE contractor, sub-contractor, consultant, sub-consultant or material supplier.

If, at any time there is a material change you must advise this office, by sworn affidavit and supporting documents, within thirty (30) days. Changes include, but are not limited to, ownership, officers, directors, management, key personnel, scope of work performed, daily operations, ongoing business relationships with other firms or individuals, or the physical location of your firm. After our review, you will receive instructions as to how you should proceed, if necessary. Failure to do so will

be deemed a failure, on your part, to cooperate, and will result in immediate action to remove DBE certification.

Your firm is eligible to compete for and perform work on all USDOT Federal Aid projects throughout Florida and may earn DBE credit for work performed in the following areas:

NAICS

54132 -Landscape Architectural Services
54133 -Engineering Services
54134 -Drafting Services
54162 -Environmental Consulting Services

FDOT Specialty Codes

300 -Consultants
311 -Landscape Architectural Services
941 -Civil Engineering Services
943 -Geotechnical Engineering Services
947 -Cadd Services
950 -Environmental Consulting Services

Questions and concerns should be directed to this office by mail or telephone. Our telephone number is (850) 414-4747. Our fax number is (850) 414-4879.

Sincerely,



Victoria Smith
DBE Certification Manager

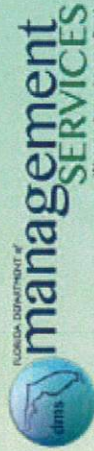
State of Florida

Minority, Women & Florida Veteran Business Certification

Chen Moore and Associates

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:

02/26/2016 to 02/26/2018



A handwritten signature in black ink, appearing to read "CP" or "Poppell".

Chad Poppell, Secretary
Florida Department of Management Services





**CITY OF HOLLYWOOD
COMMUNITY REDEVELOPMENT AGENCY**

1948 Harrison Street
Hollywood, FL 33020
Phone (954) 924-2980 Fax (954) 924-2981

ADDENDUM NUMBER 1

Date: 8/24/2017

**FOR: RFQ for Traffic Engineering Services
FILE NUMBER: CRA 17-020**

**ALL BIDDERS BE ADVISED OF THE FOLLOWING CHANGES TO THE ABOVE
REFERENCED PROJECT AS LISTED BELOW:**

This addendum is issued as part of the Bidding Documents for the above described project. The changes incorporated in this addendum shall be considered as a part of the documents and shall supersede, amend, add to, clarify, or subtract from those conditions shown in the original documents dated August 8, 2017. The bidder shall coordinate all modifications herein with all trades and disciplines related to the work. The Bidder shall acknowledge receipt of this addendum on the Bid Form by addendum number and date. Failure to do so may subject Bidder to disqualification.

CLARIFICATION

Question 1: In Section II, Scope of Services, field tests and laboratory tests are included with traffic engineering and data collection. Will Geotechnical services be required?

Clarification: It is not mandatory, points will not be given or taken for this service.

Question 2: In Section VI, Submittals, letter d, we are required to provide a list and description of similar projects performed within the last five (5) years, and in Section V, Initial Selection Criteria, #5 requires similar projects within the last four (4) years. Which is correct?

Clarification: Section V, Initial selection criteria, #5, should reflect five years (5).

Question 3: In Section VI, Submittals, letter g, estimated hours for each member of the team are required. Since this is a general contract, are you looking for percent availability?

Clarification: Yes, percentage is fine.



**CITY OF HOLLYWOOD
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ADDENDUM NUMBER 1

Question 4: Under Section VII. Oral Presentation, it mentions schematic drawings with floor plans. Please confirm if this requirement is for traffic engineering services.

Clarification: No drawings are necessary.

Question 5: Section VI Submittals; Profile of Consultant; Item D. Requests a list of projects completed within the past five years. The information requested on each project (name and telephone number of contact, role, and dollar amount), is similar to the information required within the SF330, Section F. Can vendors reference the evaluation team to the SF330 section to meet the requirements of Section D, or should vendors repeat this information within section D.

Clarification: A reference to the SF330.

Question 6: Section VII. Oral Presentation. This section states that shortlisted firms are expected to provide schematic design drawings and an estimated probable cost of construction at the Oral Presentation. Can the CRA confirm whether this deliverable is required under this contract? If so, can the CRA clarify what proposed project they'd like vendors to utilize for this requirement.

Clarification: No schematic design drawings or estimated probable costs are necessary.

Question 7: VI. Submittals: Standard Forms 330 (page 10 of RFQ) Does the City want complete and separate SF330 Parts I&II for both the prime firm and the subconsultants?

Clarification: Only for prime firm.

Question 8: VI. Submittals: Profile of Consultant, d. list and description of engagements (page 10 of RFQ) Are these projects required in addition to the 10 projects included in the SF330 Part I Section F: Example Projects?

Clarification: No, they can be the same.

Question 9: VI. Submittals: Profile of Consultant, f. staff experience in conducting similar projects (page 10 of RFQ) Is this project experience/educational background information required in addition to the full page resumes included in the SF330 Part I Section E: Resumes of Key Personnel?



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Clarification: No.

Question 10: VI. Submittals: Profile of Consultant, g. organization of staff and estimated hours for each member (page 11 of RFQ)

- a) Is the organization of staff required in addition to the organizational chart included in the SF330 Part I Section D: Organizational Chart?

Clarification: No.

- b) Given that this is an oncall contract, how should the estimated hours for each member of the team be calculated?

Clarification: Percentage estimates.

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ALL OTHER TERMS, CONDITIONS AND SPECIFICATIONS SHALL REMAIN THE SAME.

THIS ADDENDUM SHALL BE ATTACHED TO THE CONTRACT DOCUMENTS AND THE RECEIPT OF THE SAME SHALL BE NOTED IN THE PROPOSAL IN THE SPACE PROVIDED.

Moshe Anuar, P.E., Senior Coastal Project Manager
Community Redevelopment Agency

Acknowledged by: William L. Ball
William L. Ball, AICP, Chief Operating Officer

Date: September 5, 2017



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ADDENDUM NUMBER 2

Date: **8/31/2017**

FOR: **RFQ for Traffic Engineering Services**
FILE NUMBER: **CRA 17-020**

ALL BIDDERS BE ADVISED OF THE FOLLOWING CHANGES TO THE ABOVE REFERENCED PROJECT AS LISTED BELOW:

This addendum is issued as part of the Bidding Documents for the above described project. The changes incorporated in this addendum shall be considered as a part of the documents and shall supersede, amend, add to, clarify, or subtract from those conditions shown in the original documents dated August 8, 2017. The bidder shall coordinate all modifications herein with all trades and disciplines related to the work. The Bidder shall acknowledge receipt of this addendum on the Bid Form by addendum number and date. Failure to do so may subject Bidder to disqualification.

CLARIFICATION

Question 1: Addendum #1 states that receipt of the addendum shall be acknowledged on the Bid Form by addendum number and date, and failure to do so may subject Bidder to disqualification. However, I did not see a bid form or any other place to acknowledge receipt of addenda included with the original RFQ.

Clarification: No Bid Form was included on the RFQ; however, please include a copy of the addenda and state that they were acknowledged.

ALL OTHER TERMS, CONDITIONS AND SPECIFICATIONS SHALL REMAIN THE SAME.

THIS ADDENDUM SHALL BE ATTACHED TO THE CONTRACT DOCUMENTS AND THE RECEIPT OF THE SAME SHALL BE NOTED IN THE PROPOSAL IN THE SPACE PROVIDED.

Moshe Anuar, P.E., Senior Coastal Project Manager Community Redevelopment Agency

Acknowledged by: William L. Ball
William L. Ball, AICP

Date: September 5, 2017