TRANSPORTATION & TRAFFIC-RELATED PROFESSIONAL SERVICES

CONTINUING SERVICES CONTRACT | E-RFP 20240169

12/12/2024

Contact: Nathan Kautz, PE, RSP[1]
225 E Robinson St, Ste 355
Orlando, FL 32801
813.556.6978

KITTELSON & ASSOCIATES

CONTENTS

December 12, 2024

Alaina Knofla
City of Port St. Lucie
121 SW Port St. Lucie Blvd
Port St. Lucie, FL 34983

KITTELSON & ASSOCIATES
225 E Robinson St
Suite 355
Orlando, FL 32801
kittelson.com

RE: E-RFP 20240169 Continuing Contract for Transportation & Traffic-Related Professional Services

The City of Port St. Lucie (City) is facing significant opportunities and challenges in the future. The City has grown from incorporation in 1961 to over 245,000 residents today and is now the sixth largest city in Florida, according to the City's data. Census data shows Port St. Lucie as the fifth-fastest growing city in the country for cities over 20,000 residents, adding 13,000 additional residents from July 2022 to July 2023 and placing higher demands on infrastructure and transportation systems. Adapting to changing traffic patterns and needs is critical to managing this growth. Understanding and applying solid engineering and planning principles is key to addressing these issues.

The consultant team you select for this project needs to share that sense of direction and passion while providing broad-based technical skills to be a part of the City's team. **Kittelson & Associates, Inc. (Kittelson) has built a reputation over the past 40 years for technical excellence and a creative approach to solving the tough problems, both nationally and in Florida.** We have supported many clients across the state with transportation engineering and planning services, including the cities of Sarasota, Daytona Beach, and Orlando.

To complement Kittelson staff, we have built a robust and comprehensive team of professionals: Ardurra Group; Avant Engineering Group; Catalyst Design Group; DE Traffic; Hazley Transportation Group; L&S Diversified; NADIC Engineering Services; Protean Design Group; Quality Counts; and Walsh Traffic Engineering. We have worked with these partners for years and have developed strong working relationships that will serve the City efficiently.

Our team blends strong technical expertise and solid working relationships with years of institutional knowledge of the area. We can provide the City with the assurance and confidence that challenges will be deeply understood, addressed appropriately, and solutions support the City's goals. We are confident that we can deliver high-quality products for all work orders through this contract that meet and exceed the goals and objectives of Port St. Lucie. Our team has a very strong understanding of working as an "extension" of City staff. **We know the City staff has a passion to serve its citizens and we share that passion.**

The Kittelson team is led by Nathan Kautz, PE, RSP_1, who will serve as project manager. Nathan worked for FDOT District 1 for several years, working in traffic engineering and safety, giving him valuable experience to understand needs and concerns from the client side. Since leaving FDOT, Nathan has continued his practice across the nation, working with cities such as Sarasota, Tampa, Oldsmar, Boston, and more. He has begun working with City of Port St. Lucie recently, delivering traffic engineering studies.

Kok Wan Mah, PE, will act as project principal. Since 2023, Kok Wan has been working with the City of Port St. Lucie in the reviews of traffic studies for large developments. In this role, Kok Wan acts as an extension of City staff, providing review comments, coordinating with the applicant team to work through issues, and representing the City in meetings and hearings. Through the continued work with Public Works and Planning staff, Kok Wan has expanded the work with the City to include conducting traffic impact studies on behalf of the City, as well as managing work orders for various traffic studies to keep up with the tremendous growth being experienced in the area.

We look forward to further building and enhancing our partnership with City of Port St. Lucie. If you have any questions, please contact Nathan Kautz at nkautz@kittelson.com or 813.556.6978.

Nathan Kautz, PE, RSP_1
Project Manager
nkautz@kittelson.com | 813.556.6978

Kok Wan Mah, PE
Project Principal
kmah@kittelson.com | 407.373.1127

TAB 1

FIRM QUALIFICATIONS

MEET THE KITTELSON TEAM

We are proud of the skilled and experienced team that we have brought together to support the City of Port St. Lucie. This team provides the skillsets to perform all scope items and offers redundancy on major scope items and a depth of experience, including national level experts that are available to the City. **Our team can perform studies & surveys, collect & assemble data, and provide overall planning objectives for comprehensive development and continuing operations remaining consistent with the governing documents of the City including the Mobility Plan 2045, the Multimodal Plan, the Comprehensive Plan, and the Strategic Plan, as well as the Engineering Standards and long-range CIP.**

About the Prime: Kittelson & Associates, Inc.

KITTELSON & ASSOCIATES

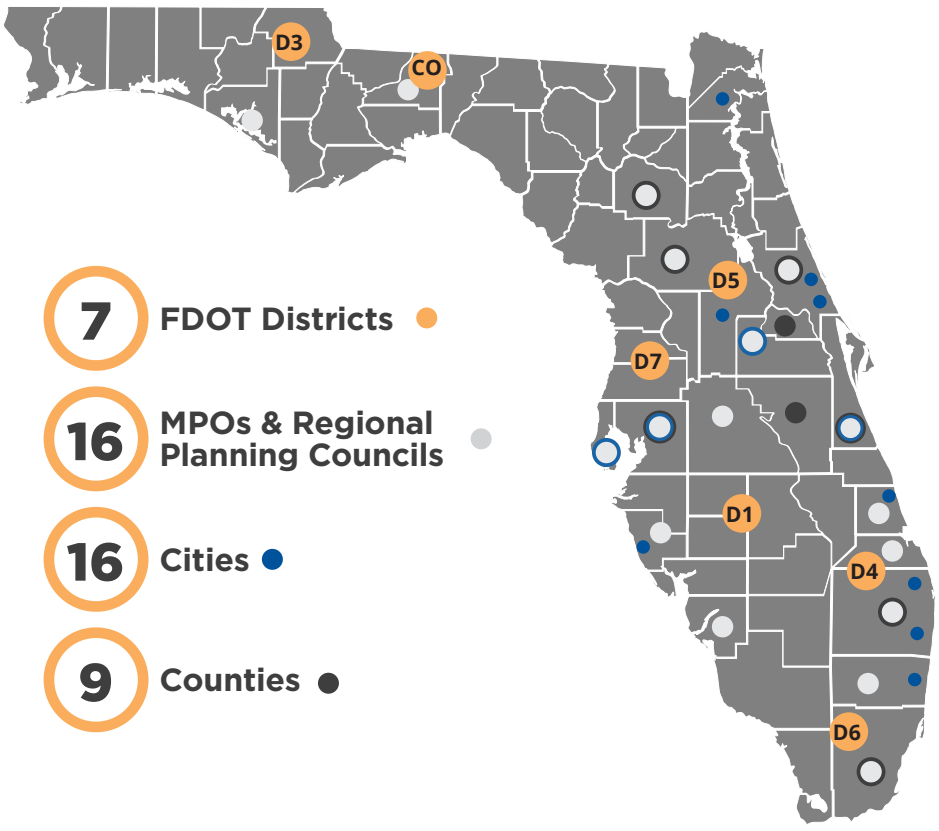
Founded in 1985, Kittelson & Associates, Inc. (Kittelson) has nearly 400 skilled professionals and national experts across 27 offices, allowing us to proudly offer decades of progressive research and technological innovation, culminating in a diverse portfolio of industry-leading work. Kittelson specializes in regional transportation planning and modeling, integrating land use and transportation, road user safety, innovative traffic analyses and design, data analytics, multimodal corridor planning and implementation, effective public engagement, roadway design, and transportation system management and operations.

Kittelson is an Oregon Subchapter S Corporation, incorporated in 1988, with its principal place of business in Orlando. The firm is owned by 41 shareholders, each with equal shares, and governed by a five-member board of directors.

Kittelson has worked extensively with governmental agencies on operations, planning and design projects since our founding almost 40 years ago. The figure on the right illustrates Florida agencies with whom Kittelson is actively working in similar roles to this contract.

As the prime consultant, Kittelson will manage the contract, leading most of the technical tasks and the overall QA/QC program.

Similar Experience in Florida



Subconsultant Partners

We have carefully assembled a team of subconsultant teaming partners with whom we have strong working relationships to provide the City with a deep bench of expertise on all potential scope items and the necessary redundancy to tackle multiple projects at once. These subconsultants are all trusted professionals in our industry:

Ardurra Group, Inc.'s (Ardurra) history in Florida began with the 2023 acquisition of Inwood Consulting Engineers, Inc. This firm brings a wealth of experience to the Ardurra team, providing public involvement and civil, transportation, water resources, utility, planning, traffic engineering, environmental sciences, and engineering consulting services to governmental clients throughout Florida since its inception in 1995. Its staff developed a reputation for tenacity in meeting project schedules, honoring commitments, and providing innovative solutions to difficult challenges for its clients. Their expertise includes PD&E studies, Efficient Transportation Decision Making (ETDM) processes, public involvement, complex highway design, drainage design, structural design, stormwater management, permitting, NEPA studies, environmental permitting, ecological restoration, regulatory agency coordination, water and wastewater pipeline design, pump stations, construction services, and project management along with stormwater management services, water and wastewater, utility design, planning, and environmental science.

Avant Engineering Group (AVANT) was founded in April 2019 by on the premise that quality, client satisfaction, and that their people are the most important aspects of their business. Avant specializes in roadway and traffic design related to transportation engineering projects. They have over 70 years of combined professional experience in these fields, with extensive experience on task work order-based contracts and the ability to handle multiple assignments concurrently. Avant's specific experience includes milling and resurfacing roadways (urban and rural sections), providing detailed pavement design, intersection safety improvements, signalization design, signing and pavement marking design, lighting design and analysis, traffic studies, intelligent transportation systems design and analysis, and temporary traffic control design.

Catalyst Design Group (Catalyst) is an innovative, interdisciplinary firm with combined expertise in Landscape Architecture and Urban Design, Civil Engineering, and Planning. Their project approach equally blends these disciplines, resulting in our ability to deliver creative solutions to complex development challenges in a context-sensitive design manner. Headquartered in Nashville, Tennessee, the Orlando office provides planning and design services throughout the state of Florida, bringing years of experience designing and developing the following: Complete streets, urban environments and historic downtowns, active and passive recreational facilities, commercial and mixed-use infill development/redevelopment, civic and cultural facilities, educational and institutional facilities, 3D modeling and fly-thru visualizations.

DE Traffic is a trusted traffic data collection firm with over two decades of experience delivering high-quality services to both public and private sector clients. Equipped with a skilled team and state-of-the-art technology, DE Traffic handles projects of varying scopes, from individual initiatives to large-scale statewide efforts. Founded and led by President José Vazquez, DE Traffic thrives under his 23 years of expertise in civil and traffic engineering. The firm emphasizes time-efficient, cost-effective solutions, allowing clients to focus on design and preparation while outsourcing traffic data collection needs.

Hazley Transportation Group (H-TRANS) is a certified minority-owned professional services firm, specializing in Transportation Planning and Transportation Systems Management and Operations (TSMO). H-TRANS will provide support for Traffic Studies under this contract and will lean on its wealth of experience in achieving growth management initiatives for local municipalities through comprehensive planning, area-wide studies, and multimodal planning. Our staff has provided professional continuing services for municipalities, counties, and state agencies, fostering partnerships with our clients to develop sustainable solutions that align with their unique needs and objectives.

L & S Diversified, LLC (L&S) was founded in 2010 with headquarters in Orlando. They are a fully integrated firm positioned to design, survey, map, model, and designate utilities for governments, businesses, and organizations in Florida. They provide surveying and mapping, construction surveying, LiDAR, GIS and subsurface utility engineering to the government, transportation, private development, environmental, and energy markets. Since inception, they have expanded their services from traditional surveying and mapping to LiDAR and subsurface utility engineering.

NADIC Engineering Services, Inc. (NADIC) is a client-focused engineering firm specializing in geotechnical, geo-environmental, and construction materials testing services. With a dedicated team committed to fostering client partnerships, offering innovative solutions, and delivering unwavering dedication, NADIC stands out as a leader in consulting, construction materials testing, and geotechnical services. Since 2001, NADIC has successfully completed over 4,000 projects across Florida, showcasing our expertise and reliability.

Protean Design Group, Inc. (Protean), established in 1997, is a multi-disciplined civil engineering firm committed to attentive client service, quality engineering, and a strong work ethic. Their versatile staff have expertise in a wide variety of transportation engineering services, including major and minor roadway design, widening and new alignment designs, interchange design, maintenance of traffic plans, bicycle and pedestrian features, drainage conveyance, structural design, signing, pavement markings, signalization, lighting, data collection services, intelligent transportation systems (ITS), traffic studies, transportation planning, utility coordination, and public involvement.

Quality Counts (QC) is a nationwide, full-service transportation data collection firm with more than 130 employees in 15 offices across the United States. Since 2003, QC has leveraged its specialized commitment to exceptional customer service, quality products, and innovative technology to become one of the most respected, industry-leading transportation data collection firms in the country. QC's vast experience is made possible using state-of-the-art hardware, software, and proven processing methods. They maintain a high level of industry-specific knowledge and cutting-edge technology to allow us to deliver solutions to our clients and their unique transportation challenges.

Walsh Traffic Engineering (WTE) provides an array of capabilities in both transportation planning and traffic engineering projects, including detailed operational assessments of roadways, intersections and interchanges, safety evaluations, traffic impact analysis preparation/review, and traffic operation design. WTE takes on every project as an opportunity to make a difference, recognizing that, in the end, they have an innate responsibility for preserving/enhancing safety and operations of our transportation systems. Lead by Chief Engineer Chris Walsh, WTE has a proven ability to lead and integrate multiple disciplines, leading projects from the initial planning stages, developing real-world implementable solutions, and ultimately directing a team of design engineers during plans preparation.

SIMILAR PROJECT EXPERIENCE

Kittelson supports the City of Sarasota through its continuing services contract to support complete streets, safety, PD&E, final design, public involvement, and grant writing.

Engineering Design Criteria Manual. Kittelson recently led a comprehensive update to the City's Engineering Design Criteria Manual to incorporate best practices from around the country to improve the quality of design in the community and support the City's vision as a world-class community and treasured destination, with enduring natural beauty, charm, and diversity. The update brings context-based street design guidelines to Sarasota, consistent with the AASHTO Green Book and the Florida Greenbook, including sections on subdivision strategies, street design with typologies by context, streetscaping with illustrative renderings, stormwater and drainage, erosion and sedimentation control, and solid waste.

Circus Trail Extension PD&E Study & Design. Kittelson is supporting the City of Sarasota with a PD&E study and 30% design to extend Circus Trail, connecting the existing trail along Circus Blvd with the 17th Street Park and creating a route for pedestrians, cyclists, and micromobility users. This trail will address transportation at the neighborhood level, particularly for communities that have been historically underserved, create safe pathways for all ages and abilities, and enable travel choices beyond single-occupancy vehicles and increase walkability.

Project Duration: 2022-Ongoing
Project Value: $1.4M

Reference:
Alvimarie Corales, AICP | Project Manager
City of Sarasota
941.263.6358 | alvimarie.corales@sarasotafl.gov

Where feasible, the Kittelson team is conducting the PD&E and design activities concurrently, to prepare this project for a future design-build project and SUN Trail funding. The tasks involved include field visits, public involvement activities, collecting existing conditions data, defining the Purpose & Need, developing typical sections and conceptual layouts, assessing drainage and stormwater management needs, identifying impacts to utilities and right-of-way needs, and evaluating sociocultural and wetland impacts.

The preliminary design includes a 12-ft wide off-street trail along Circus Blvd and through the Nature Park at Bobby Jones, including alignments, cross-sections, signing and marking, preliminary lighting, and preparing cost estimates. The team will also evaluate options for a bridge, either reconstructing the existing vehicular bridge with separated trail accommodation or constructing a prefabricated pedestrian and bike bridge.

Both the PD&E study and design tasks require extensive coordination with FDOT District 1, Sarasota County, and other stakeholders to ensure that the trail extension meets community goals.

Legacy Trail Pre-PD&E Study. Kittelson conducted a pre-PD&E study for a trail connection between the existing Legacy Trail and the 17th St Park, including public outreach, development of typical sections, conceptual layout, and ETDM screening to determine a Class of Action.

CITY OF DAYTONA BEACH
CONTINUING PROFESSIONAL SERVICES

Project Duration: 2023-Ongoing
Project Value: $102k

Reference:
Dennis Mrozek, AICP, LEED AP | Project Manager
City of Daytona Beach
386.671.8152 | mrozekdennis@codb.us

Through this CSC as a prime consultant, Kittelson's Kok Wan Mah serves as the City of Daytona Beach's transportation planner/engineer and project manager in providing various services related to transportation planning. Many of the over 200 separate work orders involved reviewing traffic impact statements (TIS) submitted for entitlements. The review encompasses Comprehensive Plan Amendments, rezoning, and site plan approval. Kok Wan has worked closely with the City's Planning and Public Works staff, the Deputy City Manager, and coordination with Volusia County and FDOT through the entitlement process to ensure that all transportation impacts and proper mitigation responsibilities are identified. Kok Wan has been in this role with the City of Daytona Beach since 2016 and was reselected in 2023 after joining Kittelson, serving as an extension of the City planning staff and gaining institutional knowledge of the City.

The City of Daytona Beach is experiencing high growth, especially around the LPGA Boulevard interchange. It is important for the City to understand the impacts attributable to each development and ensure that the resulting improvements proposed by each development would provide adequate mitigation.

Buc-ee's. One notable project review that Kok Wan managed for the City of Daytona Beach was for Buc-ee's, a 54,000 square foot family travel center with 120 fueling stations. This project underwent a nearly two-year entitlement process in which Kok Wan represented the City in multiple meetings with Volusia County and FDOT. Kok Wan was also responsible for coordinating with the City's Traffic Engineering Division to request input and provide recommendations for the signage and pavement markings needed to help direct the high volume of traffic expected at this development.

Integrated LPGA. Kok Wan also managed the transportation review for Integrated LPGA, a proposed 600-unit single-family development. Once the technical analysis was completed, Kok Wan supported City of Daytona Beach and Volusia County staff to help finalize an acceptable proportionate share calculation, which included pipelining the design and construction of a signal at the US 92 at Gene Daniels Road. In addition, Kok Wan worked between the City's Planning Department, Traffic Engineering Division, and developers to stay apprised of the timing and cost of the signal. The cost for the signal was split among multiple developers through a Capital Recovery Agreement.

Kok Wan's work identified over $30M in proportionate fair share payments made to the City of Daytona Beach and Volusia County facilities.

FDOT DISTRICT 5 SAFETY STUDIES

As project manager, Nathan Kautz, PE, RSP_1, leads the Kittelson team supporting FDOT District 5 with traffic engineering and safety studies through an on-call contract. The Kittelson team is tasked to identify traffic operations and safety deficiencies and develop appropriate countermeasures, in response to various requests and network analysis.

Project Duration: 2023-Ongoing
Project Value: $174k

Reference:
Anthony Nosse, PE, CPM | Contract Manager
FDOT District 5
386.943.5334 | anthony.nosse@dot.state.fl.us

For each safety study, countermeasures are developed, conceptual plans are produced, and locations are screened for major impacts – such as impacts to right of way or utilities. Cost estimates and quantifiable benefits are identified for each countermeasure.

Two recent studies investigated crashes in Marion County at US 441 and NW 35th St and along SE 100th Ave.

Kittelson is also working with District 5 to identify future locations for study. Our team reviewed the District 5 network to look for the following circumstances:

Potential Midblock Crossing Locations: Kittelson plotted pedestrian crashes throughout the District 5 network and performed a density analysis to identify segments of roadway with clusters of crashes. The segments were then analyzed with an eye towards the surrounding context, attractors and generators, and geometric challenges and opportunities for midblock crossing placement.

Access Management: Corridors in District 5 were evaluated for head on, angle, and left turn crashes to identify segments that would be good candidates for access management projects. Once locations were identified, they were further evaluated by for opportunities given the context of the area, business entrances, crash patterns, the surrounding network, and more.

Intersection Improvements: Intersections were evaluated to find good candidates for new turn lanes. Crash patterns were examined, along with the geometry of the initial intersections, to find locations that met our criteria.

Lane Departure: Kittelson was asked to evaluate local county roads for lane departure issues on horizontal curves. Our team performed a spatial crash analysis, then investigated the top locations to identify three potential locations for improvements, including new shoulder pavement and better signing and marking.

Kittelson supports FDOT District 7 with corridor planning and complete streets implementation, helping them integrate land use and transportation to understand the full range of user needs.

5th Ave Speed Management Treatments. When 5th Ave N was programmed for resurfacing, Kittelson worked with FDOT and City of St Petersburg staff to identify treatments that are now under construction, including upgrading multiple existing crossings and adding four new bike boulevards at the City's planned neighborhood greenways that will improve safety, reduce vehicles speeds, and support the City's Complete Streets Implementation Plan.

Road Safety Desktop Review & Preliminary Engineering Support. To support a more streamlined process for upcoming RRR projects, Kittelson provides desktop context classification, road safety reviews, and preliminary engineering support including, if necessary, developing draft typical section recommendations, preliminary concept plans for key recommendations, Long Range Estimates and Preliminary Project Reports.

East Tampa Corridor Safety Action Plan. Kittelson conducted a corridor study for East Hillsborough Ave from Nebraska Ave to 56th St, including technical analysis and community outreach to identify key issues and locations along the corridor and developing concepts for potential treatments to increase mobility and safety.

Project Duration: 2018-Ongoing
Project Value: $12M

Reference
Liz Winters, EI | Contract Manager
FDOT District 7
813.975.6499 | elizabeth.winters@dot.state.fl.us

50th/56th St Corridor Study. Kittelson led a multi-jurisdiction corridor planning study for the 50th/56th St corridor, conducting a thorough analysis of the existing conditions along the corridor, developing a vision for continuous multimodal facilities to connect the community, and designing safety solutions and countermeasures.

Bike/Ped Master Plan & Implementation Support. Kittelson supported creation of a Districtwide Bicycle and Pedestrian Master Plan, providing guidance on how and where to apply treatments included in the FDOT Design Manual and the Traffic Engineering Manual, a review of existing conditions across District 7, and a prioritization process to proactively identify bicycle and pedestrian needs.

Road Safety Audits & Engineering Support: Kittelson staff leveraged their experience in leading the development of the FHWA Road Safety Audit Guidebook to conduct over 30 road safety audits, working with project team members and community members to understand potential project issues, needs, and challenges.

Signal Warrant Support. Kittelson has conducted multiple engineering studies for signal warrants throughout FDOT District 7, utilizing the FDOT Manual on Uniform Traffic Studies (MUTS) forms to conduct sound signal warrant analysis.

Speed Management Countermeasure Research & Implementation Support. Kittelson team identified candidate corridors experiencing high levels of speeding behaviors and identified appropriate strategies, including short-term, mid-term, and long-term operational, geometric, and land use changes, to mitigate speeding and attendant safety concerns.

Alternate US 19 Corridor Planning Study. For this study, Kittelson addressed multimodal transportation needs through context-sensitive, implementable solutions including redevelopment options, premium transit opportunities, and a roundabout feasibility study, concept development, and microsimulation

Since 2000, Kittelson has provided transportation engineering and planning services to the City of Orlando. Assignments have included areawide parking studies, corridor studies, quick-build implementations, policy development, traffic impact analyses, intersection control evaluations, safety studies, signal warrant studies, signal designs, and corridor signal retiming.

Quick-Build Guide & Demonstration. Kittelson developed a quick-build guide detailing how to build flexible, temporary projects that test drive infrastructure changes that could create safer, more livable public spaces. To demonstrate, a quick-build bike lane along Corinne Drive was designed and installed by converting on-street parking into a bike lane with delineators, reflective tape, and spray paint. The team collected data to monitor vehicle mobility and parking availability in the neighborhood. Following the success of the Corrine Drive bike lane, Kittelson worked with the City to install quick-build applications at intersections downtown, creating bulb-outs, adjusting bicycle lanes, and adding artistic murals.

Urban Trail Design. Kittelson designed several trail segments in the downtown urban trail network, including Gertrude's Walk Phase 4, Airport Gap, and Primrose Drive trail segments. During the construction phase, Kittelson also provided support to the City and the City's contractor as those segments were constructed.

Project Duration: 2000-Ongoing
Project Value: $8.4M

Reference:
Cade Braud, PE, PTOE, AICP | Project Manager
City of Orlando
407.246.3377 | cade.braud@orlando.gov

SE Orlando Traffic Calming Policy. Kittelson reviewed the City's on-street parking and traffic calming policies for residential streets. The project included interviews with City staff and an online literature review to document the City's current on-street parking and traffic calming procedures. Interviews were conducted with several peer cities in Florida along with a national literature review to identify best practices and document opportunities for policy changes.

SR 417 at Lee Vista Blvd Signal Warrant Analysis. Kittelson conducted signal warrant analyses for two ramp terminal intersections at the interchange of SR 417 and Lee Vista Boulevard. The study was accomplished under a tight timeline to meet the City's needs. Client satisfaction is a top priority for us, and feedback from Maria Tejera noted that the report was "perfect", and she was "pleased with the quality of the report, the work done, detail, organization and QA/QC."

Dowden Road Speed Management Study. Kittelson leveraged our experience with the Quick-Build Guide and Traffic Calming Policy to conduct a traffic calming study of Dowden Road from SR 417 to Founders Street. The team collected data, evaluated speed and safety conflicts, applied the guide, and referred to the policy to identify traffic calming strategies that fit the roadway context. The solutions also aligned with the City's goals to meet the needs of the local users.

Main Street District Parking Study. Kittelson conducted a parking study for three of Orlando's Main Street districts – College Park, Ivanhoe Village and Mills 50. The project included a summary of existing City policies related to on-street parking and parking requirements, an inventory of existing parking and restrictions, an assessment of parking supply and demand, an evaluation of perceived parking issues through a survey of residents, business owners/employees and visitors, and suggested improvements or solutions to identified issues. The project culminated with a public meeting to share the findings and recommendations with each of the Main Street District communities.

State of Florida
Department of State

I certify from the records of this office that KITTELSON & ASSOCIATES, INC. is an Oregon corporation authorized to transact business in the State of Florida, qualified on May 21, 1996.

The document number of this corporation is F96000002547.

I further certify that said corporation has paid all fees due this office through December 31, 2024, that its most recent annual report/uniform business report was filed on January 11, 2024, and that its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Eleventh day of January, 2024

Secretary of State

Tracking Number: 8739760085CC

To authenticate this certificate,visit the following site,enter this number, and then follow the instructions displayed.

https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication

THE OFFICIAL SITE OF THE FLORIDA DEPARTMENT OF BUSINESS & PROFESSIONAL REGULATION

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LICENSEE DETAILS

10:18:05 AM 8/16/2024

Licensee Information

Name:	**KITTELSON & ASSOCIATES INC (Primary Name)**
Main Address:	**851 SW 6TH AVENUE STE 600 PORTLAND Oregon 97204**
County:	**OUT OF STATE**

License Information

License Type:	**Engineering Business Registry**
Rank:	**Registry**
License Number:	**7524**
Status:	**Current**
Licensure Date:	**08/02/1996**
Expires:	

Special Qualifications	Qualification Effective

Alternate Names

View Related License Information
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2601 Blair Stone Road, Tallahassee FL 32399 :: Email: **Customer Contact Center** :: Customer Contact Center: 850.487.1395

TAB 2

PERSONNEL & EXPERIENCE

PERSONNEL & EXPERIENCE

PROJECT MANAGEMENT TEAM

Our team of professionals are excited to support Port St. Lucie in developing and implementing a robust transportation system.

Nathan Kautz, PE, RSP$_1$

Nathan Kautz, PE, RSP$_1$ will serve as the project manager, acting as the primary point of contact and liaison between the City and the Kittelson team. He will provide vision, direction, and oversight of the team and is ultimately responsible for overall performance, including cost and schedule control. Nathan brings a "real world" perspective to transportation engineering, combining his traffic engineering and safety expertise with an eye for practicality and constructability.

He is currently serving as project manager for FDOT District 5 Safety Studies, identifying traffic operations and safety deficiencies and developing countermeasures that are appropriate and implementable for the context.

Kok Wan Mah, PE

Kok Wan Mah, PE will be the project principal, providing senior-level direction and acting as the alternate point of contact. Over his 28 year-long career, Kok Wan has specialized in local-level transportation engineering, working with cities and counties of all sizes to manage their transportation systems and deploy smart strategies when faced with rapid growth.

Recently, Kok Wan has been working with the City of Port St. Lucie in reviews of traffic studies for large developments and conducting traffic impact studies. He also provides similar support to the cities of Daytona Beach and Oviedo and Volusia County.

Andrew Garrison, PE

Andrew Garrison, PE will be the deputy project manager, providing backup and support to Nathan. Andrew is a talented engineer, who started his career at Kittelson seven years ago. In that time, he has become one of our go-to young engineers with a growing reputation among our clients for thoughtful, detailed, and conscientious work.

Recently, he has worked with the City of Orlando, Seminole County, and Volusia County on various traffic operations, safety, and speed studies.

One Firm, Many Locations

Our project management team has complete access to any of Kittelson's transportation professionals. Kittelson operates under a "one firm" philosophy. Staff from any of our offices can work on any project, regardless of their office location.

This structure gives clients direct access to a national network of skilled transportation professionals with decades of progressive transportation engineering, planning, innovation, and industry-leading work.

27 offices across the country

375+ transportation professionals

TEAM ORGANIZATION

Project Manager
Nathan Kautz, PE, RSP$_1$

Quality Manager
Adam Burghdoff, PE

Deputy Project Manager
Andrew Garrison, PE

Project Principal
Kok Wan Mah, PE

Task Teams

Transportation Planning

Jessica Josselyn
Jane Lim-Yap, AICP, LEED AP
Mary Raulerson
Stephanie Shealey, PE, PTP, PTOE
Chandler Schramm, EIT
JP Weesner, PLA
Roxane Van Horn
Jennifer Musselman, PE
Jady Chen, AICP
James Hamre
Krista Purser, PE
Jay Hood, PLA, ASLA ■

Traffic Engineering Studies

Andrew Garrison, PE
Ryan Mansfield, PE, RSP$_1$
Ryan Cunningham, PE, RSP$_1$
Lucia Andrew, PE
Kelly Fearon, PE
Kok Wan Mah, PE
Travis Hills, PE, RSP$_1$
Fanny Kristiansson, EIT, RSP$_1$
Alex Morgan, PE
Jessica Spivey, EI
Emmanuel Masindoki, PE, RSP$_1$
Misbaou Bah
Chris Walsh, PE △
Demond Hazley, PE ▶

Development Services

Kok Wan Mah, PE
Stephanie Shealy, PE, PTP, PTOE
Adam Burghdoff, PE
Daniel Torre, PE
Andrew Garrison, PE
Demond Hazley, PE ▶

Transportation Systems Management & Operations

Jake Mirabella, PE
Lucia Andrew, PE
Ryan Casburn, PE

Data Collection

Ryan Casburn, PE
Yihang Sui, AICP
Rodrikas Jones ▲
Jose Vazquez □

Misc Transportation Engineering Services

Travis Hills, PE, RSP$_1$
Adam Burghdoff, PE
G. Wade Walker, PE, Hon. ASLA
Angelo Rao, PE
Leyi Zhang, AICP
Jack Freeman, PE
Demond Hazley, PE ▶

Roadway, Traffic Signal, & ITS Design

Brandon Kelley, PE, ENV SP

Roadway Design
Daniel Torre, PE
Nick Friederich, EI
Justin Bansen, PE
Jessica Spivey, EI
Karen Van den Avont, PE ◇
Emily Wigle, PE ◇
Michelle Melo, PE ◇

Geotech
Godwin Nnadi, PhD, PE◆

Environmental & Permitting
Jason Houck, PWS, GISP ●

ITS, Signals, & Traffic Design
Nathalie Rodriguez
Jon Crisafi, PE, PTOE
Erez Dayan, PE ○
Juan Rivera, PE ○
Alex Hinkle, PE, PTOE ◇

Drainage
Laura Rossi, PE, PTOE ◇
Karen Van den Avont, PE ◇

Survey
Brad Alexander, PSM, PE ▷

KEY
Task Lead
●Ardurra ■Catalyst ▶H-Trans ◆NADIC ▲QC
○Avant □DE Traffic ▷L&S ◇Protean △Walsh

Resumes for key personnel follow. Resumes for the entire Kittelson team are available in Tab 5 SF330.

NATHAN KAUTZ, PE, RSP$_1$ | ASSOCIATE ENGINEER

PROJECT ROLE
Project Manager

EDUCATION
- MS, Engineering Management, University of South Florida
- BS, Civil Engineering, University of South Florida

YEARS OF EXPERIENCE
14

YEARS WITH FIRM
3

LICENSES/CERTIFICATIONS
- Professional Engineer: FL #79356
- Road Safety Professional 1

AFFILIATIONS
- FDOT Bike/Ped Safety Coalition
- Polk TPO Vision Infrastructure: Bicycle and Pedestrian Safety Team; Volunteer

Nathan has managed hundreds of projects and studies of varying complexities. His experience working with communities and local governments through a wide range of transportation engineering activities set a foundation for his success as a traffic safety engineer. With experience not only in traffic engineering but also in public involvement, working with elected officials, and teaming with expert planners to bring visions to reality, Nathan has acquired the skills and resources necessary to tackle safety issues on our roadways successfully. As a professional, he has built work programs and safety programs, worked in access management and permitting, and performed and managed various traffic study types, including regional traffic studies, safety studies, minor roadway design, complete streets projects, and safety culture change initiatives. Nathan's leadership skills and out-of-the-box thinking help carry difficult projects to completion.

PROJECT EXPERIENCE

City of Port St Lucie Heatherwood Audible Pedestrian Signal Evaluation; Port St Lucie, FL. The City of Port St. Lucie approached Kittelson after a resident complaint regarding an Audible Pedestrian Signal. Nathan and his team went into the field to take sound measurements, recordings, and physical measurements of the devices. This was done multiple times during the day to observe the devices in operation at different times. The observations and measurements were then compared to the MUTCD 9th Ed., MUTCD 11th Ed., the Americans with Disabilities Act, and Public Right-of-Way Accessibility Guidelines. A final report was produced for the city with recommendations to replace the devices, as well as landscaping recommendations to help buffer the sound from the devices to nearby residences.

FDOT District 5 Safety Studies; Districtwide, FL. As project manager, Nathan leads the Kittelson team supporting FDOT District 5 through an on-call contract focused on traffic engineering and safety studies. The team identifies traffic operation and safety deficiencies, develops countermeasures, and produces conceptual plans. Recent projects include crash analyses for midblock crossings, access management, intersection improvements, and lane departure evaluations across the district. These efforts aim to enhance roadway safety while considering right of way and utility impacts, along with cost estimates and benefits for each proposed solution.

Osceola County Context & Access Management; Osceola County, FL. Nathan led a team of planners and engineers to evaluate Osceola County's current and future roadway networks for context classification and access management. Nathan created a new access management classification process for the county that, considered the following factors: Speed, context classification, median presence and functional classification of the roadway. The context classification and access management evaluation framework to all roads in the county classified as Collector and above. After the existing network was evaluated, the team used future planned networks, future land use, and developer produced plans to evaluate the future, planned county roadways. Specifically, the future/planned Southeast Area Transportation Study (SEATS) network within the St. Cloud joint planning area (JPA) will be included in this scope of work. This work allowed for better conversations with developers as they approach the County by defining the design expectations for both parties.

City of Sarasota Engineering Design Criteria Manual; Sarasota, FL. Nathan worked with a team of local and national experts to produce an update to the City of Sarasota's Engineering Design Criteria Manual. Nathan worked as an advisor for many of the sections, including sections on street classifications and typical sections. Nathan also produced the Solid Waste Chapter for the City.

Forward Pinellas Oldsmar Safe Streets & Roads for All Safety Action Plan; Oldsmar, FL. Nathan worked on a team to create the Safety Action Plan for Oldsmar, Fl. During the course of the project, Nathan helped lead Road Safety Audits, developed countermeasures at High Injury Intersections and a High Injury Corridor, evaluated speed calming efforts on one of the City's major Boulevards, and developed a unique points-based warranting system for all way stops that was then applied to the main High Injury Corridor. The unique warranting system included three parts: 1) Trigger Warrants – meeting any of these warrants would result in installation of an all-way stop, as these were primarily safety based. 2)Points Warrant – a series of situations were identified that met the City's values. Based on how the roadway met those situations, a number of points are assigned. At a certain level of points, an all-way stop is warranted. 3) MUTCD – the final step was evaluating the criteria found in the MUTCD.

Polk TPO Vizion Zero Plan; Polk County, FL. Nathan recently managed the first phase of the Polk TPO's Vision Zero Action Plan. Nathan and his team analyzed crash characteristics by mode and identified the High Injury Network across the county. Based on the data trends, stakeholder input, and national best practices, the team developed measurable, realistic, and actionable short-term, mid-term, and long-term strategies. Kittelson also created branding and associated collateral for the Plan.

FDOT District 7 Safety Review and Preliminary Engineering Support; Districtwide, FL. Nathan and his team have supported the FDOT District 7 Planning office with multiple tasks, including the implementation of safety study recommendations, evaluating projects in scoping for necessary safety features, multiple midblock pedestrian crossing analysis, and a signal warrant.

FDOT State Safety Office Support; Statewide, FL. Nathan has worked with a diverse team on a number of different projects to support the FDOT State Safety Office. Facilitating safety discussions, working on root cause analysis for strategic safety concerns, evaluating effectiveness of programmatic safety spending, building tracking systems for safety countermeasure implementation, and more. Nathan has pitched in on each project by bringing vision and direction to guide the program to Target Zero.

FHWA Guide on Appropriate Speed Limits; National. Nathan was a contributing author for FHWA's upcoming guide on setting appropriate speed limits. Nathan worked on Safe Systems, speed management, and injury minimization components. He also worked on data collection, including creating a new speed study data collection template. This guide introduces the concept of Target Speed and includes 6 separate factors for consideration, moving away from strict evaluation of the 85th percentile.

FDOT State Safety Office Safety Academy; Statewide, FL. As the former FDOT District 1 Safety Program Engineer, Nathan identified the need for comprehensive safety training for Department staff through a strategic planning session. Nathan worked to develop the curriculum for the program, and as a Kittelson employee is now tasked with developing and delivering it. Nathan and his team have developed 10 modules and a hands-on workshop that is designed to take a person with no prior experience in safety and leave them with the skills and confidence to solve safety issues they encounter at their jobs.

FDOT District 5 Highway Safety Improvement Program Project Identification; Districtwide, FL. Nathan and his team performed a networkwide evaluation of District 5. They looked for locations for run off road prevention projects, new midblock pedestrian crossings, turn lane additions to unsignalized intersections, and access management projects. Each project was evaluated, and countermeasures selected. A benefit cost analysis was performed with a conservative construction and design cost to screen for viable candidates of full safety studies.

KOK WAN MAH, PE | PRINCIPAL ENGINEER

PROJECT ROLE
Project Principal

EDUCATION
- BS, Industrial Engineering, University of Central Florida

YEARS OF EXPERIENCE
28

YEARS WITH FIRM
2

LICENSES/CERTIFICATIONS
- Professional Engineer: FL #56739

AFFILIATIONS
- Florida Engineering Society, Central Florida
- Institute of Transportation Engineers, Florida
- National Society of Professional Engineers
- City of Winter Springs Planning and Zoning/LPA Board

Kok Wan is an engineer experienced in countless aspects of transportation planning and engineering. His proficiencies encompass the preparation of traffic impact studies, corridor operations analysis, parking management/feasibility studies, safety audits, access management, analysis of intersection operations and safety, and other related traffic studies. Kok Wan also has extensive knowledge of Highway Capacity Software such as Synchro, SimTraffic, SIDRA, and Cube.

PROJECT EXPERIENCE

City of Port St. Lucie Review of St. Lucie TPO TIA Methodologies & Guidelines; Port St. Lucie, FL. Kok Wan provided review and comment on the current St. Lucie TPO TIA Methodology and Guidelines, which St. Lucie County and all of the cities, use for the requirements in conducting traffic impact studies in the county. With the explosive growth in the City of Port St. Lucie, the City issued a work order to Kittelson to review the current requirements and make recommendations that would empower the City with additional check and balances to help manage growth and bring the standards up to date from the 2016 publication. Kok Wan attended two TPO working group meetings and provided input to the TPO, county, and cities that participated. Proposed changes to the Guidelines are currently being reviewed and discussed before the implementation phase.

City of Altamonte Springs Transportation Engineering & Transportation Planning; Altamonte Springs, FL. Kok Wan serves as Senior Transportation Engineer on this Continuing Services Contract for the City of Altamonte Springs. In this role, Kok Wan provides review of Mobility Solutions Reports for proposed developments with a focus on improving the transportation environment for pedestrians, bicyclists, and transit users. Kok Wan works closely with City staff in Growth Management and Public Works departments.

City of Fort Lauderdale Traffic & Transportation Engineering & Planning Services; Fort Lauderdale, FL. Kok Wan serves as Senior Transportation Engineer on this Continuing Services Contract issued by the City of Fort Lauderdale. Kok Wan has conducted multiple reviews of traffic impact studies as well as pedestrian safety studies. The contract is managed out of the Kittelson Fort Lauderdale office and coordinated through the Tampa and Orlando offices through collaboration efforts among multiple staff members.

City of Daytona Beach Continuing Professional Services Contract; Daytona Beach, FL. Kok Wan serves as the City of Daytona Beach's Transportation Planner/Engineer and Project Manager in reviewing traffic impact studies submitted for entitlements. The review encompasses Comprehensive Plan Amendment, rezoning, and site plan approval. Kok Wan has worked closely with the City's Planning and Public Works staff, Assistant City Manager, Volusia County and FDOT through the entitlement process to identify transportation impacts and proper mitigation responsibilities.

Volusia County Public Works Professional Traffic Engineering and Transportation Planning Contract; Volusia County, FL. Kok Wan managed the review of traffic impact studies that are submitted to the County for entitlements. Coordination is established and maintained with the host city in incorporated parts of the county. The reviews may go through multiple rounds of comments and responses between the County and Applicant. Kok Wan has worked closely with several of the County's staff through the entitlement process to ensure that all transportation impacts and proper mitigation responsibilities are identified.

City of Oviedo Transportation Engineering Support; Oviedo, FL. Kok Wan serves as Senior Transportation Engineer and Project Manager on this Continuing Services Contract for the City of Oviedo. Kok Wan provided transportation engineering/planning studies, roadway, intersection and traffic signals reviews, site development reviews, roadway network studies, subdivisions reviews, and land development applications.

FDOT District 1 General Transportation Planning Support; Districtwide, FL. Kok Wan served as Senior Transportation Engineer providing traffic operations studies, level of service analysis, capacity calculations, traffic forecast for modes of transportation and traffic mitigation analysis. Also included in this contract were Interchange Analysis Documents, Lane Elimination, Freeway Managed Lanes & Ramp Metering Studies, Freight Studies, Traffic & Revenue Studies and an Interstate Master Plan. Kok Wan provided reviews and evaluations for several projects in District 1.

Volusia County LPGA Sub Area Study; Daytona Beach, FL. Kok Wan was tasked to provide an evaluation on the effect of planned regional development of the transportation network in the LPGA/I-95 area. The specific area is LPGA Boulevard from SR 40 to the north, US 92 to the South, Nova Road to the east and proposed Tournament Drive to the west. This analysis provided guidance on if further connectivity of the existing facilities is needed. Kok Wan served as Senior Transportation Engineer and Project Manager on this project providing modeling and transportation planning services on the project. The project included several stakeholders, including Ormond Beach, Daytona Beach, Holly Hill, River-to-Sea TPO, and private landowners/developers. Presentations on the findings and recommendations were given to Volusia County Council, City Commissions, and during public meetings. **Previous employment*

Port Canaveral Port Authority Parking Study; Brevard County, FL. Kok Wan served as a Senior Transportation Engineer on this parking demand study evaluating the existing parking supply and demand. The study also provided an analysis for parking demand for design day events (festivals) and future commercial and recreational development for the port. Kok Wan provided training and supervision for data collection, produced a parking model, and provided a report and presentation to the port authority. **Previous employment*

City of Orlando Mills Avenue (US 17-92) Congestion Management Study; Orange County, FL. Prior to joining Kittelson, as Project Traffic Engineer, Kok Wan supported the design team in preparing a comprehensive assessment of the Mills Avenue (US 17-92) corridor within the City of Orlando between Hillcrest Street and the Orlando-Winter Park city limits. The congestion management study (CMS) balances the mobility function of Mills Avenue with access needs of surrounding land uses. The resulting conceptual design for the corridor addresses safety and operations issues while providing a framework for desirable future redevelopment of adjacent properties. **Previous employment*

Sumter County Regional Development Traffic Assessment; Sumter County, FL. Kok Wan was Project Engineer for the transportation analysis for the effect of the planned regional development on the transportation network in the north central part of the county. The results of this work effort provided guidance for further connectivity of existing facilities. The study included a review of current policies and development information, validation and update of the regional adopted transportation model, evaluation of baseline and future build conditions, and documentation of the findings and recommendations. **Previous employment*

City of Orlando Livingston Street Design and SunRail Station Area Barriers to Access Study; Orange County. As a Senior Project Engineer, Kok Wan was responsible for evaluating the sidewalk network in Downtown Orlando to identify items that would discourage or hinder individuals from walking to SunRail stations. The study encompassed approximately 450 acres in and around Downtown Orlando. A walking audit was used to determine the ADA compliance at all curb ramps, driveways, and sidewalks in the study area. In addition to the ADA compliance, gaps in the sidewalk network were identified along with overall sidewalk condition. **Previous employment*

The Yard; Orlando, FL. As Project Engineer, Kok Wan conducted a traffic impact study for a brownfield site from industrial/warehousing to mixed-use urban infill with 630 residential units and 57,000 sf of commercial use. He evaluated projected parking demand with shared parking practices implemented using the estimated development program. **Previous employment*

ADAM BURGHDOFF, PE | PRINCIPAL ENGINEER

PROJECT ROLE
Quality Assurance

EDUCATION
- BS, Civil Engineering, Western Michigan University

YEARS OF EXPERIENCE
18

YEARS WITH FIRM
14

LICENSES/CERTIFICATIONS
- Professional Engineer: FL #73946, LA #37495.

AFFILIATIONS
- Volusia County Association for Responsible Development, Member

Adam Burghdoff's background in planning and design has contributed to building beneficial multimodal transportation facilities, and he supports transportation projects with local and regional effects. He uses various engineering modeling and design tools, like AutoCAD, FDOT LRE System, Synchro/SIM Traffic, Highway Capacity Software, and CUBE, to complete transportation projects throughout Florida that consider the overall transportation system and influence area. With these tools, Adam identifies corridor travel patterns, conducts operational and traffic signal warrant analyses, evaluates access management and site circulation, and creates traffic signal designs, trip generation studies, bicycle/pedestrian feasibility studies, and parking studies. For numerous development projects, he has completed transportation impact analyses, including concurrency applications, regional impact developments, sector plans, and comprehensive plan amendments.

PROJECT EXPERIENCE

Municipal Transportation Consulting Services. Adam has provided an array of varying transportation consulting services for several municipalities, including the City of Port Orange, the City of Boca Raton, the City of Ormond Beach, the City of New Smyrna Beach, the City of Sunny Isles Beach, the City of Delray Beach, the City of Orlando, the City of Hollywood, Volusia County, and Osceola County. The consulting services provided included development application review, plans review, traffic impact study review, CRA analyses, citywide parking analyses, walkability analyses, bicycle/pedestrian feasibility studies, long-range modeling, and conceptual interchange design.

City of Palm Bay Northwest Quadrant Traffic Study; Palm Bay, FL. Adam served as the Project Principal for the City of Palm Bay Northwest Quadrant Traffic Study. This project reviewed the planned developments in the Northwest Quadrant of the City and evaluated short-term and long-term impacts to the transportation network. As project principal, Adam provided technical guidance on traffic forecasting and the operational analysis of roadways and intersections in the area. Adam also assisted in identifying operational deficiencies in the future 2042 scenario and the improvements needed to mitigate them. Adam also provided quality control support on all project deliverables.

FDOT District 5 Babcock Street Project Development and Environment (PD&E) Study; Palm Bay, FL. Adam led the production of the Project Traffic Analysis Report for the Babcock St. PD&E from south of Micco Rd. to Malabar Rd. Adam led the development of a subarea travel demand model in this area which was soon have a new interchange connection to I-95 and significant development activity near the St. Johns Heritage Pkwy. This 2-4 lane widening project includes the analysis of over 70 intersections, identification of access management improvements, and alternative intersections analysis. This was the first project to include the intersection control evaluation (ICE) process within a PD&E in FDOT's District 5.

River to Sea TPO General Planning Support; Regionwide, FL. Adam is currently the project manager for a General Planning Contract with the River to Sea TPO. Over the last five years, Adam has led tasks including the first two iterations of the Tell the TPO Survey. Adam also provided TPO staff on-call technical support for the TPO's 2040 Long Range Transportation Plan and recently led Safe Routes to Schools studies in Flagler County. Adam has also led corridor and area-wide safety studies in Volusia and Flagler Counties.

FDOT District 1 US 41 and Bonita Beach Road PD&E Study; Bonita Springs, FL. Adam is currently leading the traffic forecasting/operational analysis and project traffic analysis report development tasks for the US 41 and Bonita Beach Road PD&E Study. The US 41 and Bonita Beach Road intersection has significant operational issues during the peak season in February and March. At-grade and grade-separated alternatives are being evaluated to address 2045 design year capacity issues. The future traffic volumes have been approved by FDOT District 1 and Stage 1 ICE and concept development are underway. Kittelson is responsible for preparing the Project Traffic Analysis Report (PTAR) with VISSIM modeling of the preferred alternative. The PTAR is underway. The Alternatives Public Meeting was conducted in April 2023. The Type 2 Categorical Exclusion is scheduled for completion in 2024.

FDOT District 7 Heights Multi-Modal Vision Plan Project Traffic Analysis Report; Tampa, FL. Adam served as Task Manager/Project Engineer in the preparation of the Project Traffic Analysis Report (PTAR) for the project. The PTAR was for a lane repurposing project on Tampa St and Florida Ave to support a potential future BAT lane. The study corridor is currently congested during the AM and PM peak-hours, but experiences little congestion outside of the peak periods. To account for the unique characteristics and travel patterns along the study corridor, Adam worked with District 7 Staff to identify a non-standard K factor approach to the analysis. Then, the travel patterns were evaluated within the TBRPM travel demand model both with and without the repurposed lane. Model data and Bluetooth data were then utilized in conjunction with each other to identify potential diversion routes that may be utilized during the peak. Operational analyses were then completed for intersections along the corridor to compare the build and no-build scenarios, with and without the repurposed lane, respectively.

City of Palm Bay Malabar Road Project Development and Environment (PD&E) Study; Palm Bay, FL. Adam served as Project Engineer and Engineer of Record for the Malabar Road PD&E Study PTAR. This project involves a 2-4 lane widening of Malabar Road between the St. Johns Heritage Parkway and Minton Road. This area of the City of Palm Bay is growing rapidly and the future extension of the St. Johns Heritage Parkway south of Malabar Road is expected to open up even more development potential in western Palm Bay. Adam developed a strategy to develop future model scenarios to phase-in the St. Johns Heritage Parkway extension as well as the new development along it. Since the St. Johns Heritage Parkway will form the western beltline of Brevard County, its presence is expected to dramatically alter the traffic pattern on Malabar Road. The volume development and operational analyses of the no-build and build alternatives took this revised pattern into consideration. The build alternatives for this project included both signalized intersections and roundabouts at key locations along the corridor to improve operations, control speeds, and improve safety along the corridor while providing additional capacity needed to accommodate the City's growth.

FDOT District 5 I-95 & LPGA Boulevard Interchange Modification Report; Daytona Beach, FL. Adam led the traffic forecasting and traffic operational evaluations for the pending I-95 & LPGA Boulevard IMR. The I-95 & LPGA interchange area has very aggressive development plans and the current partial cloverleaf interchange is over capacity. Adam led the creation of a subarea model around the interchange area in the Central Florida Regional Planning Model and used his local relationships to coordinate directly with local agencies on future development plans to code into the model for traffic forecasting purposes. He then led the analysis of three interchange alternatives: a diverging diamond interchange, a three-lane dog- bone roundabout concept, and a double crossover merging interchange.

City of Palm Bay Southeast Quadrant Traffic Study; Palm Bay, FL. Adam served as the Project Principal for the City of Palm Bay Southeast Quadrant Traffic Study. This project reviewed the planned developments in the Southeast Quadrant of the City and evaluated short-term and long-term impacts to the transportation network. As project principal, Adam provided technical guidance on traffic forecasting and the operational analysis of roadways and intersections in the area. Adam also assisted in identifying operational deficiencies in the future 2042 scenario and the improvements needed to mitigate them. Adam also provided quality control support on all project deliverables.

River to Sea TPO TSM&O Master Plan; Regionwide, FL. Adam was the project manager who developed Phase 1 of the TPO's TSM&O Master Plan for the River to Sea TPO. Adam and his team identified transportation issues that could be resolved with ITS and TSM&O strategies, collected and mapped existing conditions, and developed goals, objectives, and policies. The Plan was adopted by the TPO Board and moved into implementation.

ANDREW GARRISON, PE | ENGINEER

PROJECT ROLE
Deputy Project Manager

EDUCATION
- MS, Industrial Engineering, University of Central Florida
- BS, Industrial Engineering, University of Central Florida

YEARS OF EXPERIENCE
7

YEARS WITH FIRM
7

LICENSES/CERTIFICATIONS
- Professional Engineer: FL #94166

Andrew Garrison is a seasoned transportation professional specializing in traffic analysis and planning. With a robust portfolio of projects, Andrew has demonstrated expertise in various aspects of transportation engineering. His work includes traffic impact analyses, corridor studies, safety evaluations, and GIS mapping. Andrew's skill set also encompasses intersection control evaluations and support for urban design plans and congestion management strategies. His commitment to data-driven decision-making and improving transportation safety is evident in his contributions to pedestrian and bicyclist safety action plans. Andrew's practical approach and technical proficiency make him a valuable asset in the transportation and traffic engineering field.

PROJECT EXPERIENCE

City of Port St Lucie St Lucie West Blvd Widening Feasibility; Port St Lucie, FL. Andrew served as project manager for the St. Lucie West Boulevard Widening Feasibility Study. The study considered the impacts of widening St. Lucie West Boulevard from four to six lanes and included an existing traffic operational analysis, a safety analysis, and a review of the possible Right-of-Way and drainage impacts of the widening. The study indicates that the widening project offered operational improvements and should be pursued, although further analysis was recommended.

City of Clermont Traffic Impact Analysis Reviews; Clermont, FL. Andrew supported the City of Clermont by providing timely reviews of traffic impact analyses completed for the City of Clermont by other consultants. These reviews consisted of evaluating each study's project information, trip generation, data collection, and traffic operations for accuracy and confirming that the studies were consistent with their respective traffic methodologies and the Lake-Sumter MPO TIA guidelines.

Orlando Magic Sports Entertainment District Traffic Impact Assessment; Orlando, FL. Andrew conducted a traffic impact analysis for the Orlando Magic Sports Entertainment District (SED) project in downtown Orlando. He helped analyze the existing conditions and operations of the study area, performed trip generation based on the SED's planned development, helped plan the trip distribution of the area, and created a Synchro model to analyze the effects of the added development traffic to the area.

Space Coast TPO Miscellaneous Technical Support; Brevard County, FL. Andrew served as project manager on various SCTPO tasks, including updating the List of Project Priorities maps, supporting the adoption of FDOT's revised functional classification, and updating the SCTPO volume spreadsheet. The volume spreadsheet updates included formatting improvements and uploading the latest 2022 traffic counts.

FDOT District 1 Complete Streets Lake Alfred Corridor Study; Lake Alfred, FL. Andrew supported a corridor study involving a town's desire to convert their main thoroughfare from a one-way pair back to two roadways with two-way operation. Andrew analyzed existing traffic operational performance at each study intersection. Andrew analyzed future traffic operational performance for a no-build alternative where the one-way pair was maintained and for a build alternative where the one-way pair was replaced with two parallel roadways, both having two-way operation. He also analyzed additional alternatives at specific intersections where poor operations dictated other possible solutions like roundabouts or lane additions.

Brevard County St Johns Heritage Parkway Alternative Corridor Evaluation Report; Palm Bay, FL. Andrew managed the development of traffic volumes for multiple planning scenarios and the determination of different performance measures to compare these scenarios. He processed collected count data and gathered Brevard County historical data to determine existing traffic volumes for the regional study area. He supported the development of different potential growth scenarios in the region. He determined how these scenarios should be modeled in the CFRPM7 model and managed the modeling of these scenarios. He processed the outputs of the CFRPM7 model for each scenario and calculated future traffic volumes for each scenario. He analyzed the performance of each scenario in each measure previously determined. He documented results of scenario planning exercise in a scenario planning report.

Seminole County SR 434 Corridor Planning Study; Seminole County, FL. Andrew utilized GIS to study existing conditions along the corridor, including land use, zoning, road network connectivity, and right-of-way. Andrew analyzed crash data collected from the Crash Analysis Reporting System (CARS) and Signal Four Analytics to determine crash characteristics along the corridor. Andrew also used the Florida Department of Transportation (FDOT) 2014 *Traffic Forecasting Handbook* to forecast annual average daily traffic and turning movement counts for future conditions. Andrew also analyzed future intersection performance using Synchro.

MetroPlan Orlando Pedestrian & Bicyclist Safety Action Plans; Regionwide, FL. Andrew analyzed Signal Four Analytics crash data for a seven-year period in the MetroPlan Orlando jurisdiction using GIS to determine high-crash corridors in the MetroPlan Orlando area. Andrew considered both crash frequency and crash severity in this analysis and recommended 15 potential corridors for further study. After the client chose nine corridors to study, Andrew participated in field reviews along these corridors to determine recommendations to improve pedestrian and bicyclist safety along each corridor.

City of Orlando Programmed Flashing Mode Operation Study; Orlando, FL. Andrew participated in field reviews to study the current configuration and performance of 18 signals in the City of Orlando jurisdiction using Programmed Flashing Mode Operation (PFMO). Andrew analyzed Signal Four Analytics crash data to determine if any signals had a significant number of crashes during the PFMO period. Andrew also analyzed traffic data at each intersection to determine if the current PFMO periods were appropriate given the traffic data collected. Andrew used Microstation to create sight distance diagrams to show the current sight distances at each intersection. Andrew helped to create recommendations for PFMO use at each intersection.

City of Orlando Main Streets Parking Study; Orlando, FL. Andrew used GIS to create an inventory of parking zones in the three Main Street areas studied for the City of Orlando, including parking lots, street parking, and parking garages. Andrew conducted field reviews in each Main Street area to collect data such as the number of parking spaces and any parking restrictions. Andrew analyzed occupancy data collected over eight hours to create GIS maps for each Main Street area showing how parking zone occupancy fluctuates throughout the day. Andrew contributed to recommendations provided to the City of Orlando to improve parking availability in the Main Street areas.

City of Winter Springs SR 434 Safety Study; Winter Springs, FL. Andrew analyzed the existing safety performance of the corridor, documenting the crash statistics at each study intersection and creating crash diagrams for each intersection. He analyzed speed data along the corridor to identify areas where speeding may influence safety performance. He helped develop safety countermeasures using the Highway Safety Manual (HSM).

City of Palm Bay Malabar Road Project Development & Environment (PD&E) Study; Palm Bay, FL. Andrew processed count data collected along the corridor and analyzed existing operational conditions using Synchro 10 to study intersection operations and HCS7/HCM6 to study segment operations. He used the Florida Department of Transportation (FDOT) 2019 Project Forecasting Handbook to forecast future annual average daily traffic and turning movement counts based on outputs from the CFRPM7 model. He then analyzed future no build and build operational performance. Andrew also conducted the safety analysis, using GIS to map crashes along the corridor and identify high-crash areas. Additionally, Andrew participated in access management planning for the project. He also participated in an Intersection Control Evaluation (ICE) process for multiple intersections along the corridor.

JESSICA JOSSELYN | PRINCIPAL PLANNER

PROJECT ROLE
Transportation Planning (Lead)

EDUCATION
- BS, Civil Engineering, Rensselaer Polytechnic Institute

YEARS OF EXPERIENCE
21

YEARS WITH FIRM
21

AFFILIATIONS
- Maxwell Leadership Team
- South Florida Women's Transportation Seminar (WTS), Member
- American Planning Association (APA), Member
- Broward Metropolitan Planning Organization, Citizen's Advisory Committee, Past Member
- Smart Growth Partnership, Past Board Member

Trained as a civil engineer, Jessica discovered a passion for planning several years into her career. Her engineering and planning expertise allows her to carry out planning processes with an in-depth understanding of future phases, such as operations or design. As a planning specialist, she has led regional transportation plans, created transit visions, developed performance measurement systems, facilitated prioritization processes, and established regional operations and congestion management policies. She has a keen ability to think through and solve complex technical issues without losing focus on the big picture and community values, which results in projects moving from planning to implementation.

PROJECT EXPERIENCE

FDOT District 4 Continuing Services General Planning Support; Districtwide, FL.
Jessica has worked with District 4 since 2006. She has an in-depth understanding of FDOTs objectives, standards, and policies given her involvement in multimodal planning, corridor studies, arterial analysis, growth management, conceptual design, public outreach, and project programming for state facilities. She has provided Florida Transportation Plan (FTP) outreach support; context classification expertise; performance management and measurement expertise; and regional planning and coordination expertise.

Southeast Florida 2045 Regional Transportation Plans (RTP); Miami-Dade, Broward, and Palm Beach Counties, FL. By preparing the 2045 RTP, the region is proactively addressing growth impacts. Jessica managed this comprehensive planning process, which included scenario planning workshops to examine transportation policy and investment, reach a consensus on revenue flexibility and resources, regional transit networks, and the location and number of growth shifts and developments throughout the region. The plan resulted in an agreement to revise statewide policies so that more urban-centric infrastructure could receive additional funding.

City of Fort Lauderdale Traffic and Transportation Engineering; Fort Lauderdale, FL.
Jessica is managing the City of Fort Lauderdale Transportation and Mobility (TAM) Department on-call contract that is focused on advancing the City's strategic plan initiatives. As part of each task order, Jessica is responsible for the scope, schedule and budget adherence. She has successfully been able to execute multiple task orders at one time due to her ability to effectively manage resources across the firm and South Florida offices. Her track record has been very positive, and some of the products have become the example template for similar future work. Each task order is multimodal in nature, and she is assisting the City in reaching its number one goal of becoming a pedestrian-friendly city.

FDOT State Safety Office Support; Statewide, FL. Jessica has been supporting Brenda Young, FDOT's State Safety Engineer, since 2021 on the state's Target Zero initiative. In her role, Jessica is leading the statewide monthly and quarterly meetings that bring together all DOT Districts, the Turnpike, and various functional units, including the Traffic Engineering and Operations Office and the Roadway Design Office. She is intimately familiar with the Strategic Highway Safety Plan and all related ongoing efforts to drive fatalities and serious injuries to zero in the state of FL. She also participated in the state's Pedestrian and Bicycle Coalition and was a lead facilitator in the development of the State Safety Office's Strategic Plan.

Palm Beach TPA Vision Zero Action Plan; Regionwide, FL. Jessica and the Kittelson team developed and updated the Palm Beach TPA Vision Zero Action Plan to eliminate fatal and serious injury crashes in Palm Beach County. State and local agency stakeholders were engaged to establish a consistent and cohesive vision. Crash characteristics were analyzed by mode and for all crashes. Also, countywide high crash locations were identified. The report included a crash analysis methodology to use for monitoring and reporting. Based on the data trends and national best practices, the plan organized actionable strategies by themes: policy, funding, and culture. Each action was measurable and had a target date for completion within five years.

FDOT District 4 SR 80 Corridor Action Plan; Palm Beach County, FL. FDOT initiated this study along a 45-mile segment of SR 80 spanning the width of Palm Beach County to improve safety and multimodal accommodations. The corridor is a major freight route and connects Belle Glade, one of the most economically disadvantaged communities in Florida, to jobs and opportunities throughout the County. Jessica managed the study which including existing conditions analysis and development of dozens of capacity and safety related transportation improvements. As part of this effort she also managed a Technical Review Committee, general community engagement, and the transit readiness analysis, with a focus on connecting Belle Glade residents to the rest of the county.

FDOT State Safety Office Safe Routes to School Support; Statewide, FL. Jessica is leading the Kittelson team supporting the FDOT State Safety Office as it implements the statewide Safe Routes to School program and the Safe Routes to School Strategic Plan. The team works with FDOT Districts to assist them with the Safe Routes to School application program and meet program timelines. Jessica is also working closely with stakeholders to develop and implement improvements to the program to streamline requirements and increase participation.

FDOT District 6 Bicycle & Pedestrian Network Implementation Program; Districtwide, FL. Jessica is a senior advisor for the Bicycle & Pedestrian Network Implementation Program for Miami-Dade County task. FDOT District 6 is taking a holistic approach to walking and bicycling infrastructure on the State Highway System to create a pedestrian and bicycle master prioritization and implementation plan. As part of the effort, Jessica advised on developing an advisory team consisting of various staff from cities, community bicycling advocates, Miami-Dade County, Miami-Dade Transportation Planning Organization (Miami-Dade TPO), and more. Jessica supported the team during advisory committee meetings and presented preliminary findings to Miami-Dade TPO committees to gather their feedback. At the conclusion of her presentations, the Miami-Dade TPO committee independently requested to make a motion for support.

Broward MPO Bicycle and Pedestrian Safety Action Plan; Broward County, FL. Kittelson led creating the Broward County MPO Bicycle & Pedestrian Safety Action Plan. As project manager, Jessica led the team in analyzing countywide safety data to identify trends and issue areas. The team conducted field reviews and detailed crash analyses for five sample locations. Jessica, along with the Kittelson team developed a toolbox of county-wide and site-specific countermeasures for the Broward MPO to program, design, and implement over time. The plan has action items based on education, enforcement, engineering, encouragement, and evaluation goals. Quick build project recommendations were included to help spur immediate change. She led a diverse advisory committee throughout the process that included membership from schools, city planning departments, state engineering departments, transit agencies, AARP, and more.

City of Coral Gables Transportation Planning & Engineering; Coral Gables, FL. Jessica is managing the City of Coral Gables Sustainable Public Infrastructure Division on-call contract that is focused on advancing safe streets initiatives. As part of each task order, Jessica is responsible for the scope, schedule, and budget adherence. She has successfully been able to execute multiple task orders at one time due to her ability to effectively manage resources across the firm and South Florida offices. Tasks include bike infrastructure design, quick builds, and traffic calming.

City of West Palm Beach Vision Zero Plan; West Palm Beach, FL. Jessica supported ongoing Vision Zero efforts with the City of West Palm Beach, assisting the City to analyze crash data and identify opportunity areas for their Citywide Vision Zero efforts. The data findings, maps, and opportunity areas identified by the Kittelson team were summarized and used by the City in their in-house Vision Zero plan.

JAKE MIRABELLA, PE | ASSOCIATE ENGINEER

PROJECT ROLE
Transportation Systems Management and Operations (Lead)

EDUCATION
- MS, Civil Engineering, University of South Florida,
- BS, Civil Engineering, University of South Florida

YEARS OF EXPERIENCE
11

YEARS WITH FIRM
4

LICENSES/CERTIFICATIONS
- Professional Engineer: FL #84674

Jake brings expertise in transportation planning and traffic operations. He has direct experience building traffic models, determining intersection and roadway segment levels of service, and identifying safety and operational improvement alternatives. He also has extensive experience conducting traffic impact studies for CEQA analysis, developing roadway concepts for Traffic Impact Fee Program calculations, performing signal warrant studies, evaluating sight distance and line of sight requirements, conducting parking studies, and analyzing traffic operations for traffic impact analyses. Jake is an exceptional problem solver who can clearly communicate complex technical and transportation development issues.

PROJECT EXPERIENCE

FDOT District 6 Traffic Operations Studies; Districtwide, FL. As senior engineer, Jake led multiple project teams evaluating intersections for potential improvements including left turn analysis, signal warrants, crosswalk feasibility studies, supplemental signals requests, and other traffic operations studies that led to signing, striping, and signal improvements throughout the district. The traffic operations and safety studies completed as part of this districtwide contract were developed based on citizen service requests, local business and stakeholder requests, and 3R study support needs.

FDOT District 6 SR 826 Supplemental Signals Request. Jake evaluated the intersection of SR 826 off-ramp/NW 77 Ave at NW 154 St/Miami Lakes Dr for stopping sight distance along eastbound NW 154 St. Data collection and evaluation included minimum sight distance measurements and collision history. Jake supported the study to identify traffic control improvements including supplemental signals, signing, and striping.

FDOT District 6 SR 25 Arterial Analysis. Jake's team collected data and conducted an operational analysis of a SR 25 road segment extending from North Miami Ave to Biscayne Blvd. The study documented existing operations and safety, as well as the potential effects of restricting left-turns out of a side street stop-controlled roadway. Feasible solutions to existing safety and operational concerns were documented in a technical report submitted to FDOT.

FDOT District 5 Interstate 75 North and South Section Project Development & Environment Studies. Jake served as a senior engineer for the traffic evaluation and PTAR documentation for I-75 from north of SR 44 to SR 200 and from SR 200 to SR 326 in FDOT District 5. These PD&Es support the projects to be constructed as part of the FDOT Moving Florida Forward (MFF) Infrastructure Initiative. These PD&Es evaluated the addition of auxiliary lanes in each direction within the project limits. He supported the traffic forecasting and traffic analysis including intersection, arterial, and freeway operations using Synchro, FREEVAL, and VISSIM software. He also led the development of traffic data for environmental noise analyses.

FDOT District 4 Hutchinson Shores Safety Study. Jake evaluated pedestrian and bike safety along approximately one-half mile along SR A1A/NE Ocean Blvd between Hutchinson Shores Resort and Spa and SR 732/NE Causeway Blvd. The study area included a midblock crosswalk (with RRFB) and one roundabout. Data collection and evaluation included spot speeds, light meter readings, roadway geometry measurements, and crash data review. Signage, lighting, and striping improvements were recommended, as well as educational outreach to resort staff and visitors.

FDOT District 5 Interstate 75 at SR 40 Interchange Operational Analysis Report. Jake is currently serving as project manager on the I-75 at SR 40 Interchange Operational Analysis Report (IOAR) in FDOT District 5. The project includes constructing geometric improvements at the ramp terminal intersections to add capacity to the off-ramps, remove channelized right turns to the on-ramps, and extend eastbound and westbound left turn lanes to the on-ramps. He led the traffic forecasting and traffic analysis including intersection, arterial, and freeway operations using Synchro and VISSIM software.

FDOT District 5 Interstate 4 at SR 535 Interchange Modification Report. Jake served as a senior engineer on the I-4 at SR 535 Interchange Modification Report in FDOT District 5. He supported the traffic forecasting, traffic analysis, an alternatives analysis, and IMR document preparation to identify improvements to the existing partial cloverleaf interchange. The IMR received a determination of Safety, Operational and Engineering (SO&E) Acceptability in October 2022 from FHWA.

FDOT District 5 Interstate 4 at SR 528 Interchange Operational Analysis Report. Jake served as a senior engineer on the I-4 at SR 528 IOAR in FDOT District 5. This project includes the widening of a single lane off-ramp to a two-lane off-ramp. He supported the traffic forecasting, traffic analysis, and IOAR document preparation. The IOAR received a determination of Safety, Operational and Engineering (SO&E) acceptability in January 2022 from FHWA. This project is currently under construction.

FDOT District 5 Interstate 4 at Sand Lake Road Interchange Modification Report. Jake served as a senior engineer on the I-4 at Sand Lake Road Interchange Modification Report (IMR) in FDOT District 5. The interchange was modified from a partial cloverleaf interchange to a diverging diamond interchange with an innovate flyover loop ramp to facilitate traffic from westbound Sand Lake Road destined to Turkey Lake Road. He supported the traffic forecasting, traffic analysis, and IMR document preparation.

FDOT District 5 Interstate 4 at Orange Camp Road Interchange Operational Analysis Report. Jake is currently serving as project manager on the I-4 at Orange Camp Road Interchange Operational Analysis Report (IOAR) in FDOT District 5. The project includes signalizing the existing stop-controlled ramp terminal intersections and installing signing and striping improvements. He led the traffic forecasting, traffic analysis, and IOAR document preparation.

FDOT District 1 I-75 Program Management Support. Jake is currently serving as Kittelson's project manager for general support of the District in traffic study reviews, Southwest Connect Master Plan reviews, communication with local agencies, stakeholders, and project teams. He also supports the District through PD&E and IAR staff hour and scope negotiations, Break in Limited Access Right of Way and Locked Gate Access request reviews, and IAR development and reviews. In addition, Jake managed the development of the I-75 Monitoring Plan Dashboard that was developed to track traffic volume growth, forecasts, and planned projects along I-75 within District 1. In addition, Jake supports the District's Interchange Review Coordinator with project status tracking, information requests, and Quarterly DIRC Meeting content, agenda, and notes.

FDOT District 1 Interstate 75 at Daniels Parkway Interchange Modification Report. Jake served as a senior engineer on this project. The interchange is proposed to be modified from a partial cloverleaf interchange to a diverging diamond interchange. He supported traffic forecasting, traffic analysis, and IMR document preparation. Jake led the alternatives evaluation that considered a variety of DDI configurations that would best serve future traffic while avoiding the need for I-75 bridge widening. The IMR received a determination of Safety, Operational and Engineering (SO&E) Acceptability in October 2023 from FHWA.

FDOT District 1 Interstate 75 at SR 681 Interchange Modification Report. Jake is currently serving as the Project Manager on the I-75 at SR 681 Interchange Modification Report. The interchange is proposed to be modified from a partial interchange to a conventional diamond interchange. Auxiliary lanes are also proposed along I-75 between SR 681 and Clark Road interchanges. He is currently supporting traffic forecasting, traffic analysis, and IMR document preparation to potential interchange improvements within the area of influence. The IMR methodology was presented at the February 2024 quarterly DIRC meeting.

BRANDON KELLEY, PE, ENV SP | ASSOCIATE ENGINEER

PROJECT ROLE
Roadway, Traffic Signal, and ITS Design (Lead)

EDUCATION
- MS, Civil Engineering, Ohio University
- MBA, Kennesaw State University
- BS, Civil Engineering Technology, Southern Polytechnic State University

YEARS OF EXPERIENCE
17

YEARS WITH FIRM
9

LICENSES/CERTIFICATIONS
- Professional Engineer: FL #88997, GA #PE043085, NC #053252, OR #89907
- Envision Sustainability Professional

Brandon has served as a design engineer and project manager on numerous transportation infrastructure projects, including roadway widening, intersection improvements, roundabout designs, complete street redesigns, lane repurposing projects, shared-use path projects, civil site projects, and drainage infrastructure improvement projects. He understands the importance of providing municipalities and their communities with innovative and buildable projects.

PROJECT EXPERIENCE

City of Fort Lauderdale LauderTrail Shared-Use Path; Fort Lauderdale, FL. Brandon is the project manager for the final design of two segments of the LauderTrail. This shared-use path throughout the City of Fort Lauderdale will connect 8 miles of existing trails, incorporate 3 miles of programmed trails, and add 31 miles of new trail. Kittelson is currently designing approximately 2-miles of LauderTrail Segments 1 & 2. The project will include: new path (asphalt and concrete), new lighting, new landscaping, improved drainage, and wayfinding.

City of Orlando Airport Gap Shared-Use Path; Orlando, FL. Brandon served as project manager for the final design of the Airport Gap Shared-Use Path and provided construction support. This 0.4-mile shared-use path project connects already complete and soon-to-be-completed shared-used paths along Maguire Road and created new signalized pedestrian crossings at the intersections of Maguire Blvd/Amelia St and Maguire Blvd/Fairgreen St. Brandon oversaw the preparation of the bid documents, specifications, and assisted the city with bid support and construction support. Construction was completed in the spring of 2020.

City of Altamonte Springs West Town Parkway at Laurel Street Roundabout Design; Altamonte Springs, FL. This project will add a single lane roundabout at the intersection of West Town Parkway and Laurel Street. Brandon served as design review for the intersection study and conceptual design and is now serving as project manager for the final design portion. Kittelson will provide bid documents including construction layouts, demolition plans, typical sections, geometric plan and profile, cross-sections, signing and marking design, landscaping design, drainage design, erosion control, and maintenance of traffic design.

City of Orlando Alden Road Realignment Final Design; Orlando, FL. This project includes the realignment of the existing Alden Road to serve as an alternate route for Orange Avenue motorists within Orlando. The project also includes partial realignment of Lake Highland Drive and the Orlando Urban Trail. Kittelson conducted a signal warrant study at the new Alden Road and Highland Drive intersection, signal design for two rectangular rapid flashing beacons, and lighting design. Brandon led the lighting design and served as engineer of record for the lighting portion.

FDOT District 1 SR 64/Rye Rd Roundabout Design; Manatee County, FL. This project adds a partial two-lane roundabout at SR 64/Rye Rd/White Eagle Blvd. Brandon served as the lead designer for this effort and was responsible for preparing the signing and marking plans. Work activities included developing the signing and marking master design file, preparing notes and details, developing custom roundabout diagrammatic D1-5 signs and exit road name signs using GuideSign, developing sign cross-sections, and preparing the signing and marking plan set.

Seminole County SR 434 Final Design; Oviedo, FL. This LAP project includes the final design of proposed roundabout alternatives developed during the SR 434 conceptual design. The project includes two multi-lane hybrid roundabouts at Mactavandash Drive and Hammock Lane, and one single lane roundabout at Artesia Street. Kittelson is providing geometric design, signing and marking, and signal design for the project. Brandon is serving as the Kittelson project manager and overseeing the development of all design components.

FDOT District 1 SR 64/Lorraine Road Roundabout Final Design; Manatee County, FL. This project consists of adding a partial two-lane roundabout at the Lorraine Road intersection. Brandon is serving as the lead designer for this effort and is responsible for initial geometric design and preparing the signing and marking plans. Work activities included developing the signing and marking master design file, preparing notes and details, developing custom roundabout diagrammatic D1-5 signs and exit road name signs using GuideSign, developing sign cross-sections, and preparing the signing and marking plan set.

City of Orlando Continuing Services; Orlando, FL As part of an ongoing study with the City of Orlando, Kittelson is investigating roundabouts at five locations (Division at Michigan St; Pres Barack Obama Pkwy at Metrowest Blvd; Pres Barack Obama Pkwy at Raleigh Street.; S. Chickasaw Trail at Lee Vista Blvd; Turnbull Drive at Commander Drive) throughout the City. The study includes conceptual design and development of opinions of probable costs (OPCs) at each location. Brandon was responsible for designing three multi-lane roundabouts and overseeing the design of the other two locations. Brandon also reviewed the OPCs for concurrence with FDOT pay items and costs.

Broward MPO Wilton Manors Transportation Master Plan; Wilton Manors, FL. Kittelson is currently supporting the Broward MPO in developing the City's first comprehensive transportation master plan. As part of this plan, Brandon was a lead design advisor to identify multimodal safety detailed recommendations of six key corridors throughout the city. The projects include raised bikeways, treatments to lower the design speed of several streets, bike boulevards, roundabouts, pedestrian and bicycle friendly signal treatments, and others. Efforts also included developing planning level corridor concepts, 3D visualizations, detailed cost estimates, and policy guidance. Brandon also supported coordination activities with the community, City, FDOT, and Broward County to gain approval on treatments.

FDOT District 5 Robinson Street Corridor Conceptual Design; Orlando, FL. As project manager, Brandon was involved with all design components for this complete street project which converted an existing travel lane along Robinson St. in downtown Orlando to a two-way cycle track and shared-use path. This project included improved cyclist and pedestrian features, landscaping, and lighting. Public coordination occurred between FDOT, the City of Orlando, commissioners, and local stakeholders. Kittelson also led all the public involvement for this project providing interactive experiences for attendees. The proposed conceptual design is now under final design.

City of Ocoee Downtown Master Plan; Orlando, FL. The City of Ocoee is investing in their downtown by improving roadway infrastructure, creating inviting public spaces, and promoting pedestrian and bicycle travel. Kittelson assisted with the transportation element of the plan and provided input for street layouts, roundabout design, and a pedestrian and bicycle network design. Brandon led the design of a roundabout and the pedestrian and bicycle network. He also participated in design charrettes.

City of Orlando Gertrude's Walk – Phase IV; Orlando, FL. Brandon served as project manager for the final design of Gertrude's Walk – Phase IV and assisted with construction support. The project included the design needed to complete Gertrude's Walk shared-use path between Livingston Street and Jefferson Street with much of the alignment located east of Garland Avenue. The 0.3-mile project will help create a pedestrian and cyclist friendly route encompassing the City of Orlando. A midblock crossing at Livingston Street also included design for a double-sided rectangular rapid flashing beacon (RRFB). The RRFBs were designed to be mounted on lamp posts to minimize sidewalk clutter. Brandon oversaw the preparation of the bid documents, specifications, and assisted the City with bid support.

TRAVIS HILLS, PE, RSP$_1$ | ASSOCIATE ENGINEER

PROJECT ROLE
Miscellaneous Transportation Engineering Services (Lead)

EDUCATION
- BS, Civil Engineering, Portland State University

YEARS OF EXPERIENCE
13

YEARS WITH FIRM
13

LICENSES/CERTIFICATIONS
- Professional Engineer: FL #81424
- Road Safety Professional 1

Travis Hills offers diverse abilities and experience in operational analysis, safety analysis, and functional design. His experience includes working on corridor planning studies, operational and needs assessments, safety studies using the Highway Safety Manual to recommend safety improvements, and functional design projects, including reviews of design standards to develop roadway design alternatives. Travis played a key role in providing statewide training in each of the Florida Department of Transportation districts related to intersection control evaluation. When developing transportation solutions, Travis uses his skills at operating several traffic engineering and transportation planning software packages, including HCS, Synchro, AutoCAD, and MicroStation.

PROJECT EXPERIENCE

FDOT District 5 Babcock Street Development & Environmental (PD&E) Study; Brevard County, FL. The Babcock Street PD&E Study evaluated widening alternatives for an 8-mile section of southern Babcock Street in Brevard County, FL. Travis was the project lead for the project's traffic analysis, safety analysis, and access management portions. For the traffic analysis, he led the analysis of existing conditions, the development of growth rates and traffic factors, the volume projections for the future year, and the operational analysis for the build conditions. Travis led the historical safety assessment, which reviewed high crash locations and 5-year crash trends. Based on FDOT access management spacing standards, he developed the preliminary access management plan for the corridor. Once the build alternatives were established, Travis also led the Highway Safety Manual analysis for the study corridor.

Space Coast TPO Vision Zero Support; Brevard County, FL. Travis is currently leading a Vision Zero Action Plan update for the Space Coast TPO, with the end goal of supporting local jurisdictions with potential SS4A Grant applications. Travis is leading a team that is updating the High Injury Network vehicle/ pedestrian/ bicycle/ motorcycle) with the most current Signal Four Analytics crash data, revising the Action Plan objectives and strategies, and updating the Action Plan document. Travis has also supported Action Plan updates with presentations to the Space Coast TPO Transportation Subcommittee and the Vision Zero Leadership Team. Travis has worked with the TPO to create the List of Targeted Safety Corridors from which local jurisdictions can select a project to pursue SS4A Implementation Grant Funding.

FDOT District 5 SR 535 Concept Development Study. Travis served as the project manager for the SR 535 Concept Development Study. As part of this study, Travis oversaw the development of innovative intersection concepts at two locations along the study corridor. These Restricted Crossing U-Turn (RCUT) intersections will improve safety and traffic operations in the area. Travis led the Intersection Control Evaluation process for each of the RCUT locations, which involved detailed safety and operational analysis and a benefit/cost assessment.

FDOT District 1 Traffic Operations and Safety; Districtwide, FL. Travis has served as the project manager for intersection safety studies in FDOT District 1. Two of these studies focused on intersections along US 27 in Sebring and Avon Park. The intersection in Sebring was a rural high-speed intersection and Travis proposed recommendations to reduce high-speed/severe injury rear-end crashes and also improve pedestrian/bicycle safety. The intersection in Avon Park was in a more urban setting, and Travis proposed recommendations aimed at reducing severe injury left-turn crashes.

FDOT District 5 I-4 Beyond the Ultimate Interchange Safety Reviews; Districtwide, FL. Travis has performed historical and future Highway Safety Manual (HSM) analysis for the following interchanges to support the I-4 Beyond the Ultimate project: SR 535, SR 528, Sand Lake Road, SR 417/Wekiva Parkway, and US 17/92. The historical safety analysis involved reviewing the most recent five years of CARS, Signal 4, and SSOGis data to identify crash data trends. The future HSM analysis included using ISATe and HSM spreadsheets to predict safety performance for various freeway and interchange alternatives.

City of Fort Lauderdale Transportation Services Contract; Fort Lauderdale, FL. Travis is a participating member on a Fort Lauderdale on-call contract preparing several cost estimates in support of their long-term goal of becoming a more walkable and bikeable city. Cost estimates have been prepared for various needs all related to traffic calming, whether it be for roundabouts, speed tables, or lane repurposing. Travis has also been involved in developing concepts where he reimagines how to allocate space with existing rights-of-way.

FDOT Central Office State Safety Office Root Cause Analysis; Statewide, FL. Travis, as Project Manager, is leading a team conducting systemic safety analysis to identify geometric components, environmental, and/ or behavioral trends that contribute to lane departure, pedestrian/ bicycle, and intersection crash types, which make up nearly 70% of all fatal and serious injury crashes across the State of Florida. Corridors have been identified that are at the most risk for these crash types and potential countermeasures to mitigate these crashes have been assessed. The study is selecting countermeasures for these three crash types (such as SafetyEdge and/ or widening the paved shoulder for lane departure) that may be good candidates for statewide or districtwide implementation.

FDOT District 1 US 41 & Bonita Beach Road Project Development & Environmental (PD&E) Study; Bonita Springs, FL. Travis is serving as deputy project manager for this ongoing PD&E study. The US 41 and Bonita Beach Road intersection has significant operational issues during the February and March peak season. At-grade and grade-separated alternatives are being evaluated to address 2045 design year capacity issues. The future traffic volumes have been approved by FDOT District 1 and Stage 1 ICE and concept development, which Travis is leading, are underway. Travis is supporting Preliminary Engineering Report (PER) development and will write the Type 2 Categorical Exclusion. The study is scheduled for completion in 2024.

Osceola County Old Lake Wilson Road Project Development & Environmental (PD&E) Study; Osceola County, FL. The Old Lake Wilson Road PD&E Study evaluated widening alternatives for a 2.5-mile section of Old Lake Wilson Road in Osceola County. Travis was the project lead for the traffic analysis, safety analysis, and access management portions of the project. He led the existing conditions analysis, the development of growth rates and traffic factors, the volume projections for the future year, and the operational analysis for the build conditions. Travis also led the historical safety assessment which reviewed high crash locations and 5-year crash trends and will lead the future HSM analysis for widening alternatives. Based on FDOT access management spacing standards, he developed the preliminary access management plan for the corridor.

City of Palm Bay Malabar Road Project Development & Environmental (PD&E) Study; Palm Bay, FL. Travis is serving as the deputy project manager for this ongoing PD&E study. This project is a 2 lane to 4 lane widening of Malabar Road from the St. John's Heritage Parkway to Minton Road, a distance of 4 miles. Malabar Road is a local roadway owned by the City of Palm Bay and Brevard County. This project is being conducted as a Local Agency Program (LAP) project by the City of Palm Bay with FDOT District 5. The future 2050 traffic projections have been approved and conceptual widening alternatives have been developed. Intersection alternatives include both signalization and multi-lane roundabouts. Travis helped prepare the preliminary right-of-way and construction cost estimates, and led the development of the preferred alternative has been selected. Travis is also supporting Preliminary Engineering Report (PER) development and wrote the Type 2 Categorical Exclusion.

TAB 3

METHODOLOGY/ APPROACH

METHODOLOGY & APPROACH

City staff are often required to adapt to situations that may not fit neat templates. General Engineering and Planning contracts help provide support to staff by providing on-tap experience and work capacity. Many times, these contracts do have some well-defined activities, such as design, survey, and MUTCD traffic studies. However, due to the dynamic nature of what cities are responsible for and asked to do, some tasks will not fit those categories. The team may be asked to work on unique projects and will need to have the experience to address them.

Our team is built to handle any task that falls within the contract's scope. We are well-prepared to assist in traffic related activities including, but not limited to, **providing professional consulting services for engineering, planning, surveying, landscape architecture and traffic management, including operations, finance, forecasting and project development for potentially multiple modes – vehicular, transit, pedestrian/bicycle, and conflicts with Florida East Coast Railroad/Brightline Train services.** Additionally, we can offer the experience to **assist in the preparation of grant applications and to assist in the approval process as requested.**

PROJECT DEVELOPMENT

At Kittelson, we pride ourselves on delivering transportation projects that balance technical excellence, innovative solutions, and a deep understanding of community and client needs. Our approach to project development begins with a comprehensive needs assessment, bringing in our advanced data analytics and modeling tools to pinpoint solutions. We focus on creating scopes that not only address immediate challenges but also anticipate future demands, incorporating safety, mobility, and resiliency at every stage. Whether it is optimizing traffic flow, enhancing multimodal connectivity, or implementing cutting-edge technologies, our team uses the right team on the right challenge to create projects that will get built. We are experienced in the entire project development process from research to design.

Developing effective transportation projects requires a careful balance of leadership, coordination, and adaptability, and our team excels in all three. We are experts in steering multidisciplinary teams through the complexities of project development, ensuring clear communication and collaboration among stakeholders. From initial scoping to final delivery, we work closely with other government agencies, private partners, and community groups to align goals, manage risks, and stay on schedule and within budget.

GRANTS

Over the years, the Kittelson team has prepared successful grants **winning a total of $347M in federal grants alone** for agencies throughout Florida and across the country, including Broward MPO; Palm Beach County; the cities of Tampa; Kalispell, MT; Klamath Falls, OR; and Springfield, MA, to name just a few. In preparing these grant applications, our team was responsible for the following tasks:

1/ Project Management and Quality Control

2/ Assistance with Letters of Support from Project Sponsors

3/ Grant Application Narrative

4/ Benefit Cost Analysis (BCA)

5/ Grant Application Website Materials

6/ Other Analysis and Documentation

7/ Grant Management

We are excited and ready to help the City secure funding. It is anticipated that grants will continue being advertised as part of the Infrastructure Investment and Jobs Act, also known as the BIL, a historic piece of federal legislation with $1.2 trillion in infrastructure spending, including almost $300 billion to modernize and improve transportation. The BIL authorizes a significant overall increase in funding levels for existing transportation programs and a number of new programs. The overall increase of approximately 30-percent in federal-aid formula programs also has a built-in escalation between 2- and 3-percent annually through 2026. Our team was built around the funding program categories which include resiliency, safety, broadband internet access, electric vehicle charging, and environmental justice,

among other forward-thinking issues that are crucial to planning for the future. Kittelson will work closely with City staff to identify the challenges in Port St. Lucie for which grant programs are available and will leverage our grant writing experience and technical expertise to advise the City on **grant programs and their requirements.** Our goal is to help the City maximize funding availability to address the variety of transportation challenges the City is experiencing.

Effective grant writing requires creativity and technical expertise in the respective subject matter. Kittelson offers the City an understanding of the financial landscape and the expertise required to prepare successful grant applications. Our staff are on the front lines of developing, planning, and implementing innovative solutions to achieve a variety of desired outcomes, so we are prepared to complete the technical analysis required in grant applications. We are also successful grant writers with a range of experience with different grant programs.

$347M WON

in federal grants for our clients including SS4A Implementation and Planning, RAISE, Reconnecting Communities, SMART, among others.

Grant Criteria-Based Process

The most important part of crafting a grant application narrative is to effectively and efficiently address the grant selection criteria. Our approach includes a series of steps to facilitate a timely and effective process.

Step 1 is the development of a checklist that contains all elements of the criteria outlined in the Notice of Funding Opportunity (NOFO) and the identification of necessary data and information that can be used to address the criteria. It is important to complete this step early in the process, as it can define the workload and schedule necessary to complete the narrative with ample time for client review.

Step 2 is the technical analysis of data needed to support the criteria. This often involves data processing and GIS work to create maps that display the data. Kittelson staff have worked with almost a dozen Big Data sources, including Streetlight, HERE, Inrix Score Card, Wejo, and Strava, as well as the readily available safety and other roadway performance data we use on a regular basis. Our team will leverage our 10+ years of work supporting FDOT's Source Book to quickly identify and process the necessary data for the grant application. We will also leverage our data scientists to analyze and summarize the data in a way that tells a clear and compelling story.

Step 3 is to craft the story. We understand the importance of storytelling in grant applications to convey the need for the funding as it relates to the problem we are trying to solve and the grant selection criteria.

Kittelson staff supported a winning Reconnecting Communities Pilot grant for the City of Tampa to remove an elevated roadway in downtown Tampa that currently bisects a historically disadvantaged community. Telling the story of this community involved historical research, which revealed that the roadway was named after a 19th century city clerk who was in a secret biracial relationship. Ironically, the road divided a predominantly African American community from the rest of downtown Tampa. This historical research was used to tell a riveting story about the project and the need to rectify a historical wrong. While not all grants lend themselves to such stories, we understand the importance of a convincing narrative that is relatable.

Another key aspect of successful grant applications is the use of infographics and graphic layouts to facilitate the messaging of the application. The Kittelson team has award winning graphic artists that are experts at creating high quality graphic content that supports the narrative and makes it easy for grant reviewers to relate the application to the selection criteria.

Challenges: Schedule, Data, Analysis, & Narrative

There are a variety of challenges associated with the preparation of successful grant applications. Among them are the typically tight schedule from NOFO publication to submittal deadline; data compilation and analysis; and completion of compelling grant narratives. We have winning solutions for them all!

Schedule. There is often little time between NOFO and proposal submittal deadline. A detailed grant writing schedule is thus a key first step to overcome this challenge. After a detailed review of the NOFO, Kittelson will generate a list of questions to submit to the grant administration agency, which has an intermediate deadline. Review time on the part of

Kittelson team staff and City staff will be built into the schedule, which will also include check-ins and a high level of detail with respect to deliverables. Another solution to the schedule challenge for the Kittelson team is our deep bench of staff with grant writing experience. Our team will have ample staff available to assist the City with a grant proposal, even for situations where multiple grants need to be written at the same time.

Data. In the era of Big Data, understanding the data landscape and knowing how to process and analyze the data can be daunting. This is one of the Kittelson team's particular areas of expertise. Our data scientists and extensive experience with a variety of data sources will facilitate the best data and data analysis in the industry. We have ready access to numerous data sources through existing subscriptions or public availability and are prepared to leverage the data to support successful grant applications.

Benefit Cost Analysis (BCA). The Kittelson team has numerous BCA templates to choose from for a variety of project types. Kittelson is experienced with the USDOT's latest BCA guidance. Our team completed the BCA for a successful $20 million RAISE grant for the City of Cincinnati focused on bicycle infrastructure improvements in the downtown area. Kittelson also conducted BCA analysis for more traditional roadway improvements and has experience successfully quantifying benefits for active transportation projects, which can be more challenging to define. Our team has developed tools to streamline the process with the flexibility to meet different requirements, as project scopes often change during grant development.

Some of the easiest benefits to quantify are safety- and travel time-related. There is a well-defined process and available research on benefits. When safety and travel time are not primary factors, Kittelson has worked within the USDOT guidelines to quantify community benefits. For the Reconnecting Communities grant in Tampa, Kittelson quantified property value increases associated with new downtown blocks by comparing values for similar developments in peer cities. We have also worked with vendors to understand sustainability benefits of new construction materials and quantify health, comfort, and noise benefits from shifting more trips to non-auto modes through active transportation projects.

Narrative. Another grant writing challenge is the crafting of an effective narrative, with graphic content, within the typically low page limit for the grant. Our team includes staff whose principal purpose is technical writing and graphic art, in addition to planners and engineers. We will leverage those skillsets to prepare award winning layouts and authorship. This is a challenge that is quite easy for our team to overcome, given our talented staff.

Find It, Fund It: Reconnecting Ashley Drive

Kittelson worked with the City of Tampa to create a vision and design recommendations for North Downtown Multimodal & Network Improvements. A main component of the plan is to bring Ashley Drive, an extension of an interstate off-ramp, to grade more quickly as it transitions into downtown. Kittelson led the initial public outreach and concept development phase, which involved developing photorealistic renderings of an at-grade Ashley Drive.

Building upon the planning documents and detailed renderings, Kittelson then supported the City of Tampa with completing their successful Reconnecting Communities Pilot Program Capital Construction Grant application. The City was awarded a **$5M grant for implementing the improvements**. This was one of only six capital grants awarded nationwide.

Equity and the Community

While new public engagement is typically not part of the grant application process, we will work with the City to use a data-informed approach, combining the results of our analysis with the stories and needs you hear every day from the community.

PLANNING

Complete Streets Planning & Design

Kittelson understands the need to improve mobility for all in a way that celebrates unique character of Port St. Lucie. We tackle these difficult planning challenges in a way that approaches every street as unique and is designed to serve the land use, transportation context, and the anticipated activities of all users of the street.

All complete streets focus on the safety of all users. But, each complete street will strike a different balance on the comfort of each user and on its existing and desired future context. The elements of a complete street will change depending on the context; but the planning, design and maintenance of complete streets will always focus on safety, economic development, and community quality of life.

Kittelson is uniquely qualified to support the City in applying the context-sensitive solutions approach to complete streets planning and design.

Kittelson worked with FDOT Central Office to develop the context classification system and the context-based design standards appropriate for each context. FDOT's approach aligns with the City's desire to take a network-based approach to support all users of the roadway system.

Corridor Planning

We have conducted numerous corridor studies that have identified strategies ranging from transportation-specific solutions (i.e. roadway redesign, sidewalk additions, or transit service changes); to traffic operational changes and improvements (i.e. signal changes), to access management, to community branding and marketing (i.e. wayfinding), to area-wide network changes (new street connection, new trail or sidewalk connections); and to land use policy recommendations (development pattern, site design, and lot layout), etc.

The Robinson Street corridor study identified appropriate roadway configurations to fit the surrounding contexts as it changed along the study area in Orlando. This is now under construction to be the first cycle track on the State Highway System.

Our approach is to apply the right technical analysis at the right time and at the right level of detail, convey technical information in objective and compelling ways for the public and elected officials, and develop evaluation criteria that speaks to the project goals.

Systems Planning

The Kittelson team specializes in systems planning for all travel modes, including regional freight, citywide roadway and transit planning, safety, and pedestrian/bicycle planning. We start by understanding study goals and assessing existing conditions, network performance, and travel patterns.

Systems planning is an essential step in transportation planning. Understanding how various system components work together is crucial to informed decision-making at the more granular level. For example, the appropriate treatments on a particular corridor segment must be assessed in the context of how the segment interacts with the broader network and how it interacts with surrounding land uses so the network as a whole functions seamlessly.

Another critically important function of systems planning is to inform prioritization of needs. The City will invariably have limited resources for infrastructure improvements, making prioritization a necessary step in the planning process. Prioritization is generally a function of relative performance analysis, requiring a standardized assessment of how all components of the system perform relative to one another. A crash

data heat map is an example of this type of analysis, whereby the most unsafe intersections and segments can be easily identified as high-priority needs.

Bicycle & Pedestrian Planning

Our team is full of active transportation specialists with abundant experience in Florida and across the nation. Our team members have focused on the design and implementation of pedestrian and bicycle facilities, including trails/shared use paths, buffered bike lanes, protected/separated bike lanes, greenways, and sidewalks. Kittelson has led active transportation projects ranging from regional and area-wide trail systems, pedestrian wayfinding, illumination, striping plans, and to signal systems for pedestrian and bicycling users. Our team will build on this work to identify and prioritize opportunities to improve the low-stress network across the city, providing quality options and access for all.

Kittelson authored national research and guidance for practitioners, including the FHWA's G*uidebook for Developing Pedestrian & Bicycle Performance Measures*, and the FHWA *Separated Bike Lane Design Guide*. Additionally, Kittelson helped develop the NACTO *Urban Bikeway Design Guide*, a guidebook to design in urban environments for bikeways including bike facilities such as signals, cycle tracks, bike boxes, intersection improvements, and bike boulevards.

Urban Design/Landscape Architecture

Kittelson understands that good urban design is key to developing a city that supports its residents and visitors. Good urban planning, streetscaping, and landscape architecture also results in increased property values. In urban environments, it is of special importance to understand that the whole is greater than the sum of its parts. Every building, streetscape, transportation corridor, park, and public space can help create a 'place' that transcends the value of its individual elements.

Kittelson is made up of individuals who have worked tirelessly, and are passionate about, planning and design to support community building. We understand how to evaluate the existing environment, facilitate conversations, and develop concepts aligned with the context. We draw upon expertise in multiple disciplines – planning, transportation engineering, landscape architecture, and urban design – to balance physical, social and economic needs and create urban places that enhance quality of life.

Bicycle & Pedestrian Thought Leaders

Kittleson staff are leaders in bicycle and pedestrian planning, operations, and design. We are heavily focused on both safety and mobility for these vulnerable users. We believe that if you make the roadway safe for bicycles and pedestrians, it is safe for everyone.

Our staff have contributed to national research such as NCHRP Report 948: *Guide for Pedestrian and Bicycle Safety at Alternative and Other Intersections and Interchanges* and NCHRP Report 1036: *Roadway Cross Section Reallocation: A Guide*. Report 948 focuses on vulnerable user safety at intersections, while Research Report 1036 focuses on helping decision-makers ensure space in the roadway cross-section is allocated appropriately considering the roadway context and its users.

Also, while increasing multimodal options is great for community health, it can also help cities with ever-tightening budgets. Mode shift is a developing way to shift users to other facilities and free up capacity on our roadways.

Our work goes beyond guidance and into projects. We currently hold the FDOT Central Office Pedestrian and Bicycle on-call contract and have led multiple Bicycle and Pedestrian Safety Plans. We are currently gearing up to work with Lee MPO and FDOT District 1 to create Bicycle & Pedestrian Master Plans.

We are passionate about bicycle and pedestrian planning and engineering, and you can see it in our industry-leading work!

Kittelson designed the 15th St NW cycle track in Washington, DC without comprehensive redesign of key intersections, extensive street reconstruction, or wholesale changes to the signal sytem.

Transit Studies & Transit-Oriented Development

The Kittelson team is experienced in leading studies that evaluate multimodal planning and operational alternatives and develop solutions for transit as well. Kittelson's expertise in transit studies ranges from analyzing alternatives for transit-oriented development, roundabouts, and corridors, to developing feasibility methodologies and screening processes.

Like all studies, data and analysis is key. Our team is able to expand "out of the box" GIS capabilities through application development and customization. Our tools range from safety analysis and network screening, through traffic data visualization and transit system performance measurement. Our staff is comfortable in a wide range of programming environments, operating platforms, and transit data sources including:

/ Transit Boardings Estimation and Simulation Tool (TBEST);

/ Remix;

/ Replica;

/ Streetlight; and

/ General Transit Feed Specification (GTFS).

Our tools range in scale from an embedded analytical function within ArcGIS to stand alone applications with unique input and output options.

Through our transit-oriented designs, we not only foster multimodal connectivity and transit use, but also support increased walking and cycling with the fundamental recognition that pedestrian-scale development and transit and non-motorized-accessible site plans play a major role in improving public health and livability. By ensuring particularly cost-effective transportation networks and services, we allow our cities to move people and goods more efficiently and produce more value for each transportation investment.

In practice, this means that concentrating higher-density, mixed-use, human-scale development around frequent transit stops and stations will provide well-connected networks of streets and corridors and create walking- and cycling-friendly communities with frequent transit service. Communities planned and built in this way have proven to be particularly livable, sustainable, and resilient places. Because of these benefits, making communities more transit-oriented is one of the key goals of our land use and transportation planning practice.

Kittelson supported the City of Charlotte with transit-oriented development recommendations for 29 station areas during the Silver Line light rail project.

To do this, we follow a planning process that builds upon existing documents and plans; incorporates the existing network using tools such as level of traffic stress; brings the team as well as stakeholders out in the field to develop a deeper understand and feel for the area; and results in a comprehensive master plan for the area presented in a graphic manner.

TRAFFIC & SAFETY STUDIES

Kittelson is well-prepared to prepare traffic studies and feasibility studies, as well as assist in the preparation and presentation of these reports and studies to appropriate local, state, federal and public agencies, and civic and business groups as requested.

Potential studies include new infrastructure improvements, retrofitting of existing facilities for safety, enhanced multimodal or mobility features, etc. Our team takes a methodical seven-step approach to tasks typical within continuing services contracts to achieve predictable success. For larger tasks, the Studies Lead will be matched with a Design Lead to ensure cohesion and constructable recommendations from the start. The process is as follows:

1/ We work to clearly understand and define the problem, leading to an accurate scope and fee that reflect the underlying nature of requests.

2/ Our team collects necessary data using either Big Data sources or our two data collection firms. If needed, QC's near-miss detection algorithms can add additional insights to more traditional crash data. The Studies Lead will also coordinate with the City to determine upcoming projects and review

other information such as as-builts or previous studies.

3/ We pull crash data from Signal 4 to ensure we capture every report. While this data is analyzed for trends, every fatal and severe injury report is reviewed to ensure accuracy and ascertain the cause of the crashes.

4/ Our Studies and Design Leads visit the field location, timed to cover hours of interest such as peak hour or nighttime, to collect observations and experience potential issues in real-time. Our team will collect video of every location (on top of needed traffic and field data). Vehicular traffic and bicycle/pedestrian conditions are carefully observed and documented as our team looks for general patterns, risky maneuvers, or other potential issues to inform corridor solutions.

5/ Our teams use all relevant documents, existing conditions analyses, collected data, manuals, and new research to identify effective solutions. This can be an iterative approach with the City, a design team, or other stakeholders as we look for the best solutions. Recommendations will be made with implementation methods in mind to help with timely implementation and cost.

6/ We perform a check-in with the City's PM to discuss findings and suggested solutions. When appropriate, we can support the City in reporting study findings to the council or to the public.

7/ Our team finalizes the report, documenting the findings, analysis, and concepts.

Evaluating Operations & Safety

Kittelson has been at the forefront of **evaluating operations and safety** – and implementing effective strategies and solutions – since our firm's inception. On the national level, this is evident from our involvement as principal authors of manuals such as the *Highway Capacity Manual* and the *Highway Safety Manual*.

In Florida, Kittelson is a recognized transportation safety expert who has provided resources, tools, and guidance for FDOT and local agencies throughout Florida. Kittelson has tremendous staff resources in areas such as traffic operations, safety analysis, concept and cost estimate development, and multimodal design. We are experienced in all MUTCD, MUTS, and Speed Zoning manual studies. Kittelson is a statewide leader in the ICE process and in determining the most suitable intersection alternative at a particular location.

Kittelson is well-versed in the relevant statewide guidance, working with FDOT to incorporate the latest research into statewide processes.

This experience includes developing context classification and complete streets guidance, intersection control evaluation processes and policies, implementing *Highway Safety Manual* methodologies, assessing access management, and supporting statewide and districtwide safety contracts.

Kittelson has recently supported the City by providing a feasibility study on St. Lucie West Boulevard, considering the potential operational, safety and right-of-way impacts of a four-to-six lane widening. Kittelson has also recently conducted the traffic analysis portion of multiple FDOT PD&E studies, which utilize many of the same traffic and safety analysis skillsets. We hold studies contracts around the state, including the statewide FDOT Traffic Engineering & Operations Office. Our depth of understanding, experience, and passion for innovation allows us to focus on implementing effective safety and mobility solutions that match the area's context.

Benefit-Cost Analysis

Benefit-cost analyses are often used to justify and prioritize proposed operational and safety improvement projects. Build and no-build conditions are analyzed and measures of effectiveness (MOEs) are identified for each condition using Synchro or other analysis tools. The MOEs are used to quantify the proposed improvement's monetary benefits over the life of the proposed project. Detailed construction cost estimates are prepared, annualized over the

improvement's life cycle, and a benefit/cost ratio is calculated for the improvement's life cycle.

In the past several years, Kittelson has conducted corridor safety studies and many intersection safety studies for Seminole County using the predictive safety methodology of the *Highway Safety Manual* and applying crash modification factors to prioritize safety countermeasures based on a benefit-cost analysis. These projects have been used to justify short-term safety improvements in lieu of longer-term capacity improvements to the County's local partners, at FDOT, and to elected officials.

Traffic Calming

Traffic calming studies are important to neighborhood safety and livability. Kittelson is experienced in reviewing traffic calming requests and applying the City of Port St. Lucie's Neighborhood Traffic Calming Policy and Guidelines to make recommendations, with Nathan leading the recent evaluation of SE Sidonia St. We understand that these evaluations are important to the people that live in the area and we carefully review the data collected, as well as conduct in-person field reviews to look for safety issues or important characteristics of the roadway that might affect our evaluation.

Once the evaluation is made, our team is ready to design the traffic calming projects in a comprehensive manner, incorporating all affected roadways, using the *Manual of Uniform Traffic Control Devices* (MUTCD) and other design guidance, such as the Florida Greenbook. We understand that placing traffic calming features without careful thought can create more issues down the road, leading us to consider the corridor carefully and take an evidence-driven approach that supports the community.

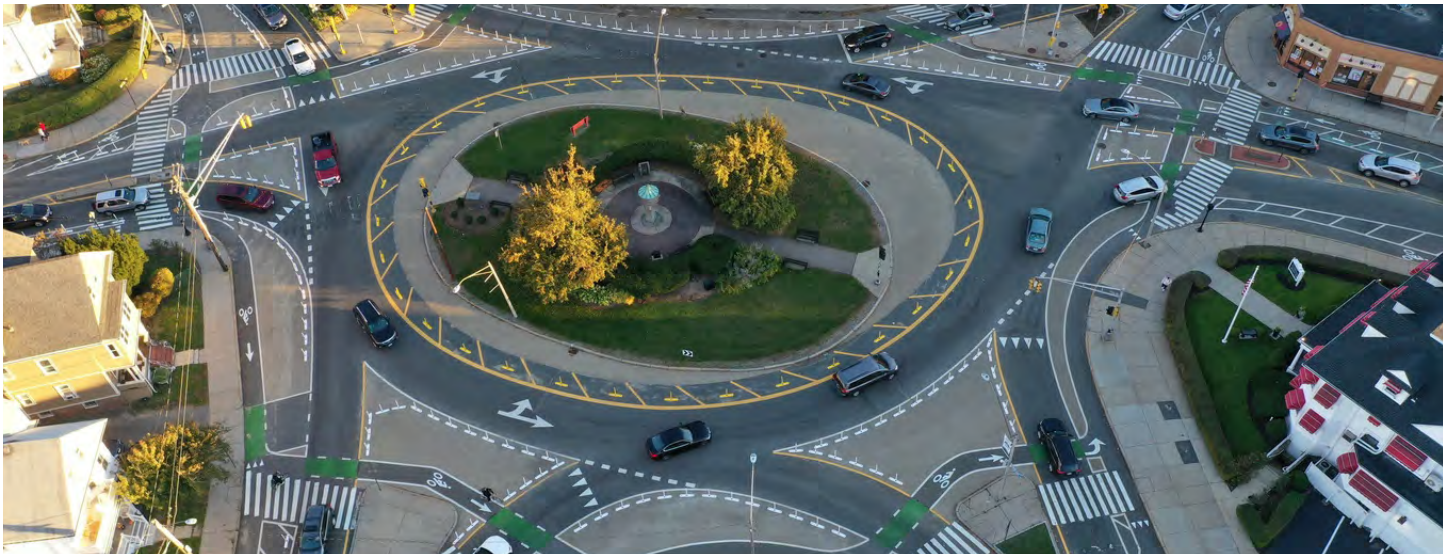
Corridor Operations

The Kittelson team is equipped to provide comprehensive support for corridor operations under this contract. We are skilled in **corridor evaluation and planning for traffic-controlled operations. This includes adaptive, synchronized, preemption and time-based coordination plans, and more.** Optimization of traffic signals and other intelligent transportation system (ITS) technologies can allow for improved safety and efficiency without costly capital improvements. The Kittelson team has significant depth of experience in comprehensive corridor evaluation and use of advanced traffic control operations strategies, with Kittelson being the primary author of the first and second editions of the *Signal Timing Manual*.

Kittelson also brings expertise in advanced pedestrian and bicycle strategies. Kittelson was the primary author of NCHRP Research Report 969: *Traffic Signal Control Strategies for Pedestrians and Bicyclists* and were key contributors to FDOT's *Traffic Engineering Manual* Section 3.11 (Signal Timing Applications for Pedestrian Movements) update in 2023.

Traditional & Innovative Data Collection

Detailed corridor evaluations will analyze traffic patterns, intersection performance, and bottleneck locations to inform system design and improvements. A detailed corridor evaluation will often begin with on-the-ground data collection; however, the Kittelson



Kittelson used quick-build materials to redesign the traffic circle at Powder House Square in Somerville, MA and calm traffic around this uniquely configured, heavily traveled intersection. Flex posts, quick curbs, and paint simplified movements for all modes and increased both mobility and safety.

team is experienced with using Big Data sources, such as Replica and Streetlight, to do initial evaluations and for data that is harder to collect in the field, such as origin-destination data. Kittelson has a subscription to Replica, which allows us to provide this data on projects in Port St. Lucie.

In addition to Big Data sources, Kittelson team members QC and DE Traffic provide field data collection, including 24-hour volume counts, turning movement counts, and left-turn queues to analyze typical day travel patterns and traffic conditions. Field reviews will collect signal and traffic characteristics including basic timings data, pedestrian clearance distances for each approach, details about controllers, access points and intersection surrounding land use, all critical for developing models and analyzing conditions. The Kittelson team can also collect surrogate safety measure data such as near misses and post-encroachment time (PET) scores.

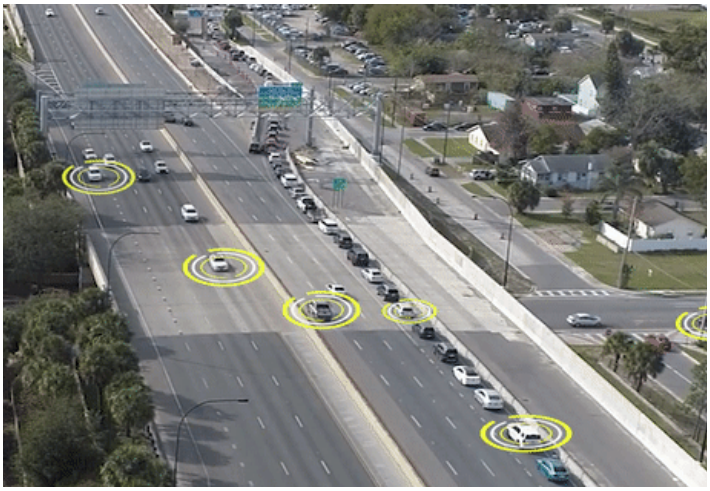
Traffic Signal Timing Methods

Kittelson has experience in a wide range of traffic signal timing methods. For example, time-based coordination plans are the most common type of signal control scheme as it provides predictable traffic patterns, such as during peak hours, to maintain consistent flow along major corridors. The Kittelson team is also familiar with adaptive traffic control technologies, having implemented and evaluated such technologies for a variety of agencies. This technology can respond to unpredictable traffic variations, including accidents or weather-related disruptions, but it also has its limitations. We understand not just how to operate and optimize these systems, but where Adaptive traffic control technologies are best suited.

Kittelson is experienced in using automated traffic signal performance measure (ATSPM) data in traffic signal timing applications. Kittelson has supported ATSPM system deployments in Virginia and Connecticut and have used ATSPM data to provide traffic signal timing optimization suggestions. ATSPM data can be retrieved though systems such as the UDOT Open Source ATSPM platform or through tools such as advanced traffic management systems (ATMS) which can also provide other features such as the ability to monitor and control intersections and make adjustments as needed.

Signal Priority & Signal Preemption

Signal priority is a feature that can be used by public transit, provided the right hardware and software is available. Kittelson has designed and implemented



To assess traffic signal timing across the three-county region of MetroPlan Orlando, Kittelson used connected vehicle data to develop metrics to assess before-and-after benefits of signal retiming.

transit signal priority in several locations, including in Washington DC and Portland, OR. Signal preemption is a technology provided for emergency vehicles and railroad crossings to allow emergency responders to navigate efficiently during urgent situations ensuring rapid response times while enhancing roadway safety. The Kittelson team is prepared to analyze, review, implement, and optimize transit signal priority and signal preemption features.

During a corridor evaluation, the Kittelson team can implement system timing to synchronize intersections through traffic signal coordination and optimization to ensure smooth progression along key corridors, reducing stops and delays for drivers. Cross-coordination between corridors can also be considered when multiple major corridors intersect.

Standards & Guidance

Our team will also ensure compliance with industry standards and guidelines such as the *Traffic Signal Timing Manual*, MUTCD, FDOT standards and City of Port St. Lucie specific standards. Pedestrian operations at the intersections will also be considered by assessing pedestrian strategies such as leading pedestrian intervals, pedestrian recall, rest in walk and other strategies for better safety and efficiency.

Evaluation & Reporting

Efforts will focus on improving travel time reliability along the corridor. The team will use tools such as Synchro for traffic signal analysis. Signal timing parameters including clearances will be reviewed and updated; splits will be optimized following the *Signal Timing Manual*, MUTCD, and FDOT *Traffic Engineering Manual*. Preemption timings will be reviewed and

updated, and transit priority will be considered in the analysis. The project will also include travel time runs to compare the existing and implemented signal timings. A detailed report will be prepared documenting the entire process from data collection, analysis, findings and recommendations.

DESIGN

Kittelson has brought together an exemplary design team, including AVANT, our traffic, ITS, and fiber experts, and Protean, an experienced leader in roadway design. We are well-prepared to provide survey, geotechnical, design and construction management services as needed for projects, including, but not limited to, intersection improvements, drainage modifications, driveway and culvert replacement, utility relocations, roadway, and sidewalk improvement, electrical and landscaping, bulkheads, and equipment and other related improvements.

We are experienced with all major design guidance and have written, or participated in the development of, much of the guidance available today. As we complete our designs, sets of construction plans are in accordance with FDOT's *Plans Preparation Manual*, and the City's *Engineering Standards for Land Development*. Should conflicts arise between design standards the more stringent shall prevail. The design shall follow the FDOT design criteria set forth in the *Design Standard Roadside Design Guide*, and the Florida Greenbook. Additional criteria from AASHTO *A Policy on Geometric Design of Highways and Streets* and Institute of Traffic Engineers (ITE)*Traffic Engineering Handbook* may also be applicable.

Our team of experts have designed hundreds of miles of major and minor roadways throughout Florida, including improvements to roadway, signalized and unsignalized intersections, sidewalks, pedestrian/bicycle crossings and treatments, drainage, structures, and all other associated elements to design and construct the work successfully. Whether milling and resurfacing or full reconstruction is required, our engineers dig deep to find the root issue - be it pavement failure, base cracking, or pipe failures under the roadway. Then, we identify the most economical and appropriately innovative solution.

We've developed a successful process to establish all expectations and chains of command up front to streamline scheduling and design decisions. To begin any design-oriented intersection or roadway project, our team will conduct a field review to document all existing features for compliance with current criteria and identify all noncompliant features. Pavement design/type, horizontal and vertical geometry, superelevation, typical sections, cross slope correction, driveway connections, enhanced pedestrian zones, turn lane addition and extensions, shared-use paths, and sidewalks will all factor into our design to fully meet the City's needs. ADA, pedestrian features, bicycle lanes and keyholes, and transit facilities will be taken into consideration for additions and improvements. For new alignments, we understand the need to identify right-of-way needs, establish credible vertical and horizontal geometry, and coordinate all environmental and permitting needs from the onset of design.

Kittelson conducted the feasiblity study and final design for this roundabout in FDOT District 1, including accessibility features for vulnerable road users.

Drainage

Drainage issues, from incidental improvements associated with storm drain and curb inlet placements to major changes involving flood mitigation or placement of stormwater ponds, will be factored into our designs. Our approach on all projects will be to allow the transportation improvements to meet their design objectives while satisfying stormwater management considerations, including the City's level-of-service standards and environmental regulatory requirements.

When assigned a project involving **stormwater management improvements, drainage modifications, and/or driveway and culvert replacement,** the Kittelson team will review the relevant drainage information available, such as surveys, City GIS drainage inventory, existing environmental resource permit documentation, and available basin studies, to determine the stormwater needs. For simple design projects, we will develop drainage basin design and detail sheets, along with curb inlet spread calculations. For more complex projects, full hydrodynamic stormwater modeling may be necessary to size pipe culverts or modify roadway pond sizes.

Our team has secured dozens of drainage connection permits throughout the state and understands stormwater regulatory requirements. We routinely perform dewatering investigations to assist in understanding when dewatering conditions are likely and can generate project specifications to inform the contractor on the environmental and regulatory responsibilities needed to construct project improvements.

Maintenance of Traffic

Project success is also achieved through a thorough maintenance of traffic (MOT) or temporary traffic control plan to safely and efficiently maintain vehicular, bicycle, pedestrian, and other multimodal traffic, as well as protect construction personnel. The team will complete a lane closure analysis to identify restrictions. Temporary signal, lighting, and/or drainage for **all phases of construction** may be required. Maintaining access to adjacent residential communities, properties, service roads, transit stops, and businesses is critical.

When operating on an evacuation route, our plans will include notes requiring the contractor to remove and secure construction equipment to open the road for an evacuation within 12 hours. When operating within five nautical miles of any airport/airfield, proposed overhead work will require notice of proposed work permit per FAA requirements. **Pedestrian conveyance plans** will be prepared with limited detour length to ensure detour usage when needed. Detours will be clearly signed and detectable by pedestrians with vision disability. LCDs, pedestrian signals, and signage will be used as necessary. Coordination with nearby schools and hospitals for crossings and high-volume traffic hours will also be facilitated.

Rail Crossing Coordination

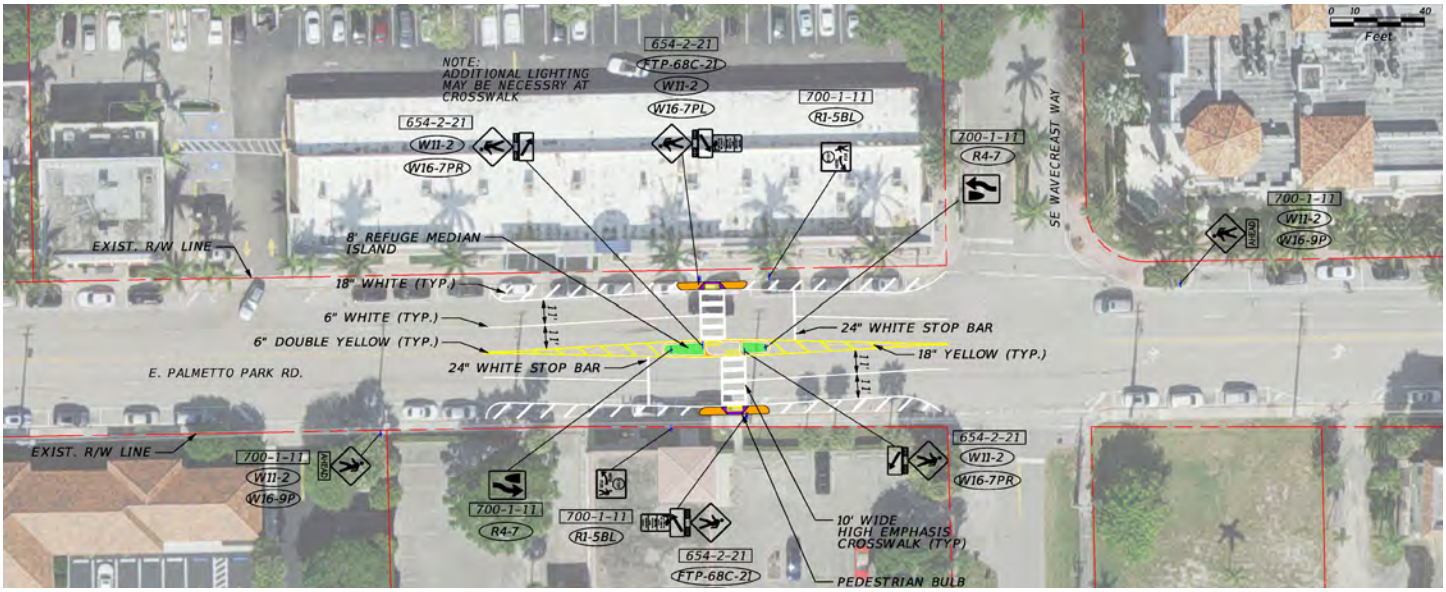
Kittelson has experience in considering the traffic impacts of railroad crossings in various settings. Kittelson has conducted traffic studies to determine the additional train-related delay experienced by drivers at traffic signals adjacent to railroad crossings.

Kittelson has also supported the Space Coast TPO in assessing potential quiet zones for railroad crossings in Brevard County that have recently begun carrying Brightline service, along with helping the TPO and partner agencies apply for an FRA Railroad Crossing Elimination grant during the 2024 grant cycle.

Multimodal Design

Our team will evaluate **sidewalk improvements and pedestrian/bicycle roadway crossings** for safety concerns and **recommend proper pedestrian/bicycle roadway treatments** based on the given scenario. Kittelson's team uses multiple tactics for increasing pedestrian safety along corridors, including traffic signals; countdown pedestrian signals and audible pedestrian signals for vision impaired users; appropriate pedestrian clearance speeds, leading pedestrian intervals, and exclusive pedestrian phases; restricting vehicular movements, such as "No Right Turn On Red;" and use of rectangular rapid-flashing beacons (RRFBs) or pedestrian hybrid beacons (PHBs). For midblock crossings, implementing RRFBs can be used to call attention to pedestrians crossing roadways; more advanced treatments, such as raised crosswalks, pedestrians signals, or in-street lighting, are also means to protect pedestrians.

Kittelson designers lead the nation in developing multimodal facilities, whether along the roadway, as parallel facilities, or at intersections. Team member Protean also brings extensive experience with pedestrian and bicycle treatments; they are wrapping



Kittelson designed midblock crossings with rectangular rapid flashing beacons for the City of Boca Raton, to accomodate pedestrians crossing roadways to reach the beach.

up a Local Agency Program (LAP) continuing services contract with FDOT District 5, under which they have provided 16 designs for safe-routes-to-school (SRTS) sidewalks for nine cities/counties, all of which were **designed in accordance with the local agency's standards, the 2018 Florida Greenbook, and current FDOT Standard Plans.** Additionally, Protean designed **12 marked pedestrian crossings**, including two pedestrian hybrid beacons, along A1A in Cocoa Beach.

Traffic & ITS Design

Kittelson is supported by our teaming partners at AVANT when **developing and producing signalization construction plans, as well as facilitating the expansion of the City's fiber connectivity.** A signalization plan will be prepared utilizing the latest requirements specified in the MUTCD, City guidelines, IMSA guidelines, and FDOT Standard Plans Indices. Our signal design will include advance detection and wireless smart signals compatible with the City's existing network.

Our team will develop a preliminary traffic design at the signalized intersection as part of the initial submittal, which will establish stop bar locations, crosswalk locations, signal pole locations, mast arm lengths, and coordination with the roadway curb cut ramps. This will allow for the SUE at the proposed mast arm locations to begin early and allow the City to approve the location of the proposed mast arms.

Per the latest standards, LED signal heads with retroreflective borders will be installed to improve signal visibility, especially during dusk and nighttime hours. Pedestrian features will include LED pedestrian countdown signals and ADA-approved pedestrian detectors. It is our understanding that, in the near future, the Public Right-Of-Way Accessibility Guidelines (PROWAG) will be updating the requirements for pedestrian push button detectors to include accessible pedestrian signals (APS) at all modified or proposed crossing at signalized intersections and midblock crossings. We recommend that the City ensure all new or modified pedestrian signals include APS.

Our research indicates that the City of Port St. Lucie is planning to expand its fiber network, which will include integrating traffic signals with the Port St. Lucie Traffic Operations system. From our experiences we know that a robust, redundant, reliable, and secure communication network forms the core of an ITS system. Our team is aware of the City's *Fiber Optic Network Minimum Design Standards and Details* and, while in the design stage of the fiber network, our team will provide all required specification documents for installation of fiber optic cables, closed circuit television cameras, dynamic message signs, and overall infrastructure in accordance with the regional ITS architecture.

Our team understands that multiple agencies (Turnpike, City of Ft. Pierce, and St Lucie County) maintain the fiber optic conduits and we will coordinate with the appropriate agencies for compliance and integration. If standalone ITS construction plans are required, the plans will include the fiber optic conduit, pull box, and splice box location. Additionally, the size of the conduit, fiber size, and the type of splice/pull box will also be

included on the drawing. The location of the trunk line splice will be shown for review and approval by the City's Fiber/ITS Engineer. We will also include the proposed splice diagrams at all places that will require a splice. Our research indicates that midspan splices to the trunk line should be avoided and require approval from the City.

During integration of the traffic signal system, we will keep a close eye on preferred products (detection, ATC controllers, CCTV, Bluetooth) to ensure consistency and synchronization, and to avoid exhausting maintenance resources. Our team is familiar with St. Lucie County ATMS Master Plan and understands that fiber optic cabling to isolated intersections may not be cost-effective to exchange the data required. Therefore, we will consider other options like cell communication and wireless.

Survey

Our surveying subconsultant, L&S, will coordinate with Kittelson and the City to identify the limits and scope of the transportation study or design. During this time, our team will identify any parcels outside of the existing public right-of-way that may be impacted by the work. We will confirm the project deliverable format to be used by the team for the task.

Once the scope and limits have been determined, L&S will perform initial research on the existing roadways, including existing published survey data such as Certified Corner Records, recorded plats, and existing right-of-way map information, and review any available title work, deeds, or easements provided by the City.

Once notice to proceed is given, L&S will schedule field and office activities and provide frequent updates to the team as work progresses. All activities will be managed by the assigned L&S project manager with daily check-ins of both office and field personnel. Any issues or pertinent information on the project will be distributed to the project team immediately. This includes notification of any delays to project schedule or deliverables.

Geotechnical

NADIC provides our team with years of geotechnical experience and will provide accurate data for designers and decision makers. They are capable of all standard testing and sampling, having three in-house drill rigs and a pavement coring drill. They can help define the construction and long-term performance risks associated with subsurface conditions for all types of roadway projects.

Construction Estimates

To provide engineering cost estimates for traffic-related construction and operational activities, the Kittelson team focuses on identifying design, right-of-way, and construction challenges. We evaluate site conditions based on as-built information and conduct field reviews to corroborate critical design items (e.g., underground utilities) to be included in the proposed designs. The goal is to eliminate potential design changes and cost overruns after the project is presented for scoping. When mast arm structural analyses are needed, the task team follows *Florida Design Manual* Section 261.1, maximizing existing structural allowances to implement mast arm-related improvements without design variations.

> **Every design will also be reviewed by Nathan, an experienced former construction project administrator, for constructability issues.**

Limited right-of-way, increasing construction costs, context-sensitive consistency, and standards and guidance changes are key challenges to identifying feasible and constructible recommendations. Our estimates will use FDOT Area 11 Market Area Moving Averages, or the Statewide 6 Month Moving Averages, whichever is more conservative. We are aware of industry issues with skyrocketing construction costs and will apply multipliers to our estimates in a clear and straightforward way to assist the City in projecting accurate costs to safeguard their CIP/work program budgeting.

Kittelson provided design and construction support for the City of Orlando Airport Gap urban trail project.

Environmental in Design

It is often necessary to **conduct studies, analyses, and or site/plan assessments** to determine the level of permitting required, along with the specific agency involvement prior to preparing the application themselves. Ardurra has the experience and ability to complete listed species surveys in support of City projects to determine the presence or potential presence of state or federally protected species within a proposed project area. This experience includes the ability to complete, with in-house staff, surveys and or habitat assessments for gopher tortoise including relocation, acoustic bat surveys, Florida scrub-jay, Audubon's crested caracara, Everglade snail kite, seagrass, and resources regulated by the National Marine Fisheries Service such as Essential Fish Habitat. The key to our success has been maintaining a positive working relationship with agency staff along with ongoing communication that ensures conceptual buy-off on concepts, impacts, and mitigation before the permit applications are completed.

> **Our philosophy is that, by the time a permit application is submitted, no one should be seeing anything for the first time.**

Permitting

Our role is to help the City make creative, fiscally sound decisions. We help navigate the outside agency coordination necessary to meet the requirements of permitting and documentation. We base all of our recommendations on a standard of care established by the engineering profession. We will involve you in each step of the process to keep you abreast of the project and possible issues. We will review the potential for requirements of permits from other agencies. **We will assist in the preparation and approval process of all required permits through the appropriate local, State, and federal agencies.** We can help complete forms for outside agencies or review completed permit applications. Questions often can be answered – or information provided – with a simple phone call or short email.

Post-Design Services

The Kittelson team knows that post-design services are a critical resource in building projects. We would provide support during the bidding, award, and **construction phases of each project, as needed, to respond to requests for information, and more.** During the bidding phase, our design team

Walking audits can foster dialogue with individuals and small groups, discussing issues and ideas "in the moment."

thoroughly reviews bid documents to ensure clarity and accuracy, addressing anything that could be unclear to a contractor. During the award phase, we can assist in reviewing bids for compliance with design intent and specifications, evaluating alternative proposals if necessary. In the construction phase, we can provide real-time technical support by interpreting design plans, addressing field adjustments, and collaborating with the contractor and construction management team to ensure adherence to project specifications. Our goal is to mitigate delays and ensure seamless communication to maintain project timelines and quality.

PUBLIC PARTICIPATION

The Kittelson team shares the City's commitment to meaningful community engagement, and we have the skills and resources to achieve the goals and implement the strategies outlined in the RFP scope. **We provide coordination and assistance with public notification during both design or construction.**

Meaningful public involvement is a hallmark of our approach and we work carefully to tailor outreach activities to the unique characteristics of each community and task at hand. Kittelson staff are well-versed in a variety of public involvement tools that can engage interested parties at different scales:

- Crafting messages and presentations to elected officials, or for City staff to use during the project.
- Multimedia tools, such as interactive web sites and social media, can both distribute and gather information from large groups of people.

Written materials need to be as diverse as the communities we work in. Translation into Spanish, Haitian Creole, or other languages spoken in the community is part of our approach to inclusivity.

Kittelson's team of art directors, graphic designers, technical writers, and visualization specialists produce innovative and compelling materials in all types of mediums. From reports that are easy-to-read without sacrificing technical rigor, to custom websites and branding, they are the creative engine behind Kittelson's public engagement success.

DEVELOPMENT SERVICES/ TRAFFIC IMPACT ANALYSIS

It is expected that many of the tasks required of our team will include the coordination and review of traffic impact analysis (TIA) studies through different phases of entitlements, including Comprehensive Plan amendments, rezoning, concurrency, and site plan review. We are skilled with **evaluating proposals and projects submitted by private parties that may impact traffic operations and/improvements.**

With each review, there is an extensive checklist of elements that is assessed to ensure that the review is thorough. This includes the evaluation of proposals, methodologies, and projects submitted by private parties that may impact traffic operations and improvements. If needed, the review may include a more extensive **evaluation of traffic patterns and preparation of traffic impact studies as requested.** This may also lead to **providing planning and development impact assistance, including design and construction management for adjacent off-site infrastructure improvements.**

The Kittelson team has extensive experience reviewing TIAs of small and large developments. This is especially true for Kok Wan, whose knowledge comes from over 25 years of conducting Traffic Impact Studies (TIS), from smaller fast-food restaurants to more significant legacy Developments of Regional Impact (DRI) throughout Florida and the country. Currently, Kittelson has on-call contracts with the cities of Altamonte Springs, Clermont, Daytona Beach, Lake Mary, Oviedo, Port St. Lucie, and Fort Lauderdale to review TIAs.

> **The staff assigned to this Contract have recently managed reviews of traffic studies within the high-growth regions of the NW Annexation area and developing areas west of Range Line Road.**

DATA COLLECTION

The Kittelson team has developed and analyzed data at all levels of transportation. We are well-versed in conventional and innovative transportation and land-use data collection. We develop specialized data collection plans for unique project applications, like gathering and processing circulation patterns at a Costco parking lot using our in-house drone pilots and computer vision.

We have led the industry in leveraging GIS. We are equally comfortable working with spatial data across platforms and formats to provide engaging maps as we are with developing and customizing new interactive GIS applications. We have previously developed tools for a range of MPO and FDOT studies, from corridor studies to long-range regional planning.

Our depth is matched by a broad understanding of data analytics' best practices. We've served a diverse range of clients using data sources like Wejo, Otonomo, Streetlight Data, INRIX, and NPMRDS. Our team includes IT analysts, programmers, data scientists, and software engineers who have built many web-based database tools and applications.

Kittelson understands that traffic data collection is often a critical path task for both studies and design. To deliver concurrent tasks effectively and successfully with tight turn-around, we have included two firms to perform data collection (QC and DE Traffic). The firms use state-of-the-art cameras to allow analysts to return to the data and review for issues at any point in the project without additional collection efforts. Additionally, QC can apply its proprietary near-miss detection capabilities to proactively identify any safety countermeasures to be recommended in the analysis.

PROJECT MANAGEMENT

The Kittelson team has a long track record of success for our clients. Our past successes are built upon technical expertise combined with sound project management practices including expertise in scheduling, ability to adhere to schedules and budgetary requirements, control costs, and work effectively with City staff and other stakeholders.

We will be responsive, insightful, objective, and budget-conscious while producing technically reliable analysis and documentation. Nathan Kautz, PE, RSP_1 will serve as the Project Manager and primary point of contact for the City under this contract, with Andrew Garrison, PE assisting as Deputy Project Manager. Kok Wan Mah, PE, will guide the team as the Project Principal, lending his extensive experience with the City. Nathan will coordinate all resources to ensure that our team:

/ Provides timely responses to requests for assistance;

/ Handles issues and concerns quickly and effectively as they arise;

/ Ensures that solutions are developed that are technically correct and consistent with the needs of the City;

/ Informs and shares with the City state-of-the art tools, processes, and innovations that can improve the efficiency of the team; and

/ Builds a strong working relationship with City staff, based on mutual trust and professionalism.

Upon receipt of a request for services, Nathan will discuss the nature of the request with the City to develop a full understanding of the project objectives and sequence of events. Based on these discussions, he will develop a representative scope, schedule, and budget for review and approval by City staff and will initiate work upon receipt of a notice to proceed. Nathan will assign Kittelson and subconsultant team members to work on task orders based on their expertise and will be present at kick-off meetings and progress meetings, either on Teams or in person. This allows him to stay closely involved with assigned staff as work progresses.

Kittelson has a proven track record of bringing projects to completion on schedule and within budget, and pride ourselves as a firm that instills trust in our work. The firm's almost 40 years of continued project success and repeat clients are testaments to the ability of Kittelson to establish and maintain strong professional relationships.

Approach to Project Issues

A task starts with selecting the correct team. The ability to form multiple independent task teams internally allows us to work with the City to prioritize critical contract assignments (a parallel multi-team workflow resource management approach). Having resources and experts in all technical areas, including current standards and guidelines authors, equips our staff to address traffic, mobility, planning, and safety needs while evaluating innovative solutions.

A recent example from the Kittelson FDOT District 6 Studies contract is Alton Road and 63 Street, where ICE Stages 1-2 recommended access management and intersection solutions to address speed concerns. Kittelson evaluated roundabout layouts to address safety and identify feasible traffic calming strategies in addition to access management. A Kittelson author of NCHRP 1043: *Guide for Roundabouts* was able to lead the conceptual design of the roundabout, which is currently under review.

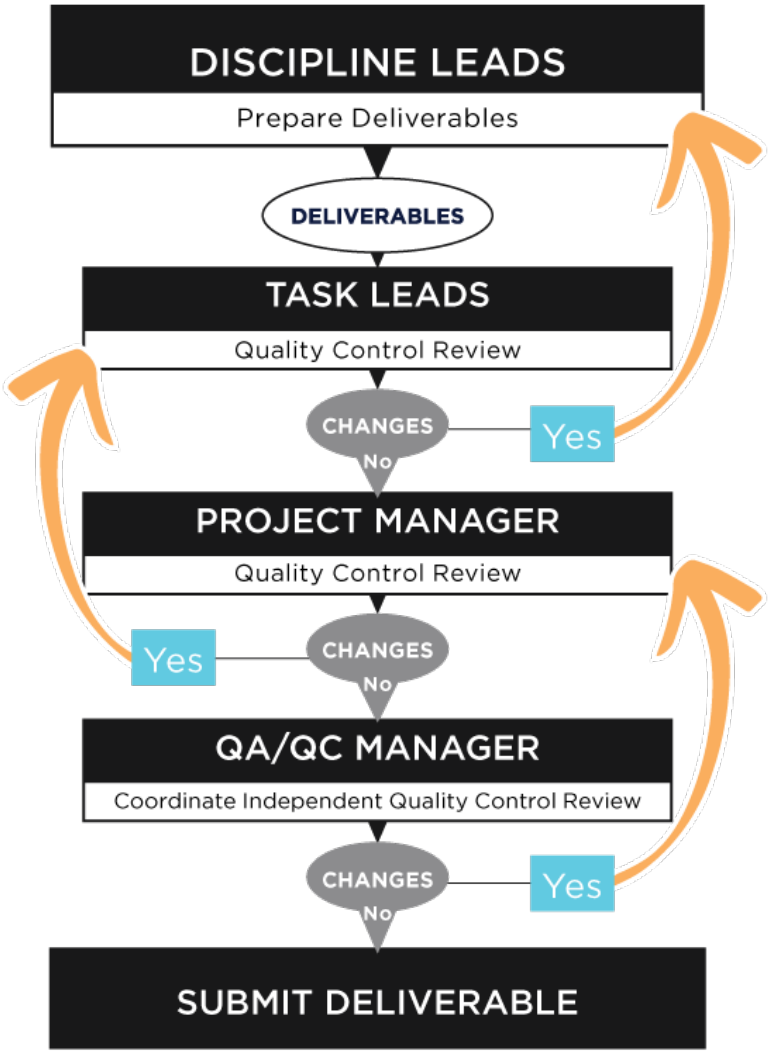
Another recent example includes the accessible pedestrian signal study recently completed by Kittelson. The PM of the study, Nathan Kautz, was able to bring on one of Kittelson's expert witnesses to review the study, review for quality, and offer guidance on structure and content to support the sensitive evaluation consistent with MUTCD and PROWAG standards.

Quality Assurance & Control

Prior to submitting deliverables, a thorough review will be made of each deliverable as part of our robust quality assurance/quality control (QA/QC) process. Adam Burghdoff, PE, our Quality Manager, will lead the QA/QC process to ensure that the task meets the City's mission. Kok Wan will review deliverables for scope adherence, technical accuracy, and project efficiency. This internal review process will provide a sound technical product that meets the City's objective.

The deliverable review process we employ has multiple tiers, consisting of independent quality control review starting with the task manager's review of their work, followed by the project manager's review, and ending with the project principal and quality manager's review. If problems are identified at any point in this review process, corrections are made and the review process is repeated from the beginning.

For our subconsultants, we require them to follow a similar quality management process—albeit tailored for their own organization and work type. We want our subconsultants to have clarity on responsibility for deliverables and due dates and we want them to conduct their own QC prior to submitting materials to us. We will then conduct our own QC of their materials before submission to the City.



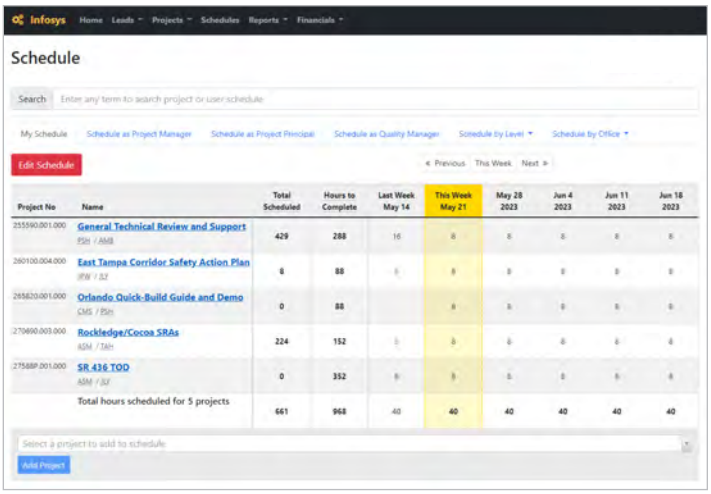
Scheduling & Cost Control

We know how to deliver services on time, no matter what. The Kittelson team understands the implications of delays and the absolute necessity to meet project schedules and control costs. Our commitment to the schedule is achieved through regular and open communication with project staff and the City about issues to be overcome, deliverables to be completed, and upcoming tasks. Through proposed bimonthly project coordination meetings, Nathan will review the status of each tasks' progress and outstanding needs. Through this communication, all project team members understand goals, schedule, and needs from the beginning and at regular intervals.

As a firm, we have invested in the tools our project managers need to have complete visibility into a project including schedule, budget, and progress towards completion. With a glance, they know:

/ The status of the scope, schedule, and budget of a project;

/ Upcoming milestones and staffing needs;



Infosys, Kittelson's firmwide project management tool, gives project managers, staff, and leadership complete clarity into projects at both the micro and macro level.

/ Project team members who are committed to the project and any available uncommitted time; and

/ Actions they can take to keep the project on track and mitigate any potential future risks.

Our real-time project management suite, Infosys, is used firmwide by project managers, project principals, quality managers, and firm leadership to provide transparency and accountability across projects. Our project managers schedule staff project time well in advance and update staff commitments on a weekly basis. Outstanding proposals are assigned a probability of success, so staff are not overcommitted in the coming months. Our firm leadership reviews staff allocations on a weekly basis to ensure proper utilization of firmwide resources.

To provide additional resiliency to our schedules, our team has been built to provide critical redundancy in key work types. Multiple firms on our team cover studies, planning, design, and data collection, allowing us to provide a deep bench to choose from and ensure we can add the right skillsets to the right task at the right time.

Ability to Work with City Staff & Other Stakeholders

Kittelson is proud to have supported the City on several initiatives recently, developing good relationships with City staff. We have successfully delivered a wide range of studies, including right turn on red warrants, TIA reviews, signal warrants, speed calming studies, evaluated road widening, and most recently an evaluation of an accessible pedestrian signal.

From our experience with the City, and other partners across the state and nation, truly acting as an extension of the City and working towards the same goals as stewards of the people that live there is the key to success. We understand that the City has limited resources, that staff time is extremely valuable, and that we must be a trusted partner that prioritizes stewardship and service. For example, we ensure meetings have clear agendas and supporting materials shared in advance and that project schedules have defined timelines for review to accommodate other staff time commitments. On our studies, we work to provide defensible and well-engineered solutions that are mindful of the constraints and goals of our client. We are successful when you are successful.

Availability of Team Members

We understand that successfully working with the City of Port St. Lucie requires robust technical skills and resources that are readily and locally accessible. We have assembled a team of individuals (identified in the organization chart and the resumes appendix) with the availability, redundancy, and expertise to begin supporting the City immediately and to deliver tasks throughout the entire duration of the contract. We are committed to working with the City's project managers to pair the right team members to every task and to ensure adequate availability.

Proven Ability to Provide Services in a Timely Manner

We understand the absolute necessity of meeting project schedules that have little or no flexibility and know how to deliver services on time no matter what. Under Nathan's leadership, our team is committed to providing timely responses to requests for assistance and to emergent issues; offering solutions and insights that are technically sound and consistent with City needs; sharing state-of-the art tools, processes, and innovations that enhance the efficiency of the collaboration; producing technically reliable analysis and documentation; and building mutual trust with the City staff. It has been a pleasure serving the City of Port St. Lucie, and we look forward to continuing our relationship. We would be honored to be selected to continue building an equitable, safe, and sustainable City of Port St. Lucie.

TAB 4

CERTIFIED MINORITY BUSINESS ENTERPRISE

CERTIFIED MINORITY BUSINESS ENTERPRISE

Kittelson & Associates, Inc. is not a certified minority business enterprise.

TAB 5

ADDITIONAL REQUIRED PROPOSAL SUBMITTAL FORMS

REQUESTED EXCEPTIONS TO CONTRACT LANGUAGE

SECTION IX. INDEMNIFICATION/HOLD HARMLESS.

As written, the City's indemnification provision appears to overreach the intent and what is enforceable under Fla. Stat. §725.08. Would the City be amendable to modifying this provision as follows upon any contract award to ensure it is consistent with Fla. Stat. §725.08?

Contractor agrees to indemnify~~, defend,~~ and hold harmless, the City, its officers, ~~agents,~~ and employees from~~, and against any and all claims, actions,~~ liabilities, damages, losses and expenses including, but not limited to, reasonable attorney's fees~~, for personal, economic or bodily injury, wrongful death, loss of or damage to property, at law or in equity, which may arise or may be alleged to have risen from~~ to the extent caused by the negligent acts, errors, omissions or other wrongful conduct of Contractor, agents, laborers, subcontractors or other personnel entity acting under Contractor control in connection with the Contractor's performance of services under this Contract. ~~To that extent, Contractor shall pay such claims and losses and shall pay all such costs and judgments which may issue from any lawsuit arising from such claims and losses including wrongful termination or allegations of discrimination or harassment, and shall pay all~~ To the extent Contractor is liable, Contractor's defense obligations shall be limited to reasonable costs and attorney's fees expended by the City in defense of such claims and losses~~, including appeals~~. ~~That the aforesaid hold-harmless agreement by Contractor shall apply to all damages and claims for damages of every kind suffered, or alleged to have been suffered, by reason of any of the aforesaid operations of Contractor or any agent laborers, subcontractors or employee of Contractor regardless of whether or not such insurance policies shall have been determined to be applicable to any of such damages or claims for damages.~~ Contractor shall be held responsible for any violation of laws, rules, regulations or ordinances affecting in any way the conduct of all persons engaged in or the materials or methods used by Contractor on the work. This indemnification shall survive the termination of this Contract.

SECTION XI, ARTICLES 5 AND 6. Builders Risk Insurance.

As Contractor is a design professional, Contractor does not carry Builder's Risk Insurance or Pollution Insurance. Contractor does carry Professional Liability Insurance to protect against errors, omissions and willful misconduct. Contractor requests the insurance requirements be revised upon award of any contract.

~~Builder's Risk Insurance: Contractor shall purchase and maintain Builder's Risk insurance in an amount equal to 100% of the completed value of the project including any amendments thereto (without coinsurance). Contractor's policy shall be written on an "ALL Risk" Builders Risk form that shall cover physical loss or damage to the Work, temporary buildings, construction forms and scaffolding, materials and equipment in transit or in storage/at temporary locations, and should extend coverage to foundations, excavations and other underground property. Coverage shall insure against at least the following perils or causes of loss: fire, lightning, windstorm/and hail, theft (including theft of materials whether or not attached to any structure), vandalism and malicious mischief, flood, earthquake, collapse, and such other perils or causes of loss as may be specifically required. The policy shall include coverage for pollutant cleanup, debris removal, demolition and increased cost of construction, water damage, backup of sewers and drains, testing and startup of building systems (including hot testing), and mold & fungus remediation. The Builders Risk coverage shall include a waiver of subrogation rights endorsement in favor of the City.~~

~~The "ALL RISK" Builder's Risk Insurance must also cover soft costs, including additional advertising/promotional, additional license and permit fees, additional legal/accounting fees, insurance premiums including builder's risk, and architects' and engineers' fees that may be necessary to provide plans and specifications and supervision of work for the repair and/or replacement of property damage caused by a covered peril.~~

~~This policy must include insurance for the City of Port St. Lucie, Contractor, Subcontractors, Architect/Engineer and Consultants for their interest in covered property. The City's policy will not provide coverage related to this project.~~

~~The Contractor has the right to purchase coverage or self-insured any exposures not required by these specifications, but shall be held liable for all losses, deductibles, self-insurance for coverages not required.~~

~~The Contractor is responsible for all deductibles including those for windstorms.~~

~~Pollution Insurance: Contractor shall procure and agree to maintain in full force during the term of this Contract, Contractors Pollution Liability Insurance in limits not less than $1,000,000 per occurrence and $2,000,000 aggregate, for any operations relating to the construction, handling, storage, and transportation of hazardous materials and/or waste. Contractors Pollution should be in force for no less than the entire term of the project and two years extended Completed Operations. The City of Port St. Lucie shall be listed as an additional insured. A waiver of subrogation shall be provided in favor of the City. Coverage shall apply on a primary and non-contributory basis.~~

SECTION XI. INSURANCE. Payment & Performance Bonds

As a design professional, Contractor has no mechanism available to it to obtain any type of surety bond, what alternatives exist in this regard?

~~Payment & Performance Bonds: The Contractor shall furnish an acceptable recorded Performance and Payment Bond complying with the statutory requirements set forth in section 255.05, Florida Statutes, in the amount of one hundred (100%) percent of the Contract price. A fully authorize Surety, licensed by the State of Florida shall execute the Performance and Payment Bond. The Performance and Payment Bond shall remain in full force and effect for a minimum of one (1) year after the work has been completed and final acceptance of the work is issued by the City.~~

~~Should the Surety become irresponsible during the time the Contract is in force, the City may require additional and sufficient sureties and the Contractor shall furnish same to the satisfaction of the City within ten (10) days after written notice to do so. In default thereof, the Contract may be suspended as herein provided.~~

~~A failure on the part of the Contractor to execute the Contract and/or punctually deliver the required insurance, and other documentation may be cause for annulment of the award.~~

SECTION XVI. CONTRACT ADMINISTRATION. Performance by Industry Standards.

Contractor does not provide any warranties, express or implied. Contractor represents that all work will be performed with the standard of care. As a design professional, Contractor's work is measured by the standard of care and is tied to its Professional Liability policy. Contractor requests this section be revised to the following upon award of any contract.

Performance by Industry Standards. ~~The Contractor represents and expressly warrants that all aspects of the Services provided or used by it shall, at a minimum, conform to the standards in the Contractor's industry. This requirement shall be in addition to any express warranties, representations, and specifications included in the Contract, which shall take precedence~~ .Contractor shall perform the services with the same care and skill ordinarily used by members of its profession practicing under similar circumstances at the same time and in the same locality.

Merchantability and Warranty and Guarantee.

As design professional, Contractor does not provide any warranty express or implied. Contractor will correct any errors or omission not meeting the stand of care for design professionals.

~~Implied Warranty of Merchantability – It is understood that the implied warranty of merchantability and fitness for the specified purpose are not disclaimed, notwithstanding any representation to the contrary.~~

~~Warranty and Guarantee – All products furnished by the Contractor shall be supplied with all warranties and guarantees of the manufacturer. All products must be warranted by the Contractor to be free of defects in workmanship and material for a period of not less than three hundred sixty-five (365) calendar days; said period to commence upon the date products are accepted by the City and Contractor has received final payment.~~

SECTION XXII TERMINATION, DELAYS, AND LIQUIDATED DAMAGES. Liquidated Damages for Delays.

A Liquidated Damages provision for professional services is counterproductive. Contractor must ensure it maintains the standard of care, which it cannot meet if it is laboring to meet an unrealistic deadline. Contractor requests this provision be struck upon any contract award.

~~Liquidated Damages for Delays. If material is not provided or work is not completed within the time stipulated in this Contract, including any extensions of time for excusable delays as herein provided, the Contractor shall provide to the City one thousand ($1,000.00) dollars as fixed, agreed, and liquidated damages for each calendar~~

~~day of delay until the work is completed. The parties agree that this amount represents a good faith estimate on the part of the parties as to the actual potential damages that would occur because of late completion. Contractor hereby expressly waives and relinquishes any right which it may have to seek to characterize the above noted liquidated damages as a penalty, which the parties agree represents a fair and reasonable estimate of City's actual damages at the time of contracting. The Contractor and his sureties shall be jointly and severally liable to the City for the total amount thereof. This shall be the City's sole remedy as to these delays. Any other provision herein that provides for multiple, alternative, discretionary, or cumulative relief, shall not apply to this paragraph.~~

ARCHITECT - ENGINEER QUALIFICATIONS

PART I - CONTRACT-SPECIFIC QUALIFICATIONS

A. CONTRACT INFORMATION

1. TITLE AND LOCATION *(City and State)*

Continuing Contract for Transportation & Traffic Related Professional Services (City of Port St. Lucie)

2. PUBLIC NOTICE DATE	3. SOLICITATION OR PROJECT NUMBER
9/30/24	20240169

B. ARCHITECT-ENGINEER POINT OF CONTACT

4. NAME AND TITLE

Nathan Kautz, PE, RSP$_1$ | Associate Engineer

5. NAME OF FIRM

Kittelson & Associates, Inc.

6. TELEPHONE NUMBER	7. FAX NUMBER	8. E-MAIL ADDRESS
813.556.6978	503.273.8169	nkautz@kittelson.com

C. PROPOSED TEAM

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

	(Check) PRIME	(Check) J-V PARTNER	(Check) SUBCON-TRACTOR	9. FIRM NAME	10. ADDRESS	11. ROLE IN THIS CONTRACT
a.	☒	☐	☐	Kittelson & Associates, Inc. ☐ CHECK IF BRANCH OFFICE	851 SW 6th Avenue, Ste 600 Portland, OR 97204	Prime
b.	☒	☐	☐	Kittelson & Associates, Inc. ☒ CHECK IF BRANCH OFFICE	121 West Trade St, Ste 200 Charlotte, NC 28202	Prime
c.	☒	☐	☐	Kittelson & Associates, Inc. ☒ CHECK IF BRANCH OFFICE	550 W Cypress Creek Rd, Ste 470 Fort Lauderdale, FL 33309	Prime
d.	☒	☐	☐	Kittelson & Associates, Inc. ☒ CHECK IF BRANCH OFFICE	44 West Flagler St, Ste 1825 Miami, FL 33130	Prime
e.	☒	☐	☐	Kittelson & Associates, Inc. ☒ CHECK IF BRANCH OFFICE	225 E Robinson Street, Ste 355 Orlando, FL 32801	Prime
f.	☒	☐	☐	Kittelson & Associates, Inc. ☒ CHECK IF BRANCH OFFICE	400 North Tampa Street, Ste 1360 Tampa, FL 33602	Prime
g.	☒	☐	☐	Kittelson & Associates, Inc. ☒ CHECK IF BRANCH OFFICE	100 M Street SE, Ste 910 Washington, DC 20003	Prime
h.	☐	☐	☒	Ardurra Group, Inc. ☒ CHECK IF BRANCH OFFICE	300 Dovera Drive, Suite 200 Oviedo, FL 32765	Environmental & Permitting

i.	☐	☐	☒	Avant Engineering Group, LLC ☐ CHECK IF BRANCH OFFICE	2699 Lee Road, Suite 401 Winter Park, FL 32789	ITS, Signals & Traffic Design
j.	☐	☐	☒	Catalyst Design Group, PC ☒ CHECK IF BRANCH OFFICE	1085 W Morse Blvd Winter Park, FL 32789	Transportation Planning
k.	☐	☐	☒	DE Traffic, LLC ☐ CHECK IF BRANCH OFFICE	9239 Outlook Rock Trail Windermere, FL 34786	Data Collection
l.	☐	☐	☒	Hazley and Associates, Inc. ☐ CHECK IF BRANCH OFFICE	520 Lake Street Windermere, FL 34786	Traffic Engineering Studies
m.	☐	☐	☒	L & S Diversified, LLC ☐ CHECK IF BRANCH OFFICE	4776 New Broad St. Suite #100 Orlando, FL 32814	Survey
n.	☐	☐	☒	Nadic Engineering Services, Inc. ☐ CHECK IF BRANCH OFFICE	601 N Hart Blvd Orlando, FL 32818	Geotech
o.	☐	☐	☒	Protean Design Group, Inc. ☒ CHECK IF BRANCH OFFICE	100 East Pine Street, Suite 600 Orlando, FL 32801	Roadway Design; ITS, Signals & Traffic Design; Drainage
p.	☐	☐	☒	Quality Counts, LLC ☒ CHECK IF BRANCH OFFICE	8407 Laurel Fair Cir, Ste 400 Tampa, FL 33610	Data Collection
q.	☐	☐	☒	Walsh Traffic Engineering, LLC ☐ CHECK IF BRANCH OFFICE	285 Palmetto Springs Street DeBary, FL 32713	Traffic Engineering Studies

D. ORGANIZATIONAL CHART OF PROPOSED TEAM ☒ *(Attached*

TEAM ORGANIZATION

Project Manager
Nathan Kautz, PE, RSP$_1$

Quality Manager
Adam Burghdoff, PE

Deputy Project Manager
Andrew Garrison, PE

Project Principal
Kok Wan Mah, PE

Task Teams

Transportation Planning

Jessica Josselyn
Jane Lim-Yap, AICP, LEED AP
Mary Raulerson
Stephanie Shealey, PE, PTP, PTOE
Chandler Schramm, EIT
JP Weesner, PLA
Roxane Van Horn
Jennifer Musselman, PE
Jady Chen, AICP
James Hamre
Krista Purser, PE
Jay Hood, PLA, ASLA ■

Traffic Engineering Studies

Andrew Garrison, PE
Ryan Mansfield, PE, RSP$_1$
Ryan Cunningham, PE, RSP$_1$
Lucia Andrew, PE
Kelly Fearon, PE
Kok Wan Mah, PE
Travis Hills, PE, RSP$_1$
Fanny Kristiansson, EIT, RSP$_1$
Alex Morgan, PE
Jessica Spivey, EI
Emmanuel Masindoki, PE, RSP$_1$
Misbaou Bah
Chris Walsh, PE △
Demond Hazley, PE ▶

Development Services

Kok Wan Mah, PE
Stephanie Shealy, PE, PTP, PTOE
Adam Burghdoff, PE
Daniel Torre, PE
Andrew Garrison, PE
Demond Hazley, PE ▶

Transportation Systems Management & Operations

Jake Mirabella, PE
Lucia Andrew, PE
Ryan Casburn, PE

Data Collection

Ryan Casburn, PE
Yihang Sui, AICP
Rodrikas Jones ▲
Jose Vazquez □

Misc Transportation Engineering Services

Travis Hills, PE, RSP$_1$
Adam Burghdoff, PE
G. Wade Walker, PE, Hon. ASLA
Angelo Rao, PE
Leyi Zhang, AICP
Jack Freeman, PE
Demond Hazley, PE ▶

Roadway, Traffic Signal, & ITS Design

Brandon Kelley, PE, ENV SP

Roadway Design
Daniel Torre, PE
Nick Friederich, EI
Justin Bansen, PE
Jessica Spivey, EI
Karen Van den Avont, PE ◇
Emily Wigle, PE ◇
Michelle Melo, PE ◇

Geotech
Godwin Nnadi, PhD, PE◆

Environmental & Permitting
Jason Houck, PWS, GISP ●

ITS, Signals, & Traffic Design
Nathalie Rodriguez
Jon Crisafi, PE, PTOE
Erez Dayan, PE ○
Juan Rivera, PE ○
Alex Hinkle, PE, PTOE ◇

Drainage
Laura Rossi, PE, PTOE ◇
Karen Van den Avont, PE ◇

Survey
Brad Alexander, PSM, PE ▷

KEY
Task Lead
●Ardurra ■Catalyst ▶H-Trans ◆NADIC ▲QC
○Avant □DE Traffic ▷L&S ◇Protean △Walsh

Resumes for key personnel follow. Resumes for the entire Kittelson team are available in Tab 5 SF330.

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	
Nathan Kautz, PE, RSP$_1$ **Associate Engineer**	Project Manager	a. TOTAL 14	b. WITH CURRENT FIRM 3

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Engineering Management, University of South Florida	Professional Engineer: FL #79356
BS, Civil Engineering, University of South Florida	Road Safety Professional 1

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

Nathan has managed hundreds of projects and studies of varying complexities. His experience working with communities and local governments through a wide range of transportation engineering activities set a foundation for his success as a traffic safety engineer. With experience not only in traffic engineering but also in public involvement, working with elected officials, and teaming with expert planners to bring visions to reality, Nathan has acquired the skills and resources necessary to tackle safety issues on our roadways successfully. As a professional, he has built work programs and safety programs, worked in access management and permitting, and performed and managed various traffic study types, including regional traffic studies, safety studies, minor roadway design, complete streets projects, and safety culture change initiatives. Nathan's leadership skills and out-of-the-box thinking help carry difficult projects to completion.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Osceola County Context & Access Management *Osceola County, FL*	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Nathan led a team of planners and engineers to evaluate Osceola County's current and future roadway networks for context classification and access management. Nathan created a new access management classification process for the county that considered the following factors: Speed, context classification, median presence, and functional classification of the roadway. The context classification and access management evaluation framework to all roads in the county classified as Collector and above. After the existing network was evaluated, the team used future planned networks, future land use, and developer produced plans to evaluate the future, planned county roadways. Specifically, the future/planned Southeast Area Transportation Study (SEATS) network within the St. Cloud joint planning area (JPA) will be included in this scope of work. This work allowed for better conversations with Developers as they approach the County by defining the design expectations for both parties.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Port St Lucie Heatherwood Audible Pedestrian Signal Evaluation *Port St Lucie, FL*	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

The City of Port St. Lucie approached Kittelson after a resident complaint regarding an Audible Pedestrian Signal. Nathan and his team went into the field to take sound measurements, recordings, and physical measurements of the devices. This was done multiple times during the day to observe the devices in operation at different times. The observations and measurements were then compared to the MUTCD 9th Ed., MUTCD 11th Ed., the Americans with Disabilities Act, and Public Right-of-Way Accessibility Guidelines. A final report was produced for the city with recommendations to replace the devices, as well as landscaping recommendations to help buffer the sound from the devices to nearby residences.

c.

(1) TITLE AND LOCATION *(City and State)*

Forward Pinellas Oldsmar Safe Streets & Roads for All Safety Action Plan

Oldsmar, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Nathan worked on a team to create the Safety Action Plan for Oldsmar, Fl. During the course of the project, Nathan helped lead Road Safety Audits, developed countermeasures at High Injury Intersections and a High Injury Corridor, evaluated speed calming efforts on one of the City's major Boulevards, and developed a unique points-based warranting system for all way stops that was then applied to the main High Injury Corridor. The unique warranting system included three parts: 1) Trigger Warrants – meeting any of these warrants would result in installation of an all-way stop, as these were primarily safety based. 2)Points Warrant – a series of situations were identified that met the City's values. Based on how the roadway met those situations, a number of points are assigned. At a certain level of points, an all-way stop is warranted. 3) MUTCD – the final step was evaluating the criteria found in the MUTCD.

d.

(1) TITLE AND LOCATION *(City and State)*

City of Sarasota Engineering Design Criteria Manual

Sarasota, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Nathan worked with a team of local and national experts to produce an update to the City of Sarasota's Engineering Design Criteria Manual. Nathan worked as an advisor for many of the sections, including sections on street classifications and typical sections. Nathan also produced the Solid Waste Chapter for the City.

e.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 7 Safety Review and Preliminary Engineering Support

Districtwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Nathan and his team have supported the FDOT District 7 Planning office with multiple tasks, including the implementation of safety study recommendations, evaluating projects in scoping for necessary safety features, multiple midblock pedestrian crossing analysis, and a signal warrant.

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	
Kok Wan Mah, PE **Principal Engineer**	Project Principal	a. TOTAL 28	b. WITH CURRENT FIRM 2

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Industrial Engineering, University of Central Florida	Professional Engineer: FL #56739

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

Kok Wan is an engineer experienced in countless aspects of transportation planning and engineering. His proficiencies encompass the preparation of traffic impact studies, corridor operations analysis, parking management/feasibility studies, safety audits, access management, analysis of intersection operations and safety, and other related traffic studies. Kok Wan also has extensive knowledge of Highway Capacity Software such as Synchro, SimTraffic, SIDRA, and Cube.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
City of Port St. Lucie Review of St. Lucie TPO TIA Methodologies & Guidelines
Port St. Lucie, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kok Wan provided review and comment on the current St. Lucie TPO TIA Methodology and Guidelines, which St. Lucie County and all of the cities, use for the requirements in conducting traffic impact studies in the county. With the explosive growth in the City of Port St. Lucie, the City issued a work order to Kittelson to review the current requirements and make recommendations that would empower the City with additional check and balances to help manage growth and bring the standards up to date from the 2016 publication. Kok Wan attended two TPO working group meetings and provided input to the TPO, county, and cities that participated. Proposed changes to the Guidelines are currently being reviewed and discussed before the implementation phase.

b.

(1) TITLE AND LOCATION *(City and State)*
City of Altamonte Springs Transportation Engineering & Transportation Planning
Altamonte Springs, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kok Wan serves as Senior Transportation Engineer on this Continuing Services Contract for the City of Altamonte Springs. In this role, Kok Wan provides review of Mobility Solutions Reports for proposed developments with a focus on improving the transportation environment for pedestrians, bicyclists, and transit users. Kok Wan works closely with City staff in Growth Management and Public Works departments.

c.

(1) TITLE AND LOCATION *(City and State)*
City of Fort Lauderdale Traffic & Transportation Engineering & Planning Services
Fort Lauderdale, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kok Wan serves as Senior Transportation Engineer on this Continuing Services Contract issued by the City of Fort Lauderdale. Kok Wan has conducted multiple reviews of traffic impact studies as well as pedestrian safety studies. The contract is managed out of the Kittelson Fort Lauderdale office and coordinated through the Tampa and Orlando offices through collaboration efforts among multiple staff members.

d.

(1) TITLE AND LOCATION *(City and State)*
City of Daytona Beach Continuing Professional Services Contract
Daytona Beach, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kok Wan serves as the City of Daytona Beach's Transportation Planner/Engineer and Project Manager in reviewing

traffic impact studies submitted for entitlements. The review encompasses Comprehensive Plan Amendment, rezoning, and site plan approval. Kok Wan has worked closely with the City's Planning and Public Works staff and the Assistant City Manager, as well as coordination with Volusia County and FDOT through the entitlement process to ensure that all transportation impacts and proper mitigation responsibilities are identified. Kok Wan has been in this role to the City of Daytona Beach since 2016, serving as an extension of the City planning staff and has gained institutional knowledge of the City in that time.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
City of Oviedo Transportation Engineering Support *Oviedo, FL*	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION *(If applicable)* N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Kok Wan serves as Senior Transportation Engineer and Project Manager on this Continuing Services Contract for the City of Oviedo. Kok Wan provided transportation engineering/planning studies, roadway, intersection and traffic signals reviews, site development reviews, roadway network studies, subdivisions reviews, and land development applications.

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	
Adam Burghdoff, PE **Principal Engineer**	Quality Assurance	a. TOTAL 18	b. WITH CURRENT FIRM 14

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, Western Michigan University	Professional Engineer: FL #73946, LA #37495.

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

Adam Burghdoff's background in planning and design has contributed to building beneficial multimodal transportation facilities, and he supports transportation projects with local and regional effects. He uses various engineering modeling and design tools, like AutoCAD, FDOT LRE System, Synchro/SIM Traffic, Highway Capacity Software, and CUBE, to complete transportation projects throughout Florida that consider the overall transportation system and influence area. With these tools, Adam identifies corridor travel patterns, conducts operational and traffic signal warrant analyses, evaluates access management and site circulation, and creates traffic signal designs, trip generation studies, bicycle/pedestrian feasibility studies, and parking studies. For numerous development projects, he has completed transportation impact analyses, including concurrency applications, regional impact developments, sector plans, and comprehensive plan amendments.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION (City and State)
FDOT District 1 US 41 & Bonita Beach Road PD&E Study
Bonita Springs, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Adam led the traffic forecasting/operational analysis and project traffic analysis report development tasks for the US 41 and Bonita Beach Road PD&E Study. The US 41 and Bonita Beach Road intersection has significant operational issues during the peak season in February and March. At-grade and grade-separated alternatives are being evaluated to address 2045 design year capacity issues.

b.

(1) TITLE AND LOCATION *(City and State)*
City of Palm Bay Northwest Quadrant Traffic Study
Palm Bay, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Adam served as the Project Principal for the City of Palm Bay Northwest Quadrant Traffic Study. This project reviewed the planned developments in the Northwest Quadrant of the City and evaluated short-term and long-term impacts to the transportation network. As project principal, Adam provided technical guidance on traffic forecasting and the operational analysis of roadways and intersections in the area. Adam also assisted in identifying operational deficiencies in the future 2042 scenario and the improvements needed to mitigate them. Adam also provided quality control support on all project deliverables.

c.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 5 Babcock Street Project Development and Environment (PD&E) Study
Palm Bay, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Adam led the production of the Project Traffic Analysis Report for the Babcock St. PD&E from south of Micco Rd. to Malabar Rd. Adam led the development of a subarea travel demand model in this area which was soon have a new interchange connection to I-95 and significant development activity near the St. Johns Heritage Pkwy. This 2-4 lane widening project includes the analysis of over 70 intersections, identification of access management improvements, and alternative intersections analysis. This was the first project to include the intersection control evaluation (ICE) process within a PD&E in FDOT's District 5.

d.

(1) TITLE AND LOCATION *(City and State)*

River to Sea TPO General Planning Support

Regionwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Adam is currently the project manager for a General Planning Contract with the River to Sea TPO. Over the last five years, Adam has led tasks including the first two iterations of the Tell the TPO Survey. Adam also provided TPO staff on-call technical support for the TPO's 2040 Long Range Transportation Plan and recently led Safe Routes to Schools studies in Flagler County. Adam has also led corridor and area-wide safety studies in Volusia and Flagler Counties.

e.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 5 I-95 & LPGA Boulevard Interchange Modification Report

Daytona Beach, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Adam led the traffic forecasting and traffic operational evaluations for the pending I-95 & LPGA Boulevard IMR. The I-95 & LPGA interchange area has very aggressive development plans and the current partial cloverleaf interchange is over capacity. Adam led the creation of a subarea model around the interchange area in the Central Florida Regional Planning Model and used his local relationships to coordinate directly with local agencies on future development plans to code into the model for traffic forecasting purposes. He then led the analysis of three interchange alternatives: a diverging diamond interchange, a three-lane dog- bone roundabout concept, and a double crossover merging interchange.

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	
Andrew Garrison, PE **Engineer**	Deputy Project Manager	a. TOTAL 7	b. WITH CURRENT FIRM 7

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Industrial Engineering, University of Central Florida BS, Industrial Engineering, University of Central Florida	Professional Engineer: FL #94166

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

Andrew Garrison is a seasoned transportation professional specializing in traffic analysis and planning. With a robust portfolio of projects, Andrew has demonstrated expertise in various aspects of transportation engineering. His work includes traffic impact analyses, corridor studies, safety evaluations, and GIS mapping. Andrew's skill set also encompasses intersection control evaluations and support for urban design plans and congestion management strategies. His commitment to data-driven decision-making and improving transportation safety is evident in his contributions to pedestrian and bicyclist safety action plans. Andrew's practical approach and technical proficiency make him a valuable asset in the transportation and traffic engineering field.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Port St Lucie St Lucie West Blvd Widening Feasibility *Port St Lucie, FL*	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Andrew served as project manager for the St. Lucie West Boulevard Widening Feasibility Study. The study considered the impacts of widening St. Lucie West Boulevard from four to six lanes and included an existing traffic operational analysis, a safety analysis, and a review of the possible Right-of-Way and drainage impacts of the widening. The study indicates that the widening project offered operational improvements and should be pursued, although further analysis was recommended.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Clermont Traffic Impact Analysis Reviews *Clermont, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Andrew supported the City of Clermont by providing timely reviews of traffic impact analyses completed for the City of Clermont by other consultants. These reviews consisted of evaluating each study's project information, trip generation, data collection, and traffic operations for accuracy and confirming that the studies were consistent with their respective traffic methodologies and the Lake-Sumter MPO TIA guidelines.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Space Coast TPO Miscellaneous Technical Support *Brevard County, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Andrew served as project manager on various SCTPO tasks, including updating the List of Project Priorities maps, supporting the adoption of FDOT's revised functional classification, and updating the SCTPO volume spreadsheet. The volume spreadsheet updates included formatting improvements and uploading the latest 2022 traffic counts. This task also included the uploading of traffic volumes to the SCTPO traffic count website.

d.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 1 Complete Streets Lake Alfred Corridor Study

Lake Alfred, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Andrew supported a corridor study involving a town's desire to convert their main thoroughfare from a one-way pair back to two roadways with two-way operation. Andrew analyzed existing traffic operational performance at each study intersection. Andrew analyzed future traffic operational performance for a no-build alternative where the one-way pair was maintained and for a build alternative where the one-way pair was replaced with two parallel roadways, both having two-way operation. He also analyzed additional alternatives at specific intersections where poor operations dictated other possible solutions like roundabouts or lane additions. Andrew also documented these results in a final report.

e.

(1) TITLE AND LOCATION *(City and State)*

City of Orlando Programmed Flashing Mode Operation Study

Orlando, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Andrew participated in field reviews to study the current configuration and performance of 18 signals in the City of Orlando jurisdiction using Programmed Flashing Mode Operation (PFMO). Andrew analyzed Signal Four Analytics crash data to determine if any signals had a significant number of crashes during the PFMO period. Andrew also analyzed traffic data at each intersection to determine if the current PFMO periods were appropriate given the traffic data collected. Andrew used Microstation to create sight distance diagrams to show the current sight distances at each intersection. Andrew helped to create recommendations for PFMO use at each intersection.

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	
Alex Morgan, PE **Senior Engineer**	Traffic Engineering Studies	a. TOTAL 5	b. WITH CURRENT FIRM 5

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, University of Florida	Professional Engineer: FL #98026

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

Alex is a skilled engineer in Kittelson's Orlando office, focused on improving mobility and safety. With expertise in GIS, AutoCAD, and Synchro 11, Alex has contributed to a wide range of initiatives, from Safe Routes to School evaluations to corridor planning studies. Her analytical skills, coupled with her ability to effectively communicate complex technical concepts, have led to successful outcomes in public involvement and engagement efforts. Alex's dedication to creating safer transportation networks is evident in her leadership roles and innovative methodologies aimed at enhancing pedestrian and bicyclist accommodations.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
City of Orlando Quick Build Guide & Demonstration Projects
Orlando, FL.

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Through ongoing support to the City, Kittelson prepared a Quick Build Project Guide for the City of Orlando to enable the implementation of flexible, low-cost installations meant to advance long-term community goals for safer, more inviting public spaces. Alex supported the Kittelson team with coordination and installation of multiple projects.

b.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 4 CR 512 Corridor Planning Study
Fellsmere, FL.

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Alex was the lead planner on a corridor planning study on CR 512 in Fellsmere, FL. The City of Fellsmere is a small rural town that expects to experience rapid development in the next five to ten years. This study was focused on developing a range of solutions to support this growth while also prioritizing bicycle, pedestrian, and transit user safety and mobility through their main downtown corridor. Alex performed existing conditions analysis, stakeholder engagement, and helped to develop a range of alternative and evaluate these alternatives to find a solution.

c.

(1) TITLE AND LOCATION *(City and State)*
MetroPlan Orlando Speed Management Network Screening
Regionwide, FL.

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Alex assisted in developing a methodology for evaluating target speed on non-state roadways throughout Seminole, Orange, and Osceola Counties. Our team compared crash data, posted speed, current operating speed using connected vehicle data, and target speed on these corridors to determine where further speed management studies may be needed to improve safety on the corridors.

d.

(1) TITLE AND LOCATION *(City and State)*
FDOT Central Office QLOS Handbook Update
Statewide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Alex assisted in developing a new methodology for evaluating pedestrian and bicyclist quality level of service. She assisted in developing a methodology using level of traffic stress (LTS) for the 2023 version of the FDOT QLOS handbook.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District 1 US 41 and Bonita Beach Road PD&E Study *Bonita Beach, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

The goal of this project was to improve the operational performance of the intersection of US 41 & Bonita Beach Road in Bonita Springs, FL. Alex assisted in the operational analysis of existing conditions, no-build scenarios, and future scenarios using Synchro 11 to develop HCM analyses for a range of innovative intersections, including a grade-separated interchange, diverted left turn intersection, and quadrant roadways.

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
Angelo Rao, PE **Senior Principal Engineer**	Miscellaneous Transportation Engineering Services	44	1

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, University of Toronto	Professional Engineer: FL #58147, MI #6201049058, TN #125379, VA #0402050347

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

Angelo is passionate about reinventing transportation infrastructure and embodying the notion of Safety, Accessibility, and Mobility for all transportation users. He develops innovative traffic operational systems with a view of reducing fatality and serious injury (FSI) crashes towards meeting a "Vision Zero" environment while enhancing operational mobility. For example, during his six-year tenure as Traffic Operations Manager for the City of Lakeland, FL, Angelo and his team reduced the total FSI for Lakeland by 50% (2015-2021).

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District 1 SR 78/Pine Island Road Corridor Vision & Action Plan *Cape Coral, FL*	2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

As part of the FDOT District 1 Planning Studio Contract, Angelo prepared a Corridor Vision Plan for SR 78/Pine Island Rd that serves Lee County and the City of Cape Coral. The project involves public engagement following PD&E guidelines while performing project overview and coordination with FDOT District 1 staff; managing technical aspects of the project, including multi-modal safety conceptual design, access management, and land use interaction; and conducting public meetings, hearings, and presentations to elected officials.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Cape Coral Multimodal Transportation Master Plan *Cape Coral, FL*	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

The City of Cape Coral conducted a Multimodal Transportation Master Plan, which will serve to update the long-term vision of a multimodal transportation system, provide policy direction, and guide the implementation of transportation projects throughout the City in the short-, mid-, and long-term timeframe. Angelo and his team were responsible for scenario development, emerging technologies, and needs analysis.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Winter Park Transportation Master Plan Update *Winter Park, FL*	2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Angelo was the project manager responsible for developing the technology element of the City of Winter Park's Transportation Master Plan update, which serves as a long-range document guiding the City's investments in multimodal transportation projects over the next 20+ years. Angelo was specifically responsible for updating transportation technology elements to enhance safety, accessibility, and mobility for all transportation users, particularly vulnerable users.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Lakeland Complete Streets Program *Lakeland, FL*	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☐ Check if project performed with current firm

As an employee of the City of Lakeland, Angelo managed the traffic operations portion of the Complete Streets Program. He managed the lane repurpose of Massachusetts Ave and New York Ave cycle track and conceptualized and managed the complete streets program for Lake Mirror Dr.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District 1 SR 37 (S Florida Avenue) Lane Repurposing Project *Lakeland, FL*	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☐ Check if project performed with current firm

Angelo served as the project manager for the traffic analysis component and traffic data analysis including traffic speed and volume, traffic movement counts, travel time utilizing Bluetooth sensor equipment, and crash data analysis in conjunction with FDOT District 1 forces. He also provided input to a comprehensive public outreach program.

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
Brandon Kelley, PE, ENV SP **Associate Engineer**	Roadway, Traffic Signal, and ITS Design (Lead)	18	9

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil Engineering, Ohio University MBA, Kennesaw State University BS, Civil Engineering Technology, Southern Polytechnic State University	Professional Engineer:FL #88997, GA #PE043085, NC #053252, OR #89907 Envision Sustainability Professional

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

Brandon has served as a design engineer and project manager on numerous transportation infrastructure projects, including roadway widening, intersection improvements, roundabout designs, complete street redesigns, lane repurposing projects, shared-use path projects, civil site projects, and drainage infrastructure improvement projects. He understands the importance of providing municipalities and their communities with innovative and buildable projects.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
City of Fort Lauderdale LauderTrail Shared-Use Path
Fort Lauderdale, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Brandon is the project manager for the final design of two segments of the LauderTrail. This shared-use path throughout the City of Fort Lauderdale will connect 8 miles of existing trails, incorporate 3 miles of programmed trails, and add 31 miles of new trail. Kittelson is currently designing approximately 2-miles of LauderTrail Segments 1 & 2. The project will include: new path (asphalt and concrete), new lighting, new landscaping, improved drainage, and wayfinding.

b.

(1) TITLE AND LOCATION *(City and State)*
City of Orlando Airport Gap Shared-Use Path
Orlando, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Brandon served as project manager for the final design of the Airport Gap Shared-Use Path and provided construction support. This 0.4-mile shared-use path project connects already complete and soon-to-be-completed shared-used paths along Maguire Road and created new signalized pedestrian crossings at the intersections of Maguire Blvd/Amelia St and Maguire Blvd/Fairgreen St. Brandon oversaw the preparation of the bid documents, specifications, and assisted the city with bid support and construction support. Construction was completed in the spring of 2020.

c.

(1) TITLE AND LOCATION *(City and State)*
City of Altamonte Springs West Town Parkway at Laurel Street Roundabout Design
Altamonte Springs, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

This project will add a single lane roundabout at the intersection of West Town Parkway and Laurel Street. Brandon served as design review for the intersection study and conceptual design and is now serving as project manager for the final design portion. Kittelson will provide bid documents including construction layouts, demolition plans, typical sections, geometric plan and profile, cross-sections, signing and marking design, landscaping design, drainage design, erosion control, and maintenance of traffic design.

d.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 1 SR 64/Lorraine Road Roundabout Final Design

Manatee County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

This project consists of adding a partial two-lane roundabout at the Lorraine Road intersection. Brandon is serving as the lead designer for this effort and is responsible for initial geometric design and preparing the signing and marking plans. Work activities included developing the signing and marking master design file, preparing notes and details, developing custom roundabout diagrammatic D1-5 signs and exit road name signs using GuideSign, developing sign cross-sections, and preparing the signing and marking plan set.

e.

(1) TITLE AND LOCATION *(City and State)*

City of Orlando Continuing Services

Orlando, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

As part of an ongoing study with the City of Orlando, Kittelson is investigating roundabouts at 5 locations (Division at Michigan St; Pres Barack Obama Pkwy at Metrowest Blvd; Pres Barack Obama Pkwy at Raleigh St.; S. Chickasaw St. at Lee Vista Blvd.; Turnbull Dr. at Commander Dr.) throughout the City. The study includes conceptual design and development of opinions of probable costs (OPCs) at each location. Brandon was responsible for designing three multi-lane roundabouts and overseeing the design of the other two locations. Brandon also reviewed the OPCs for concurrence with FDOT pay items and costs.

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	
Chandler Schramm, EIT **Transportation Analyst**	Transportation Planning	a. TOTAL 3	b. WITH CURRENT FIRM 2

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Electrical Engineering, Clemson University	Engineer in Training: FL #1100026288

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

Chandler Schramm is a dedicated transportation engineering and planning professional who is passionate about making a positive impact on the world. He balances engineering knowledge with stakeholder input to produce optimal solutions to tough problems. He has worked extensively in traffic analysis, site review, and ITS design, drawing on his background in electrical engineering. Ultimately, his work is grounded in communication, establishing meaningful connections, and proposing solutions that benefit all parties.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

NE 36th Ave Planned Urban Development Transportation Impact Analysis

Ocala, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Chandler performed a transportation impact study for the NE 36th Avenue Planned Urban Development. The proposed development is a residential and commercial multi-use development located on the northwest quadrant of the intersection of NE 36th Avenue and NE 35th Street in Marion County, FL. The site is proposed to contain 215 single-family dwelling units, 3.5 ksf of fast food, 16 pumps at the gas station, and 25.3 ksf of retail. He analyzed the project traffic from the proposed mixed-use development to determine the impact on the surrounding roadways and intersections. He gathered all necessary data (TMC, signal timings, etc.). He performed all analysis needed per the Marion County TIA Guidelines, including CFRPMv7 model runs, roadway and intersection analysis for multiple scenarios, etc. Following his analysis, Chandler created a concise report, including figures, tables, results, and recommendations.

b.

(1) TITLE AND LOCATION *(City and State)*

Sable Pass Planned Urban Development Transportation Impact Analysis

Marion County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Chandler performed a transportation impact study for the Sable Pass PUD, a proposed residential and commercial multi-use development, proposed to contain 218 multi-family dwelling units and 6.82 acres of commercial space. In this study, Chandler gathered all data (TMC, signal timings, etc.) and performed all analysis needed per the Marion County TIA Guidelines, including CFRPMv7 model runs, roadway and intersection analysis for multiple scenarios, etc. Following analysis, he created a report, including figures, tables, results, and recommendations.

c.

(1) TITLE AND LOCATION *(City and State)*

City of Tampa Vision Zero Support

Tampa, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

In support of the City of Tampa's Vision Zero initiative, Chandler worked with the Kittelson team to build a dashboard tool to help the City visualize key statistics for a set range of crash data. He created input sheets and a process for limiting Signal 4 data to the City limits in GIS, all needed automation equations and data processing, and visualizer outputs.

d.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 1 Interstate Program Management US 27 Modeling

Districtwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

For FDOT District 1, Chandler established a Synchro network for a corridor of US 27, including all timings, geometry, coordination, and volumes for multiple scenarios.

e.

(1) TITLE AND LOCATION *(City and State)*

City of Daytona Beach Jurisdiction Support

Daytona, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

To support growth management in the City of Daytona Beach, Chandler reviewed site plans and traffic impact analyses, etc., as needed to ensure submitted plans meet requirements for Land Development Codes, TIA Guidelines, etc.

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
Daniel Torre, PE **Senior Engineer**	Roadway, Traffic Signal, and ITS Design	8	8

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, University of Florida	Professional Engineer: FL #92692

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

Daniel has worked on a wide range of operational, safety, and concept design projects that include intersection studies, multimodal corridor studies, and safety evaluations. He has experience in the analysis and concept design of innovative intersections, including Restricted Crossing U-Turns and roundabouts. In addition to HCS, Daniel also has experience operating several traffic engineering and transportation planning software packages, including Synchro, AutoCAD Civil 3D, MicroStation, and AGi32.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Orlando Quick Build Implementation *Orlando, FL*	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Kittelson worked with the City of Orlando to design and deploy quick build bicycle and pedestrian improvements. Daniel led the designs for curb extensions and other quick build improvements in study intersections. Using AutoCAD, he prepared plan sheets with the designs, construction notes, and detailed specifications, Opinions of Probable Cost, and coordinated preparation of Maintenance of Traffic (MOT) notes

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District 5 SR 11 and CR 304 Roundabout Design *Codys Corner, FL*	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Daniel assisted in developing signing and pavement marking designs for the proposed roundabout layout. Daniel utilized FDOT tools in OpenRoads Designer to develop the signing and pavement marking design. Daniel also assisted in creating signing and pavement marking plan sheets.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Seminole County SR 434 Corridor Planning Study *Seminole County, FL*	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Daniel worked with Seminole County to evaluate the conditions and recommend improvements along the corridor. Daniel completed a safety analysis along the corridor, existing/future traffic conditions, and developed and evaluated alternatives. Daniel also assisted in the development of the conceptual layout of improvements along the corridor. To promote pedestrian and bicycle activity/safety, proposed improvements include the addition of a shared use path, roundabouts at select locations, and access management along a portion of the corridor. A long-range estimate (LRE) of the costs of the improvements was also completed.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Seminole County SR 434 Roundabouts Final Design *Seminole County, FL*	2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Daniel is working with Seminole County in the final design of the improvements recommended in the SR 434 Corridor Planning Study, which includes the addition of a shared use path (for pedestrian and bicycle activity/safety benefits) and roundabouts at select locations. Daniel was also involved in refining the geometric layouts of the roundabouts and developing design check packages. Daniel is also developing the signing and pavement markings plans.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
FDOT District 5 RRR Concept Development to Support Safety *Districtwide, FL*	PROFESSIONAL SERVICES 2022	CONSTRUCTION *(If applicable)* N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Daniel worked with the Florida Department of Transportation (FDOT) to review the technical scopes of upcoming Resurfacing, Restoration, and Rehabilitation (RRR) projects for potential safety improvements. Daniel participated in field reviews to observe existing conditions, collected crash data information, and contributed to developing safety solutions to supplement RRR concepts. Daniel was also involved in developing conceptual layouts of the recommended safety improvements and estimating the total engineering and construction costs. This work was completed for the RRR technical scopes for SR 436 in Orange County and SR 11 in Volusia County.

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	
Emmanuel Masindoki, PE, RSP$_1$ **Engineer**	Traffic Engineering Studies	a. TOTAL 6	b. WITH CURRENT FIRM 2

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil Engineering, Tennessee State University BS, Civil Engineering, St. Joseph University, Tanzania	Professional Engineer: FL #95378

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

Emmanuel serves as a transportation engineer supporting the preparation of traffic impact studies, access analyses and FDOT intersection control evaluations (ICE), signal warrant analyses, and due diligence reviews. His duties also include analyzing traffic crash data to determine correctable measures, researching standards and code requirements by various agencies, performing capacity analysis along various corridors to determine level of service, and supporting in the determination of mitigation measures for deficient roadway facilities and intersections, including proportionate share calculations and signal optimization. Emmanuel also prepares travel demand models with the use of Cube software, utilizing the select zone analysis technique to generate trip distribution, traffic projections and traffic growth implementing the Central Florida Planning Model.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
FDOT District 5 I-75 at SR 326 Interchange Modification Report	PROFESSIONAL SERVICES 2023	CONSTRUCTION *(If applicable)* N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Emmanuel was an analyst for the FDOT's Interchange Modification Report (IMR) for the improvements at the I-75 and SR 326 interchange. Emmanuel conducted the existing condition analysis, which included traffic operation and safety of the interchange area. The analysis was performed using synchro software and the methodology of Highway Capacity Manuals. Emmauel worked with a project team to develop future traffic volume at the interchange using the Central Florida Planning Model (CFRPM) and Project Traffic Forecasting Handbook. The existing interchange operation and safety conditions were documented for FDOT review.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
St Lucie County Darwin Boulevard No Passing Zone *Port St. Lucie FL*	PROFESSIONAL SERVICES 2023	CONSTRUCTION *(If applicable)* N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Emmanuel led the analysis of a No-Passing Zone study along the Darwin Boulevard from Becker Road to Tulip Boulevard, in City of Port St. Lucie. The analysis was conducted based on spot speed data analysis, crash analysis and an evaluation of the corridor against the No-Passing Zone warrants from chapter 11 of the FDOT Manual on Uniform Traffic Study (MUTS). Appropriate recommendations were made, including installation of no-passing zone restrictions and the City approved the analysis.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
FDOT District 5 I-75 at CR 318 Interchange Operational Analysis Report	PROFESSIONAL SERVICES 2024	CONSTRUCTION *(If applicable)* N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Emmanuel was an analyst for the FDOT's interchange Operational Analysis Report (IOAR) for the improvements at the I-75 and CR 318 interchange. The purpose of the project was to improve traffic operations and safety at the I-75 at CR318 ramp terminal intersections. Emmanuel conducted the safety analysis, and the effort included reviewing of historical crash data, determination of crash rate and safety ratios. The existing interchange safety conditions were documented for FDOT review and approval.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
FDOT Systems Implementation Office Urban Strategic Intermodal System (SIS) Safety Review	PROFESSIONAL SERVICES 2023	CONSTRUCTION *(If applicable)* N/A

	Statewide, FL		

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Emmanuel worked in a team of analysts for FDOT's SIS safety review project aiming to evaluate the impact of safety projects on Capacity. An evaluation of safety on SIS was conducted through a systemwide safety screen process to identify locations with the highest crash rates. A deeper study was conducted for the 50 locations that were identified to have the highest crash rate. A before and after analysis was performed to review the crash rate for two years before the capacity the capacity project was constructed and two after the capacity project was constructed. Appropriate recommendations were made for FDOT review.

e.

(1) TITLE AND LOCATION *(City and State)*	**(2) YEAR COMPLETED**	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Woodsprings Hotel Okaloosa Traffic Impact Analysis *Okalaoosa County, FL.*	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Emmanuel was the Project Manager for Traffic Impact Analysis (TIA) for the proposed 122-room hotel in Okaloosa County. The effort involved engaging with the county engineer to determine the project's impact area and study methodology. The existing and future roadway's facilities capacity was conducted, and the proper mitigation was determined. The TIA report was prepared and approved by the county engineer.

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
Fanny Kristiansson, EIT, RSP$_1$ **Engineering Associate**	Traffic Engineering Studies	3	3

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil Engineering, Embry-Riddle Aeronautical University BS, Civil Engineering, Embry-Riddle Aeronautical University	Engineer In Training: FL #1100024311 Road Safety Professional 1

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

Fanny works on establishing safe and efficient transportation systems by combining her planning, engineering, and public outreach expertise. She has been involved with completing traffic impact analyses, collecting and analyzing data, evaluating existing conditions, and forecasting future conditions and potential solutions. In addition to her technical proficiencies with various transportation software programs for planning and design, Fanny is multilingual, fluent in Swedish and English, and capable of working in French and Mandarin.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
Space Coast TPO Vision Zero Update
Brevard County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Fanny supported the update to the Space Coast TPO Vision Zero Plan. She analyzed Signal Four Analytics crash data to update the High Injury Network, the HIN corridors and intersections for pedestrian, bicycle, motorcycle, and vehicle roadway users. She also calculated crash statistics for the HIN and compared these statistics to the overall County crash statistics. She supported revisions to the Action Plan objectives and strategies.

b.

(1) TITLE AND LOCATION *(City and State)*
Jacksonville Transportation Authority Creating Safe Spaces Action Plan
Jacksonville, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

As part of a team, Kittelson is working with the Jacksonville Transportation Authority to develop a transit-focused safety action plan. Fanny is leading the crash analysis for the plan, using Signal Four Analytics focused on the first-mile/last-mile of JTA facilities, including transit stops, Park-n-Ride, and mobility hubs.

c.

(1) TITLE AND LOCATION *(City and State)*
City of Fort Lauderdale Citywide Safety Analysis
Fort Lauderdale, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

As part of an on-call contract, Kittelson performed a citywide safety analysis for Fort Lauderdale to identify areas and roadways of concern. Fanny mapped and analyzed crash data from Signal Four Analytics and identified safety trends for all modes, including vulnerable road users. High crash corridor and intersection hot spots were identified and ranked based on severity score.

d.

(1) TITLE AND LOCATION *(City and State)*
City of Palm Bay Southeast Quadrant Traffic Study
Palm Bay, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Fanny served as the primary analyst for the City of Palm Bay Southeast Quadrant Traffic Study. This project reviewed the planned developments in the Southeast Quadrant of the City and evaluated short-term and long-term impacts to the transportation network. As the primary analyst, Fanny completed traffic forecasting tasks to identify future traffic volumes. Fanny also performed the operational of intersections in the area utilizing Synchro software. Fanny also assisted in identifying operational deficiencies in the future 2042 scenario and the improvements to mitigate them.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
FDOT District 5 Maitland Areawide Study *Maitland, FL*	PROFESSIONAL SERVICES 2021	CONSTRUCTION *(If applicable)* N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Fanny conducted an areawide transportation corridor planning study for FDOT District 5, in partnership with the City of Maitland, Orange County, and MetroPlan Orlando Metropolitan Planning Organization. This study is a comprehensive study evaluating the existing operations for all modes of travel, vehicular, pedestrian, bicycle, transit, and rail. The study area consists of several major and minor arterials, located in the central limits of the City of Maitland, Florida. Fanny was involved in existing conditions analysis, including the data collection, field review, safety assessment, and documentation.

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	
G. Wade Walker, PE, Hon. ASLA **Senior Principal Engineer**	Miscellaneous Transportation Engineering Services	a. TOTAL 32	b. WITH CURRENT FIRM 5

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Transportation Systems, University of Central Florida BS, Civil Engineering, University of Arkansas	Professional Engineer: AR #16779, FL #051535, MS #2062, NC #035533, SC #30539, TN #115128

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

Wade Walker specializes in developing livable transportation and context-sensitive solutions. His career has focused on rebalancing transportation systems to support the urban or rural contexts in which they occur. Wade is a recognized expert in complete streets, walkability, and Smart Growth and often speaks at national conferences about balanced multimodal solutions. Much of his work is done in a multi-disciplinary charrette setting, working collaboratively with architects, planners, landscape architects, urban designers, and stakeholders to create great communities through a community-driven process.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Town of Halifax Downtown Parking and Circulation Study *Halifax, VA*	2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Led by Hill Studio, Wade led the transportation and mobility elements of a study to help the Town of Halifax proactively plan for increased vehicle, pedestrian, and bicycle traffic as a result of the opening of the newly expanded and renovated County Courthouse in the heart of downtown. During a two-day onsite work session, the team developed a strategy to enhance pedestrian safety, comfort, and connectivity along and across US 501 through Downtown through measures such as protected midblock crosswalks, pedestrian bulbouts at intersections, and streetscapes. The team also recommended measures to expand and position the Town's parking resources to be able to serve long-term courthouse users as well as short-term Main Street business patrons.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Charlotte Regional TPO Metropolitan Transportation Plan Update *Charlotte, NC*	2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Wade facilitated development of the Active Transportation element of the MTP 2050 Update for CRTPO in Charlotte, NC. The plan included heavy stakeholder engagement from all member jurisdictions and focused on development of a prioritization tool to help CRTPO and other jurisdictions decide which active transportation projects would be likely to receive funding for implementation.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT Central Office SIS Minimum Design Speeds and Context Classification *Statewide, FL*	2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Wade led a team to evaluate the impacts of lowering minimum design speeds on certain context classifications of SIS facilities in the FDOT system. The team conducted a comprehensive review of the SHA and SIS system statewide by context classification along with design features allowable under each context class. The study zeroed in on the C2T and C3 context classifications as areas where a lower design speed could have a positive impact on crash rates and their severity due to increased presence of vulnerable users such as pedestrians, cyclists, and transit users. The team also measured the travel time impacts of lowered speeds in these context zones on two existing SIS corridors using HERE and Google API trave time data. As a result, the study recommended consideration of more flexible design and

posted speed criteria on SIS facilities in C2T, C3C, and C4 contexts.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Seminole County Trails & Greenways Safety Improvement Study *Seminole County, FL*	2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Wade led a study to enhance safety on Seminole County's trail system by expanding the design measures available to control speeds of trail users and motor vehicles and to enhance safety where the trails intersected roadways. The study documented best design practices, interviewed peer agencies to understand how they are addressing the issue, and developed safety enhancement concepts and cost estimates for nine pilot locations throughout Seminole County where safety measures were applied to address demonstrated safety issues. The study culminated in a set of new design measures that can be used to retrofit existing facilities or be incorporated in new trail facilities as Seminole County continues to grow its active transportation network.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
College Avenue Neighborhood Plan *Cedar Falls, IA*	2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Wade led the development of a mobility element for the College Avenue Neighborhood Plan in Cedar Falls, Iowa. Recommendations included a districtwide parking strategy and street modifications to "complete" the neighborhood streets to facilitate walking and cycling.

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	
Jack Freeman, PE **Senior Principal Engineer**	Misc. Transportation Engineering Services	a. TOTAL 52	b. WITH CURRENT FIRM 26

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, FL

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
ME, Civil Engineering BS, Civil Engineering	Professional Engineer: FL #25730

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

John R. "Jack" Freeman, Jr. has over four decades of experience in transportation planning, safety analysis and traffic engineering. His experience includes research for FHWA, FDOT, and the National Cooperative Highway Research Program (NCHRP). He has conducted multiple project development and environment (PD&E) studies in Florida. As a transportation specialist, he has worked on project traffic operations studies throughout the US. As a transportation specialist, he has significant experience in innovative intersection design and led FDOT's development of the intersection control evaluation process. He has completed several functional design projects that address safety, environmental, and access management concerns.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT Central Office Pedestrian & Bicycle Engineering *Statewide, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Mr. Freeman is the project manager for this continuing services contract with FDOT's Office of Traffic Engineering. Projects include:

Innovative Intersections Videos. Kittelson completed the development of 3-to-4-minute videos showing pedestrian and bicycle treatments at Restricted Crossing U-turn (RCUT), Median U-Turn (MUT) and Displaced Left-turn (DLT) alternative intersections. A total of nine videos have been developed showing buffered bicycle lanes with sidewalks, shared use path and protected bicycle lanes with sidewalks treatments.

Florida-Specific Safety Performance Functions (SPFs). Kittelson developed pedestrian and bicycle safety performance functions (SPFs) based upon Florida data.

Pedestrian & Bicycle Network Screening. Kittelson has conducted pedestrian and bicycle network screening in the urban areas for 15 high priority counties. Using a combination of pedestrian and bicycle crash data and a statistical analysis of risk and demand factors, corridors having a high probability of a pedestrian or bicycle crash have been identified. Kittelson worked with FDOT districts to identify 30 corridors for future field evaluation and countermeasure identification.

SPICE Safety Analysis. Kittelson also worked on the Highway and Traffic Engineering emphasis area of FDOT's Pedestrian and Bicycle Strategic Safety Plan to aid FDOT in completion of outstanding tasks within its eight objectives. Kittelson has developed FDOT's ICE process and is now working to integrate the Safe System process into the SPICE safety analysis tool.

Leading Pedestrian Interval and Flashing Yellow Arrow Vehicular Delay. Kittelson is also investigating the vehicular delay occurred at signalized intersections by having a leading pedestrian interval and the flashing yellow arrow for left turn movements.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT Central Office Transportation Support *Statewide, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Mr. Freeman regularly provides support to FDOT Central Office on research and training activities regarding current traffic operations, transit, and safety issues statewide. The following are assignments Mr. Freeman has managed or supported:

ICE Analysis Procedures. Mr. Freeman supported developing FDOT ICE analysis procedures and tools. This includes tools for operational and safety evaluations of innovative intersection forms. He led two rounds of statewide ICE training at district offices. He is currently preparing the 2023 FDOT ICE Manual.

FDOT Manual of Uniform Traffic Studies. Mr. Freeman has twice led updating the FDOT Manual of Uniform Traffic Studies (MUTS) to incorporate provisions of the Highway Safety Manual and other updated documents. Also, Mr. Freeman developed led a team to develop computer-based training (CBT) modules for each MUTS chapter. This manual has been adopted and was distributed statewide in 2016 and again in 2021.

Innovative Operational Safety Improvements at Unsignalized Intersections. Kittelson researched innovative operational safety improvements at unsignalized intersections. This research project was primarily focused on identifying innovative treatments to improve safety on at-grade stop-controlled intersections along higher speed, multilane arterials. Kittelson is currently working on updating this document.

Traffic Engineering Manual Mid-Block Crossings. Mr. Freeman worked with the FDOT Central Office Traffic Engineering in the development of a new section for their Traffic Engineering Manual regarding the warrants, location and design of mid-block pedestrian crossings.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District 4 SR 80 Corridor Action Plan *Palm Beach County, FL*	2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

FDOT initiated this study along a 45-mile segment of SR 80 spanning the width of Palm Beach County to improve safety and multimodal accommodations. The corridor is a major freight route and connects Belle Glade, one of the most economically disadvantaged communities in Florida, to jobs and opportunities throughout the County. Jack was the Project Principal who guided and supported the Project Manager, Jessica Josselyn. Activities included existing conditions analysis and development of dozens of capacity and safety related transportation improvements. As part of this effort he participated in Technical Review Committee meetings and public workshops from Belle Glade to West Palm Beach.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District 6 Districtwide Traffic Operations & Safety Studies *Districtwide, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Kittelson holds an on-call contract with FDOT District 6 to provide traffic operations and safety studies. Jack provides senior oversight and engineering guidance to the team, helping to identify traffic operations and safety deficiencies and develop appropriate countermeasures. He has contributed to curve compliance studies, several road safety assessments for upcoming RRR projects that included RSA training, Highway Safety Manual training tailored to the District, a districtwide network screening analysis applying the HSM 1st Edition methodologies, among many others.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Broward MPO Bicycle & Pedestrian Safety Action Plan *Broward County, FL*	2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Kittelson worked with Broward County MPO to create its Bicycle & Pedestrian Safety Action Plan. Jack served as the lead engineer for the team, leading the road safety audits in five sample locations. Jack lent his engineering expertise to the Kittelson team, developing a toolbox of county-wide and site-specific countermeasures for the Broward MPO to program, design, and implement over time.

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	
Jady Chen, AICP	Transportation Planning	a. TOTAL	b. WITH CURRENT FIRM
Planner		2	2

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Urban & Regional Planning, University of Central Florida BS, Environmental Studies, University of Central Florida	American Institute of Certified Planners: #390232

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

Jady Chen is an experienced transportation planner with a strong background in roadway classification, safety analysis, and multimodal transportation planning. She has developed methodologies for classifying roadways, conducted safety and infrastructure analyses, and worked on various transportation and mobility projects across Florida. Jady's expertise includes utilizing GIS for data analysis, supporting complete streets initiatives, and contributing to transit-oriented development studies. Her recent work focuses on developing statewide transportation guidelines and planning for electric vehicle infrastructure. Jady is dedicated to promoting safety, sustainability, and innovative urban planning solutions.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
LYNX SR 436 Transit-Oriented Development Study
Orlando, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jady is supporting the SR 436 Transit Oriented Development (TOD) study for local transit agency (LYNX) and the City of Orlando. She is currently analyzing the development of understanding the existing conditions, TOD readiness, and issues/opportunities at each of the nine station areas along the corridor through data analysis, stakeholder interviews, and GIS mapping. Next, she will assist in developing station area plans to understand what TOD could look like at each station area.

b.

(1) TITLE AND LOCATION *(City and State)*
City of Altamonte Springs Mass Transportation Plan
Altamonte Springs, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jady reviewed existing conditions analyses and is creating a report of recommendations for the City of Altamonte Springs. The report will include an evaluation of existing transit services with an emphasis on transportation disadvantaged communities and provide recommendations for sidewalk and bicycle facility inventories and prioritization, parking strategies, microtransit considerations, and safety, workforce development, and innovation.

c.

(1) TITLE AND LOCATION *(City and State)*
Palm Beach TPA Mobility Vision Plan
Palm Beach County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jady is supporting the analysis to evaluate multimodal transportation alternatives and transit supportive land uses along seven corridors in Palm Beach County. She will develop measures to assess how well each alternatives addresses corridor needs, goals, and objectives.

d.

(1) TITLE AND LOCATION *(City and State)*
FDOT Context Classification Guide
Statewide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jady is supporting the development and revision of Florida's statewide context classification guidance to support local implementation of context classification and context-based design. Jady will also provide updates to the Context Classification Guide to better support target speed, future context classification, and local application.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
MetroPlan Orlando Electric Vehicle Plan *Regionwide, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Jady is leading the analysis to identify gaps where public infrastructure is not currently available in the region to support EV drivers and recommend charging station installations in key locations to establish a comprehensive charging network. She will also outline critical implementation barriers for charging station installations or EV adoption and recommend strategies.

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	
Jake Mirabella, PE **Associate Engineer**	Transportation Systems Management and Operations (Lead)	a. TOTAL 12	b. WITH CURRENT FIRM 4

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil Engineering, University of South Florida BS, Civil Engineering, University of South Florida	Professional Engineer: FL #84674

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

Jake brings expertise in transportation planning and traffic operations. He has direct experience building traffic models, determining intersection and roadway segment levels of service, and identifying safety and operational improvement alternatives. He also has extensive experience conducting traffic impact studies for CEQA analysis, developing roadway concepts for Traffic Impact Fee Program calculations, performing signal warrant studies, evaluating sight distance and line of sight requirements, conducting parking studies, and analyzing traffic operations for traffic impact analyses. Jake is an exceptional problem solver who understands and can clearly communicate complex technical and transportation development issues.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: **FDOT District 6 Traffic Operations Studies**, *Districtwide, FL*

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

As Senior Engineer, Jake led multiple project teams evaluating intersections for potential improvements including left turn analysis, signal warrants, crosswalk feasibility studies, supplemental signals requests, and other traffic operations studies that led to signing, striping, and signal improvements throughout the district. The traffic operations and safety studies completed as part of this districtwide contract were developed based on citizen service requests, local business and stakeholder requests, and 3R study support needs.

b.

(1) TITLE AND LOCATION *(City and State)*: **FDOT District 6 SR 826 Supplemental Signals Request**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2021; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Jake evaluated the intersection of SR 826 off-ramp/NW 77 Avenue at NW 154 St/Miami Lakes Dr for stopping sight distance along eastbound NW 154 St. Data collection and evaluation included minimum sight distance measurements and collision history. Jake supported the study to identify traffic control improvements including supplemental signals, signing, and striping.

c.

(1) TITLE AND LOCATION *(City and State)*: **FDOT District 5 Interstate 75 at SR 40 Interchange Operational Analysis Report**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2020; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Jake is currently serving as project manager on the I-75 at SR 40 Interchange Operational Analysis Report (IOAR) in FDOT District 5. The project includes constructing geometric improvements at the ramp terminal intersections to add capacity to the off-ramps, remove channelized right turns to the on-ramps, and extend eastbound and westbound left turn lanes to the on-ramps. He led the traffic forecasting and traffic analysis including intersection, arterial, and freeway operations using Synchro and VISSIM software.

d.

(1) TITLE AND LOCATION *(City and State)*: **FDOT District 5 Interstate 4 at SR 528 Interchange Operational Analysis Report**

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022; CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Jake served as a senior engineer on the I-4 at SR 528 IOAR in FDOT District 5. This project includes the widening of a single lane off-ramp to a two-lane off-ramp. He supported the traffic forecasting, traffic analysis, and IOAR document preparation. The IOAR received a determination of Safety, Operational and Engineering (SO&E) acceptability in January 2022 from FHWA. This project is currently under construction.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District 5 Interstate 4 at Sand Lake Road Interchange Modification Report.	2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Jake served as a senior engineer on the I-4 at Sand Lake Road Interchange Modification Report (IMR) in FDOT District 5. The interchange was modified from a partial cloverleaf interchange to a diverging diamond interchange with an innovate flyover loop ramp to facilitate traffic from westbound Sand Lake Road destined to Turkey Lake Road. He supported the traffic forecasting, traffic analysis, and IMR document preparation.

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
James Hamre **Senior Principal**	Transportation Planning	43	2

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Washington D.C.

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Community and Regional Planning, Iowa State University of Science and Technology	

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

James (Jim) Hamre is a transportation planner with a long career of success in production, performance, and innovation in the field of municipal public works and transportation projects. He offers proven success in roles that have ranged from transit planning and operations to program budgeting, project funding, and facility design and construction completion. As a reginal transportation leader, Jim has been directly engaged in many significant transportation studies, initiatives, and projects occurring throughout Northern Virginia, the District of Columbia, and Suburban Maryland. His experience includes studies leading to implementation of redesigned bus services and networks; completion and renovation of the Metrorail network; creation of paratransit, accessible taxi, commuter assistance, local bus, and commuter railroad services; expansion of the high occupancy vehicle/high occupancy toll network, including bus rapid transit facilities and local bus lanes; and the construction of bus stations, terminals, stops, and garages. He has also been a regional leader in meeting challenges to bus operations and facilities posed by inclement weather, traffic incidents, rail accidents, labor shortages, regional events, terrorist attacks, budget constraints, and fleet and facility issues.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Alexandria West End Transitway Operations Planning & Design *Alexandria, VA*	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Kittelson supported City of Alexandria to design the transportation system management improvement associated with the West End Transitway, featuring transit signal priority (TSP). The project will help identify TSP systems that provide regional interoperability with the City's Smart Mobility Initiative, DASH architecture, and WMATA TSP regional architecture. For this effort, Jim reviewed the ridership and operating needs of the project, coordinated with stakeholders, and confirmed (or identified variances from previous plans) for operating and capital needs for project implementation.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Martin County MPO Transit Development Plan *Martin County, FL*	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

For the Martin County Metropolitan Planning Organization's (MPO's) Transit Development Plan, Jim conducted service assessments and ridership projections for MARTY services and recommended improvements to be implemented in the 10-year timeframe. Jim calculated operating costs and implementation requirements for both fixed-route bus and MicroTransit options and prepared a comprehensive financial plan for estimating 10-year needs for operating support and subsidy needs, capital costs, and funding sources.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Durham Bus Speed and Reliability Design *Durham, NC*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Kittelson is currently working as a subconsultant to implement Transit Signal Priority (TSP) recommendations on the Fayetteville Street corridor. The project is building on Kittelson's prior work leading a bus speed and reliability study for the City of Durham that identified specific treatments to improve bus service throughout the City. As part of this

effort, Jim provided system design considerations, technical support, cost projections and project management requirements leading to a scope of work for implementation by contractors to the City of Durham.

d.

(1) TITLE AND LOCATION *(City and State)*
WMATA Long-Range Modal Planning
Washington, DC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☐ Check if project performed with current firm

Jim developed and implemented the planning program for the Metrobus Service Network, which was structured around planning for implementation of service and facility changes. Updates and restructuring centered around a series of studies engaging stakeholders, customers, operations, and local jurisdictions. Over 70 individual studies resulted in more than 700 individual program actions as recommended through: corridor development studies; service evaluation studies; jurisdiction initiatives; bus fleet management plan and fleet requirements; and bus customer facility plan preparation and development.

e.

(1) TITLE AND LOCATION *(City and State)*
WMATA Community & Agency Development Planning
Washington, DC

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☐ Check if project performed with current firm

The Office of Bus Planning provides subject matter experts for bus operations and facility design requirements. Efforts included reviewing internal plans for joint development concepts and proposals; coordinating comments on jurisdictional projects and development proposals; and, conducting studies to determine feasibility and preferred options for street, bus stop, and terminal development and implementation on behalf of Metrobus. Jim led the team of professionals that conducted this work on behalf of Metrobus, determined which projects required review and when, participated in the assessments, and presented findings to stakeholders. Jim developed the polices and protocols that guided these reviews and assessments, approved the practices, and contributed to design development leading to actual project definitions, funding, approvals and implementation.

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
Jane Lim-Yap, AICP, LEED AP **Senior Principal Planner**	Transportation Planning	27	14

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Master of City & Regional Planning and MS, Civil Engineering, Georgia Institute of Technology	Master of City & Regional Planning and MS, Civil Engineering, Georgia Institute of Technology
BS, Architecture, University of the Philippines	BS, Architecture, University of the Philippines

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

Jane Lim-Yap draws from her background in urban design and transportation planning to create holistic solutions for livable and sustainable built environments. She develops successful plans for redeveloping urban and suburban corridors. Her experience includes over 50 transit station areas and corridor planning initiatives throughout the US. She has developed state-level policy initiatives to align transportation and land use, completed area and corridor plans, crafted communication and training materials, and facilitated community outreach and design work sessions. Throughout Florida, she has helped to establish transportation facilities that support community goals, cater to the access and mobility needs of all users, and are financially and economically sound. As an experienced and knowledgeable transportation planner, Jane can integrate land use, urban design, and transportation interventions with policies and market realities.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

FDOT Central Office Complete Streets Policy & Context Classification

Statewide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jane worked with FDOT Central Office to advance a statewide complete streets initiative, including developing a statewide context classification system. The work addressed complex issues and challenges linked to implementing complete streets, such as enhancing the planning phase of project development, expanding performance measures, and incorporating multimodal data and analysis into all stages of project development.

b.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 5 Multimodal Corridor Planning Guidebook

Districtwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jane has played key roles in developing state and local policies that are guiding an on-going shift in the way communities think about transportation and land use decisions. She supported FDOT District 5 with developing their complete streets approach to corridor planning by writing and implementing the Multimodal Corridor Planning Guidebook. She led more than 10 interactive workshops and training sessions on the guidebook, internal to FDOT staff, as well as to municipal and agency partners. FDOT District 5 has since adopted the guidebook as an approach on how complete street principles can be consistently applied within the district.

c.

(1) TITLE AND LOCATION *(City and State)*

FDOT Context Classification Framework for Bus Transit

Statewide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jane managed the team that worked with the Florida DOT Central Office to provide a guidance document to transit agencies, local government, and Florida DOT staff who are working to better incorporate transit service and infrastructure along state roadways. The document describes how bus-based transit fits into each Florida DOT context classification categories. Strategies and amenities suitable for state roadways in each context classification are illustrated and briefly described. These strategies and amenities were identified through a literature review of industry best practices and interviews of staff at several Florida transit agencies, metropolitan planning organizations, and Florida DOT districts. In addition, case studies based on implementations of these strategies by Florida agencies are

included to serve as inspiration and reference.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Lynx SR 436 Transit Study *Orlando, FL*	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Jane led the development of short- and long-term infrastructure and policy solutions that set the stage for transforming SR 436 to become a true transit corridor and gateway to Orlando. The data on transit operations, market and economics, land use, and multimodal traffic, combined with close stakeholder engagement with city, county, and regional agency partners, led to an alternatives framework that set the stage for bus rapid transit along the corridor. When completed, the project will link two of the largest regional investments-the expanded Orlando International Airport and the SunRail Commuter Rail. Jane and the Kittelson team are continuing to work on this corridor, which includes leading an FTA-funded transit-oriented development study for LYNX and the City of Orlando for the SR 436 segment from Lee Vista Boulevard to Colonial Drive.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Orlando Downtown Orlando Community Venue Master Plan *Orlando, FL*	2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Jane managed completion of the Downtown Orlando Community Venues Master Plan, which has guided one of the largest redevelopment efforts reshaping the Orlando downtown. The plan established the land use, transportation, and urban design frameworks for the billion-dollar initiative aimed at building a new performing arts center, a new events center, and renovating the Florida Citrus Bowl. The plan laid out the necessary pedestrian improvements to successfully link the existing and proposed community venues to the downtown entertainment core.

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
Jennifer Musselman, PE **Associate Engineer**	Transportation Planning	10	10

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil & Environmental Engineering, University of Virginia	Professional Engineer: FL #88648

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

Jennifer Musselman has helped communities establish transformative, beneficial transportation facilities by combining her expertise in transportation planning and public engagement processes. She helped create the context classification system, a critical step in advancing context-based design, for FDOT and ODOT. While carrying out transportation planning processes, Jennifer has led stakeholder engagement interviews and public workshops to inform varied audiences about existing corridor constraints and opportunities. Her experience also includes completing several corridor studies in urban and rural environments and facilitating complete streets training courses.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 7 Complete Streets Continuing Services
Districtwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jennifer manages FDOT District 7's Complete Streets contract. The focus of this contract is integrating FDOT's Complete Streets Policy and context classification system into the project development process. As part of this contract Jennifer managed the Districtwide Bicycle & Pedestrian Master Plan which identify priority locations for sidewalks, crossings, and separated bicycle facilities. She also led the Heights Mobility Study and helped FDOT secure a RAISE grant for implementation. Jennifer handles coordination between Kittelson, the major sub consultants on this contract, and Department staff to create a seamless team for the District.

b.

(1) TITLE AND LOCATION *(City and State)*
FDOT Central Office Context Classification
Statewide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kittelson worked with FDOT Central Office to advance a statewide complete streets initiative. Jennifer led input sessions with FDOT Districts to understand the opportunities and challenges associated with implementing complete streets. Based on this input, she worked on developing a context classification system that allows FDOT to implement context-based design standards in the FDOT Design Manual. Jennifer played a key role in developing the eight context classifications and the criteria for classifying state roadways. She has led context classification evaluations in Districts 1, 4, 6, and 7. She has since led two updates to the Context Classification Guide, including the February 2022 update. Jennifer also supported research for the Speed Management chapter of the FDOT Design Manual.

c.

(1) TITLE AND LOCATION *(City and State)*
City of Tampa Citywide Mobility Plan
Tampa, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jennifer is managing Tampa's Citywide Mobility Plan, Tampa MOVES. This citywide plan identified transportation plans and projects to help the Mobility Department meets its goals over the next 30 years. She worked with City staff to identify guiding principles, goals, objectives, and evaluation criteria. As part of this task, she helped create a sidewalk prioritization system to help the City identify which sidewalk gaps are most critical to fill first. She led a citywide existing conditions analysis, a series of Listen First Meetings to get valuable public input in a virtual setting, and a citywide needs assessment to identify multimodal projects across the City. This includes identifying a low stress bicycle network and recommended facilities to fill gaps in the existing bicycle network.

d.

(1) TITLE AND LOCATION *(City and State)*

NCHRP 15-77 Aligning Geometric Design with Roadway Context

National

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

The objective of NCHRP 15-77 was to draft Green Book 8 Part IV (Facility Design in Context) chapters. Jennifer led research of the dimensional roadway values for various contexts. This included a comprehensive review and synthesis of state agency design manuals that have shifted to context-based design standards along with stakeholder coordination to understand where gaps in guidance exist. Jennifer was the primary author on several Part IV chapters.

e.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 7 Bicyclist & Pedestrian Master Plan

Districtwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jennifer managed the Kittelson team who supported FDOT District 7 to create a Districtwide Bicycle and Pedestrian Master Plan. The Master Plan provided guidance on how and where to apply treatments included in the FDOT Design Manual and the Traffic Engineering Manual. The Master Plan included a review of existing conditions across District 7 and a prioritization process to proactively identify bicycle and pedestrian needs.

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	
Jessica Josselyn **Principal Planner**	Transportation Planning (Lead)	a. TOTAL 21	b. WITH CURRENT FIRM 21

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Fort Lauderdale, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, Rensselaer Polytechnic Institute	

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

Trained as a civil engineer, Jessica discovered a passion for planning several years into her career. Her engineering and planning expertise allows her to carry out planning processes with an in-depth understanding of future phases, such as operations or design. As a planning specialist, she has led regional transportation plans, created transit visions, developed performance measurement systems, facilitated prioritization processes, and established regional operations and congestion management policies. She has a keen ability to think through and solve complex technical issues without losing focus on the big picture and community values, which results in projects moving from planning to implementation.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 4 Continuing Services General Planning Support
Districtwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jessica has worked with District 4 since 2006. She has an in-depth understanding of FDOTs objectives, standards, and policies given her involvement in multimodal planning, corridor studies, arterial analysis, growth management, conceptual design, public outreach, and project programming for state facilities. She has provided Florida Transportation Plan (FTP) outreach support; context classification expertise; performance management and measurement expertise; and regional planning and coordination expertise.

b.

(1) TITLE AND LOCATION *(City and State)*
Southeast Florida 2045 Regional Transportation Plans (RTP)
Miami-Dade, Broward, and Palm Beach Counties, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

By preparing the 2045 RTP, the region is proactively addressing growth impacts. Jessica managed this comprehensive planning process, which included scenario planning workshops to examine transportation policy and investment, reach a consensus on revenue flexibility and resources, regional transit networks, and the location and number of growth shifts and developments throughout the region. The plan resulted in an agreement to revise statewide policies so that more urban-centric infrastructure could receive additional funding.

c.

(1) TITLE AND LOCATION *(City and State)*
City of Fort Lauderdale Traffic and Transportation Engineering;
Fort Lauderdale, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jessica is managing the City of Fort Lauderdale Transportation and Mobility (TAM) Department on-call contract that is focused on advancing the City's strategic plan initiatives. As part of each task order, Jessica is responsible for the scope, schedule and budget adherence. She has successfully been able to execute multiple task orders at one time due to her ability to effectively manage resources across the firm and South Florida offices. Her track record has been very positive, and some of the products have become the example template for similar future work. Each task order is multimodal in nature, and she is assisting the City in reaching its number one goal of becoming a pedestrian-friendly city.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District 6 Bicycle & Pedestrian Network Implementation Program *Districtwide, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Jessica is a senior advisor for the Bicycle & Pedestrian Network Implementation Program for Miami-Dade County task. FDOT District 6 is taking a holistic approach to walking and bicycling infrastructure on the State Highway System to create a pedestrian and bicycle master prioritization and implementation plan. As part of the effort, Jessica advised on developing an advisory team consisting of various staff from cities, community bicycling advocates, Miami-Dade County, Miami-Dade Transportation Planning Organization (Miami-Dade TPO), and more. Jessica supported the team during advisory committee meetings and presented preliminary findings to Miami-Dade TPO committees to gather their feedback. At the conclusion of her presentations, the Miami-Dade TPO committee independently requested to make a motion for support.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Coral Gables Transportation Planning & Engineering *Coral Gables, FL.*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Jessica is managing the City of Coral Gables Sustainable Public Infrastructure Division on-call contract that is focused on advancing safe streets initiatives. As part of each task order, Jessica is responsible for the scope, schedule, and budget adherence. She has successfully been able to execute multiple task orders at one time due to her ability to effectively manage resources across the firm and South Florida offices. Tasks include bike infrastructure design, quick builds, and traffic calming.

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
Jessica Spivey, EI **Senior Engineering Associate**	Roadway, Traffic Signal, and ITS Design	11	9

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, George Fox University	Engineer in Training: OR #88616

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

Jessica has worked with multidisciplinary teams on projects across the country that range from high level concepts to final design. She works closely with project managers to coordinate all aspects of projects and ensures that deliverables are on time and error-free. She has created new and modified tools to aid in design, completed safety analyses, analyzed traffic operations, designed conceptual layouts, corridor modeling in both Microstation and AutoCAD, and prepared final design plans, specs, and estimates.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
City of Fort Lauderdale LauderTrail Shared-Use Path
Fort Lauderdale, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Jessica is the design coordinator for the final design of two segments of the LauderTrail. This shared-use path throughout the City of Fort Lauderdale will connect 8 miles of existing trails, incorporate 3 miles of programmed trails, and add 31 miles of new trail. Kittelson is currently designing approximately 2-miles of LauderTrail Segments 1 & 2. The project will include: new path (asphalt and concrete), new lighting, new landscaping, improved drainage, and wayfinding.

b.

(1) TITLE AND LOCATION *(City and State)*
City of Coral Gables Ponce de Leon & Madeira Avenue Intersection Design
Coral Gables, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

This project designed medians and left turn lanes to improve safety and function at the Ponce de Leon/Madeira Avenue intersection in Coral Gables. Jessica ran the design for this project including 3D modeling, signing and striping, and landscaping.

c.

(1) TITLE AND LOCATION *(City and State)*
City of Coral Gables South Alhambra Bike Lane Concepts
Coral Gables, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

This project looked at options to improve bike connections at South Dixie Hwy, South Alhambra Circle, and further east along South Alhambra Circle. Jessica was part of the design team for this effort and led the concept, signing, and striping portions of the project.

d.

(1) TITLE AND LOCATION *(City and State)*
Newberg Pavement Preservation & Utility Improvements;
Newberg, OR

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kittelson led the design for pavement rehabilitation and drainage improvements along multiple local roadways in Newberg. The improvements led to over 50 new ADA curb ramps. Jessica worked with a team of civil designers to design and grade each ramp while ensuring they met ODOT's most up-to-date ADA curb ramp requirements. This project was unique, as there was no interim review or comments from the City of Newberg prior to the final submittal. As a result, attention to detail and clear communication were paramount throughout the design efforts.

	(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	Bend Citywide Safety Implementation Plan *Bend, OR*	PROFESSIONAL SERVICES 2020	CONSTRUCTION *(If applicable)* N/A

e. (3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

As traffic designer, Jessica supported implementing crash countermeasures throughout Bend. She completed traffic analysis and prepared PS&E documents. The improvements included lighting, rectangular rapid flashing beacons, and traffic signals. The traffic signal design required coordination and approval by ODOT Region 4.

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
Jon Crisafi, PE, PTOE **Associate Engineer**	Roadway, Traffic Signal, and ITS Design	12	12

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Washington D.C.

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil Engineering, Pennsylvania State University BS, Civil Engineering, Pennsylvania State University	Professional Engineer: DC #PE908869, FL #89485, MD #52998, PA #PE091296, VA #0402058317 Professional Traffic Operations Engineer: #5072

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

Jon Crisafi has expertise in traffic operations analysis, signal and roundabout operations and design, long-range planning, bicycle and pedestrian operations, and microsimulation. His areas of expertise are in signal design, including transit signal priority (TSP) and automated traffic signal performance measures (ATSPM) implementation, and microsimulation, including multi-resolution corridor modeling to small single intersections and roundabouts. Jon has contributed to a wide variety of projects as project manager, task manager, and designer/modeler within the DC, Virginia, and Maryland metropolitan area and actively supports traffic modeling and traffic signal design efforts in Florida.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Arlington County Army Navy Drive Design *Arlington County, VA*	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Jon served as project manager and engineer of record for the traffic signal design of the Army Navy Drive Complete Streets projects in Pentagon City within Arlington County. The design effort included five intersections requiring traffic signal modifications to accommodate the redesigned corridor, including a new two-way cycle track on the south side of the roadway, dedicated transit lanes, and modified lane configurations. The design effort also prioritized pedestrian safety and connection along and across the arterial. The convergence of all modes across five signalized intersections provided a challenging task to develop atypical signal timings to safely accommodate all movements while maintaining acceptable levels of operations.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Osceola County US 192 at Old Melbourne Highway Signal Design *Osceola County, FL*	2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

The T-intersection at US 192 and Old Melbourne Highway required temporary signalization to accommodate traffic control until a developer-led signal design was available. Jon served as the project manager and engineer of record for this effort and was responsible for preparing traffic signal design plans for a temporary span wire supported installation. Work activities included developing the traffic signal and pavement markings design files, preparing notes and details, developing custom installation details and wiring catering to approved vendor devices, preparing timing and clearance calculations, and developing traffic signal design plan set.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
DDOT Vision Zero Traffic Safety Conceptual Design Support *Washington, DC*	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Through the Vision Zero Traffic Safety Conceptual Design Support contract with the District Department of Transportation (DDOT), Kittelson provides day-to-day technical support to the Vision Zero Division. As part of these services, Kittelson formalized DDOT's methodology for developing the District's high injury network (HIN); worked with the Vision Zero Group to identify all recommendations resulting from DDOT high-crash site visits and verify the current status of the recommendations; led the development of reports and documentation to help meet the funding

requirements of the National Highway Traffic Safety Administration; led road safety audits (RSAs) on three corridors from the HIN; and completed a traffic circle safety evaluation at the Brentwood Road & Bryant Street NE to Scott Circle intersection. Jon served as task lead and engineering principal for the RSAs, conceptual design development tasks, and the HIN methodology and map development.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
DDOT Traffic Safety Engineering Support Services On-Call *Washington, DC*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

This task was part of an on-call with the District Department of Transportation (DDOT) via a Traffic Safety Engineering Support Services (TSES) contract. Jon served as a task lead, contributing day-to-day support for traffic safety, traffic operations, transportation engineering, transportation planning, and transportation engineering design services. Projects largely centered around neighborhood-level improvements, including traffic calming alternatives, pedestrian crossings, bicycle improvements, and one-way/two-way street configurations. Deliverables included production of conceptual designs and constructable "no-plan" designs, traffic analysis memoranda, drafting letters for notification of intent (NOI) on behalf of DDOT, and mapping.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Boston Neighborhood Safety and Multimodal Improvement Program *Boston, MA*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Kittelson holds an on-call contract with the City of Boston in support of its Neighborhood Safety and Multimodal Improvement Program (previously the Neighborhood Slow Streets Program) to develop innovative approaches to traffic calming. Jon and the Kittelson team have worked to achieve the program's goal to reduce the number and severity of crashes on residential streets, lessen the impact of cut-through traffic, and add to the quality of life in neighborhoods.

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	
JP Weesner, PLA **Principal Urban Planner**	Transportation Planning	a. TOTAL 12	b. WITH CURRENT FIRM 25

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Landscape Architecture, Harvard University BA, Landscape Architecture, University of Florida	Landscape Architect: FL #LA6666836, OR #LA1070

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

John Paul "JP" Weesner, PLA is a practicing landscape architect whose urban-design and placemaking solutions harness the built environment to enrich community transportation solutions. For more than two decades, JP has brought this perspective to lead multimodal, active transportation and land use planning projects that apply context sensitive solutions, including complete streets streetscapes, integrate public art, multimodal policy and green infrastructure implementation, city and neighborhood traffic calming, and lane repurposing for bicyclists and pedestrians. JP's projects rely on innovative, robust public engagement that focuses on building informed public consensus and leads to overarching community goals and project planning/design solutions that incorporate the access and mobility needs of all users to create great places.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 1 Corridor Visioning Planning Support
Districtwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

As part of Kittelson's on-call support of FDOT District 1 Planning Studio, JP led the Kittelson team providing planning and urban design services for multiple corridors in Manatee County, including SR 55, SR 64, and SR 70. The team provided needed data collection and analysis, public and stakeholder outreach, and developed planning-level concepts, sketches, and visuals. Additionally, JP led three walking safety and roadway audits on each roadway with team members from FDOT as well as the County, and City of Bradenton, Fl.

b.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 7 Complete Streets Planning Support
Districtwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kittelson provides ongoing planning support to FDOT District 7 as they integrate FDOT's Complete Streets policy and context classification system into the project development process. JP has led and supported corridor planning efforts, public engagement, safety and beautification concepts, and bicycle and pedestrian reviews.

c.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 1 Cypress Gardens Urban Design Plan
Lake Wales, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

FDOT District 1 requested design alternatives for Cypress Gardens Boulevard which included the main entrance to LEGOLAND Florida. JP led a multi-disciplinary team to develop concepts, including a multi-lane hybrid roundabout and a protected intersection crossing alternative, urban form within the corridor to guide redevelopment, and opinions of probable costs. The corridor alternatives improved pedestrian and cyclist accommodations from surrounding hotels and adjacent neighborhoods (which include several AirBnB locations) and it made the intersection crossing from the LEGOLAND Beach Retreat to the park safer and more efficient.

d.

(1) TITLE AND LOCATION *(City and State)*

(2) YEAR COMPLETED

	FDOT District 7 50th/56th Street Corridor Study *Tampa, FL*	PROFESSIONAL SERVICES 2023	CONSTRUCTION *(If applicable)* N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Kittelson recently led a multi-jurisdiction corridor planning study for the 50th/56th corridor in Tampa, identifying strategies for improved multimodal accessibility, safety, and mobility. JP served as lead landscape architect and urban designer providing overall review of the placemaking elements proposed on the corridor. Additionally, JP provided support in reviewing proposed developments adjacent to the corridor to ensure proposed site plans will work with the proposed alternative concepts.

	(1) TITLE AND LOCATION *(City and State)*	**(2) YEAR COMPLETED**	
	Hickory Street Streetscape *Melbourne, FL*	PROFESSIONAL SERVICES 2018	CONSTRUCTION *(If applicable)* N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

e. Stemming from a multi-year effort to implement Complete Streets county-wide, the City of Melbourne sought to implement the conceptual designs generated in a previous study for the Space Coast Transportation Planning Organization (SCTPO) re-imagining Hickory Street as a Complete Street. JP was the landscape architect-of-record for the Hickory St. collaborative design effort. Beginning with detailed streetscape drawings and sections, landscape and hardscape elements were designed featuring two festival curb-less streets, two new roundabouts with center island landscapes, and innovative use of landscape rain gardens to facilitate roadway stormwater, as well as help guide and direct drivers and pedestrians through the corridor.

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
Justin Bansen, PE **Principal Engineer**	Roadway, Traffic Signal, and ITS Design	23	23

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Charlotte, North Carolina

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil Engineering, Georgia Institute of Technology BS, Civil Engineering, University of Portland	Professional Engineer: FL #67709, GA #36538, NC #052181

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

Justin has broad experience with a variety of transportation and traffic engineering projects with an emphasis on corridor planning, traffic operations, safety, and functional design. He regularly serves as project manager for corridor-level multimodal planning studies. His work has included a wide range of contexts (urban, suburban, and rural locations), constraints, and project purposes along with a strong community and stakeholder involvement component. Justin was a primary author on NCHRP 672, Roundabouts: An Informational Guide – 2nd Edition and has played an integral role in over 200 roundabout projects across the country, conducting peer reviews, preparing feasibility studies and concept designs, supporting final design and implementation, and conducting reviews of in-service roundabouts.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
Roundabout Research, Policy, and Guidance
National

(2) YEAR COMPLETED
PROFESSIONAL SERVICES: Ongoing
CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Justin served as a primary author for NCHRP Report 672 Roundabouts: An Informational Guide - 2nd Edition. Justin also served as an author for FHWA's Roundabout Technical Summary (FHWA-SA-10-06) and Mini-Roundabout Technical Summary (FHWA-SA-10-007). Both these documents provided a high-level overview of operational, safety, and design features of the roundabout as a supplement to NCHRP Report 672. He previously served as co-author in the development of the Kansas Roundabout Guide, a roundabout planning and design guide created for the Kansas Department of Transportation. Additionally, Justin was an active participant in developing the revised content on roundabout signing and markings that was incorporated into the 2009 MUTCD. From 2018 through 2022, Justin served as Principal Investigator on an FHWA Pooled Fund Study researching crash experience at two-lane roundabouts and developing countermeasures to address key crash types occurring near roundabout exits, including vehicles using the improper lane for left- or right-turns and other crash types.

b.

(1) TITLE AND LOCATION *(City and State)*
FDOT Roundabout Feasibility Studies and Peer Reviews
Statewide, FL

(2) YEAR COMPLETED
PROFESSIONAL SERVICES: Ongoing
CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Justin provides statewide roundabout support involving feasibility studies, preliminary design of single- and multi-lane roundabouts, VISSIM microsimulation, and roundabout peer reviews. Justin serves as a consultant to FDOT Central Office in providing statewide roundabout peer reviews.

c.

(1) TITLE AND LOCATION *(City and State)*
Georgia DOT Statewide Roundabout Support
Statewide, GA

(2) YEAR COMPLETED
PROFESSIONAL SERVICES: Ongoing
CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

As a subconsultant, Kittelson provides statewide support for preparing roundabout feasibility studies, peer reviews, design, and roundabout related research initiatives. Justin leads all Kittelson work performed under the contract.

d.

(1) TITLE AND LOCATION *(City and State)*

(2) YEAR COMPLETED

FDOT District 5 US 92 at SR A1A Roundabout Design
Daytona Beach, FL

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Kittelson served as a subconsultant on an urban corridor project responsible for traffic analysis, roundabout design at the US 92/SR A1A intersection, VISSIM microsimulation, and public involvement support. Corridor level operational analyses and VISSIM modeling included consideration for high tourist traffic with heavy seasonal fluctuation; access onto Daytona Beach from the corridor; multimodal considerations; and one-mile distance to a school for the blind. Alternatives evaluated included roundabout and signal control at a key study intersection. To support enhanced accessibility for non-auto modes and visually impaired pedestrians, the roundabout alternative was analyzed and designed to include Pedestrian Hybrid Beacons at multilane crosswalks.

e.

(1) TITLE AND LOCATION *(City and State)*

Melbourne Hickory Street Complete Streets Design
Melbourne, FL

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Kittelson developed a concept plan for the Hickory Street Complete Streets Design project, which included bicycle facilities, a pedestrian circulation plan, roundabouts, and a festival street. Kittelson also reviewed the final design plans for consistency with the original concept plan. As the project manager for transportation services, Justin led the development of the horizontal designs for two roundabouts, a mini-roundabout, and a compact single-lane roundabout adjacent to the Holmes Regional Medical Center. He also served as the engineer of record for the lighting design associated with the overall complete streets corridor project.

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	
Kelly Fearon, PE **Senior Engineer**	Traffic Engineering Studies	a. TOTAL 9	b. WITH CURRENT FIRM 1

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil Engineering, University of Washington BS, Civil Engineering, University of Delaware	Professional Engineer: FL #86649

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

Kelly Fearon is a professional transportation engineer, skilled in collaborating across departments and agencies to plan and implement safety initiatives. Kelly has led the development of strategic policies and programs to maximize budget and resources, creating data-driven processes to prioritize projects and allocate resources. She is committed to making transportation systems safer and more equitable for all road users.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 1 US 41 & Bonita Beach Road Project Development & Environmental (PD&E) Study
Bonita Springs, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

The US 41 and Bonita Beach Road intersection has significant operational issues during the February and March peak season. At-grade and grade-separated alternatives are being evaluated to address 2045 design year capacity issues. Kelly collected data, conducted crash analysis, and wrote the Conceptual Stage Relocation Plan, the Type 2 Categorical Exclusion, and existing conditions section of the Preliminary Engineering Report.

b.

(1) TITLE AND LOCATION *(City and State)*
City of Orlando Quick Build Guide & Demonstration Projects
Orlando, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Through ongoing support to the City, Kittelson prepared a Quick Build Project Guide for the City of Orlando to enable the implementation of flexible, low-cost installations meant to advance long-term community goals for safer, more inviting public spaces. Kelly worked with the Kittelson team to develop and refine quick-build project plans for Corrine Drive, a continuation of the original quick-build demonstration project.

c.

(1) TITLE AND LOCATION *(City and State)*
MetroPlan Orlando Municipality Vision Zero Safety Action Plan
Orlando, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

The Kittelson team created Safety Action Plans for five municipalities within the MetroPlan Orlando planning area: Ocoee, Winter Garden, Oakland, Apopka, and Windermere. Kelly served as the project manager for two plans (Apopka and Windermere), leading a team to create actionable strategies suited for each municipalities' unique context and community needs.

d.

(1) TITLE AND LOCATION *(City and State)*
City of Tampa Quick-Build Program
Tampa, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

Kelly led the planning and coordination of budget and schedule to implement the first City of Tampa Quick-Build program. The program constructed two new protected bicycle facilities and two intersection safety projects within the first 6 months.

	(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	City of Tampa Safe Routes to Parks Program *Tampa, FL*	PROFESSIONAL SERVICES 2023	CONSTRUCTION *(If applicable)* N/A

e. (3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☐ Check if project performed with current firm

Kelly worked with multiple City departments and created the Safe Routes to Parks program. Under her leadership, ADA improvements were installed at three parks across the City.

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	
Krista Purser, PE **Senior Engineer**	Transportation Planning	a. TOTAL 8	b. WITH CURRENT FIRM 8

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Portland, Oregon

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil and Environmental Engineering, California Polytechnic State University, San Luis Obispo BS, Civil Engineering, California Polytechnic State University, San Luis Obispo	Professional Engineer, OR #96432PE

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

Krista is a transportation professional with experience in multimodal transportation planning, traffic operations, travel demand modeling, and conceptual and final design. She has been involved with several roundabout feasibility studies, conceptual design for new connections, and final design to improve existing conditions. Her experience includes working on transit development plans and transportation system plans; preparing conceptual plans and cost estimates; and creating transportation models. When working on projects, Krista applies her knowledge of Synchro, SimTraffic, Highway Capacity Software, SIDRA, TransCAD, Remix (transit planning software), and AutoCAD Civil 3D.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
Oregon Department of Transportation Clackamas to Columbia Corridor Plan
Clackamas County, OR

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

As deputy project manager, Krista helped prepare the Clackamas to Columbia Corridor Plan, a multi-jurisdictional effort to organize projects across the City of Happy Valley, City of Gresham, Multnomah County, and Clackamas County into prioritized investment packages. The project identified funding opportunities, sequencing, and timing for the corridor's investments. Additionally, the effort included refinement of the alignment and cross-section on SE 190th Dr.

b.

(1) TITLE AND LOCATION *(City and State)*
Clackamas Shuttle Project Planning
Clackamas County, OR

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kittelson completed the operations plans and feasibility studies for four new shuttle services in Clackamas County. The process included documenting need and previous planning efforts, assessing timed connections to existing transit services, evaluating shift schedules for two industrial area–focused shuttles, projecting ridership, estimating operating costs, considering in-house versus contracted services, and identifying funding opportunities and implementation strategies. The plans were presented and refined by a jurisdictional stakeholder group convened for each shuttle, including employers and connecting transit providers.

c.

(1) TITLE AND LOCATION *(City and State)*
City of Gresham Pleasant Valley 174th Corridor Study
Gresham, OR

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Krista completed conceptual design and operations for the street network in Gresham's Pleasant Valley area. This transportation system plan refinement included evaluation of the SE 174th Ave. extension, originally identified by Metro, with substantial grade and environmental challenges. The preferred alternative removed the SE 174th Ave. extension from the plan, and provided alternative alignments that improved multimodal access, minimized environmental impacts, met operational and safety needs, and reduced cost compared to the prior plan. In addition, information about construction phasing, right of way needs, and environmental remediation were developed for

improvements.

d.

(1) TITLE AND LOCATION *(City and State)*

Oregon Department of Transportation The Dalles Transportation System Plan

The Dalles, OR.

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2017	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Krista evaluated the feasibility of a fixed-route transit system in the City of The Dalles. Her analysis included evaluating demographics data, existing and future land uses, community outreach, and survey data processing. Using Transit Cooperative Research Project Report 161: Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation methodology, she evaluated projected ridership, and she used Remix to evaluate schedules and operating costs.

e.

(1) TITLE AND LOCATION *(City and State)*

Port of Portland On-Call Support

Portland, OR

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

As a transportation analyst for this on-call contract, Krista provided traffic operations and design guidance for Portland International Airport. Her recent tasks included inventory and improvements to static guide signs placement and design, standardizing design and creating clearer directions for airport visitors. She simulated existing traffic operations, ultimate traffic operations with geometric changes, and operations during interim phasing using SimTraffic.

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	
Leyi Zhang, AICP **Planner**	Miscellaneous Transportation Engineering Services	a. TOTAL 5	b. WITH CURRENT FIRM 5

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Masters of Regional Planning, Cornell University BS, Human Geography & Urban Planning, Beijing Normal University	

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

Leyi is a transportation planner in Kittelson's Tampa office, who applies her skills to help us understand and improve the interaction between the transportation system and the people that it serves. She has played critical roles in multiple transportation projects, involving tasks such as data analysis, methodology refinement, and the development of interactive tools, all contributing to improving safety and transportation efficiency. She has extensive experience in data analysis, visualization, and GIS and has worked with many different data sources. She is proficient in Tableau, ArcGIS, and PowerBI.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
FDOT State Safety Office Root Cause Analysis
Statewide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Working with the FDOT State Safety Office, Leyi collected and analyzed five years of fatal and serious injury crash data to identify the root cause lane departure crashes, an emphasis area of the State Highway Safety Plan. Based on the analysis, corridors, geometric components, environmental, or behavioral trends were identified that contribute to crashes. Leyi and the team are identifying countermeasures to mitigate these root cause factors and performance measures to evaluate their effectiveness. Leyi is also developing the Power BI dashboards that translate the static factsheets about the crashes statistics into interactive pages that enable the users to customize the crosstabulation of multiple fields.

b.

(1) TITLE AND LOCATION *(City and State)*
Tampa Bay Area Regional Transit Authority Project Development & Environmental (PD&E) Study
Tampa, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

The team developed an accessibility-based station location assessment to evaluate potential station locations based on the level of accessibility to each particular location. Components of this analysis include both the level of connectivity of the station to the surrounding area and the level of activity in that area. The analysis was used to generate a metric by which to assess potential station locations. Leyi conducted data processing and mapping in ArcGIS to evaluate the Level of Traffic Stress for the roadway network around designated transit stops.

c.

(1) TITLE AND LOCATION *(City and State)*
Hillsborough TPO Plant City Transit Master Plan
Plant City, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

This study examines the current condition and travel demand in Plant City, identifies key corridors and destinations, and proposes transit service alternatives. Leyi conducted GIS analysis with demographic data to gain insight into the existing travel demand market in Plant City. She also prepared materials for and facilitated a stakeholder meeting and set up an online survey to collect public opinions on the proposed transit routes.

d.

(1) TITLE AND LOCATION *(City and State)*

NCHRP 15-77 Aligning Geometric Design with Roadway Context

National

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

This research project focuses on aligning roadway design with context classification, enabling flexible roadway designs that improve safety for all roadway users. Leyi conducted a literature review to get information on current context classification systems in different states, modal priority, and interaction between modes.

e.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 5 Multimodal Mobility & Safety Assessment

Regionwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

A multimodal mobility and safety assessment (MMSA) is a streamlined approach to identifying investments that would enhance multimodal mobility and safety along a corridor. It is an efficient and effective way to identify corridor issues and a range of short-, mid-, and long-term improvements for the corridor that are supported by partner agencies. Leyi generated a map series for designated corridors, analyzed pedestrian and bicycle crash data to understand the safety issues on the study corridors, and worked with the project team to identify possible recommendations.

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
Lucia Andrew, PE **Engineer**	Traffic Engineering Studies	6	1

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil Engineering, University of North Florida	Professional Engineer: FL #96192
BS, Civil Engineering, University of Dar Es Salaam, Tanzania	Traffic Signal Technician Level I IMSA #AA132296

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

Lucia Andrew is a talented traffic engineer, with bachelor's and master's degrees in civil engineering, from the University of Dar Es Salaam and University of North Florida. She has contributed to a diverse range of traffic operations projects, implementing transportation systems management & operations (TSM&O), project development & environmental (PD&E) studies, safety analyses and safety reviews. She is experienced in operating several traffic engineering software packages, including Synchro, HCS, and GIS.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 1 Interstate Project Management
Districtwide, FL

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

In support of FDOT District 1, Lucia conducted engineering reviews for multiple projects including SR 681, I-75 from north of Golden Gate Pkwy to south of Corkscrew Rd and reviewed a transportation impact assessment for a planned Buc-ee's development.

b.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 5 Interstate 95 Strategic Plan
Districtwide, FL.

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

The Kittelson team supported FDOT District 5 developing the I-95 Strategic Plan, a project to promise improvements needed on the I-95 mainline to relieve congestion, improve safety, and accommodate population growth. Lucia developed design factors, conducted freeway traffic analysis using Highway Capacity Manual methodologies, and reviewed Synchro models.

c.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 5 Interstate 75 North & South Project Development & Environment Study

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kittelson has been supporting FDOT District 5 on this PD&E study to identify operational improvements for the I-75 mainline. As part of the study, Lucia contributed to the Project Traffic Analysis Report, including both HCM and Synchro traffic analysis.

d.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 6 RRR Project Candidate Safety Support
Districtwide, FL.

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Lucia conducted reviews of RRR project scopes for implementation of safety and pedestrian/bicycle improvements such as pedestrian crossings, speed management, and access management. She collected existing conditions data and performed an operational and safety analysis of proposed improvements

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Boca Raton Midblock Crosswalk Evaluation & Feasibility Studies *Boca Raton, FL.*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Kittelson provides the City of Boca Raton with engineering and planning services. As part of this on-call contract, Lucia conducted a safety and operational analysis to evaluate locations for suitability of a midblock crosswalk. She collected operational and safety data and conducted a warrant analysis.

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	
Mary Raulerson **Senior Principal Planner**	Transportation Planning	a. TOTAL 35	b. WITH CURRENT FIRM 15

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Biology, University of Central Florida	

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

Mary is experienced in transit, land use and transportation planning, policy planning, and multimodal project implementation, with special expertise in developing livable transportation solutions for small- and large-scale communities. These programs and projects focus on developing context-based solutions that support community goals and aspirations, are affordable, and provide sound economic development opportunities. Mary has worked extensively throughout the country on a variety of transportation modes and projects, including rail systems, busways, highways, national parks, scenic highways, and bridges, and has a proven track record of working with multi-disciplinary teams to develop transportation and land use solutions that are community-driven, sustainable, and affordable. Over 90% of the programs and projects that Mary has completed have been adopted or are moving people today.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT State Safety Office Support *Statewide, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Mary and the Kittelson team support the FDOT State Safety Office on the Target Zero initiative. Mary worked closely with State Safety Office, FDOT leadership, and other stakeholders to develop a mission statement and strategic safety plan that will guide the activities of the office into the future, providing assurance that resources will be efficiently and effectively applied.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT Pedestrian and Bicycle Safety Coalition Support *Statewide, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Mary supports the FDOT State Safety Office by facilitating the statewide cross-functional Coalition team charged with implementing the Pedestrian and Bicycle Strategic Safety Plan. The Coalition includes a diverse group of safety partners, stakeholders, and safety advocates. Mary and the team plan quarterly in-person meetings and virtual mid-quarter to promote collaboration across emphasis areas. A few outcomes of this work include resources for partner agencies, updated FDOT design guidance and policies, proposed legislative language on micromobility, and updates to the standard crash report form to better track crashes involving people using emerging devices.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District 4 SR 80 Corridor Action Plan *Palm Beach County, FL.*	2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

FDOT initiated this study along a 45-mile segment of SR 80 spanning the width of Palm Beach County to improve safety and multimodal accommodations. The corridor is a major freight route and connects Belle Glade, one of the most economically disadvantaged communities in Florida, to jobs and opportunities throughout the County. Mary led the transit and first/last mile connections analysis and development of multimodal improvements. She also assisted in community engagement and the transit readiness analysis, with a focus on connecting Belle Glade residents to the rest of the county.

d.

(1) TITLE AND LOCATION *(City and State)*

FHWA Strategies for Accelerating Multimodal Project Delivery Workbook

National.

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Mary led the creation of this workbook for FHWA to identify the key challenges and most effective strategies for implementing pedestrian and bicycle facilities within existing transportation projects and as stand-alone projects. This workbook can be used by transportation agencies to assess their current project delivery practices, clarify misconceptions about specific USDOT requirements and policies relating to project delivery, and lay the groundwork for improving and accelerating the delivery of their multimodal projects. Organized along the project development process from planning and programming through design and construction, the strategies presented in this workbook offer ideas and inspiration from agencies that have successfully implemented them. The Workbook provides numerous relevant resources and real-world examples of projects that have applied the strategies featured in this document.

e.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 6 US 1 Multimodal Corridor Study

Miami-Dade County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Mary worked with a multidisciplinary team to identify and advance multimodal projects on US 1 from Kendall Dr to I-95. Mary and the team helped keep the project recommendations in alignment with the corridor's urban context and in support of local government's plans and vision for the corridor. During this study, Mary worked with the team to incorporate 44 multimodal and safety improvements into a series of resurfacing projects while maintaining the schedule for implementing the project.

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	
Misbaou Bah **Transportation Analyst**	Traffic Engineering Studies	a. TOTAL 1	b. WITH CURRENT FIRM 1

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Miami, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, Rice University	

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

Misbaou Bah is a transportation analyst with experience in traffic operations, design, safety, and geospatial analysis. His experience includes bus stop design, ADA inspection, Traffic Impact Assessments, and GIS mapping. Misbaou has a bachelor's degree in civil engineering, from Rice University. To conduct analysis, Misbaou uses, Synchro, ArcGIS, PTV Vistro, MATLAB, MicroStation, SAP2000, and Street Mix.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
City of Port St Lucie St Lucie West Blvd Widening Feasibility
Port St Lucie, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2024 | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

The St. Lucie West Boulevard Widening Feasibility Study considered the impacts of widening St. Lucie West Boulevard from four to six lanes and included an existing traffic operational analysis, a safety analysis, and a review of the possible Right-of-Way and drainage impacts of the widening. The study indicates that the widening project offered operational improvements and should be pursued, although further analysis was recommended. Misbaou was the main analyst on the study, supporting traffic operations analysis.

b.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 6 Project Level Context Classification Reviews
Districtwide, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kittelson is supporting the FDOT District 6 Planning Office in conducting project-level context classification reviews to re-evaluate at a more granular level than the original systemwide context classification assignments. Misbaou is conducting reviews consistent with the FDOT Context Classification Guide, considering metrics such as primary factors like land use mix, extent, and connectivity of the roadway network, as well as secondary measures such as intersection density, block length, and block perimeter.

c.

(1) TITLE AND LOCATION *(City and State)*
Forward Pinellas/City of Oldsmar Safe Streets and Roads for All
Oldsmar, FL.

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2024 | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kittelson is assisting Forward Pinellas, in partnership with the City of Oldsmar, with an assessment of the safety of the transportation infrastructure in the downtown and surrounding residential area south of SR 580 to Old Tampa Bay and identify needed improvements on non-state roadways. The primary focus will be on short-term implementable actions. Misbaou is conducting the Safety Analysis, identifying crash hot spots, and mapping those hot spots geospatially.

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
Nathalie Rodriguez **Senior Engineering Associate**	Roadway, Traffic Signal, and ITS Design	12	8

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Fort Lauderdale, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, Florida Atlantic University AA, General Engineering, Broward College	

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

Nathalie is an experienced designer, including with various aspects of high-speed rail systems, diagnostic and design, interstate highway design and major roadway design. Her experience includes grade crossing design, estimation of quantities, assisting in the design of roadway and railroad signalization, signing and pavement marking, and drainage design. She worked on designing AASHTO beams on curve bridges, bridge widening, flat slab bridges, culverts, retaining walls, sound walls and bulkhead walls, mast arms, fencing, and overhead span/cantilever structures.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
City of Boca Raton Continuing Engineering Services
Boca Raton, FL

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: Ongoing | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kittelson provides the City of Boca Raton with engineering and planning services. As project manager, Nathalie is responsible for ensuring that projects are technically sound and completed on time and on budget. Projects have included midblock crosswalk screenings in response to resident requests.

b.

(1) TITLE AND LOCATION *(City and State)*
City of Orlando Airport Gap Trail Design
Orlando, FL

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: 2021 | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

This project (approximately 0.4 miles) includes development of final design plans for the improvement of the multi-use trail along Maguire Rd's east side from the northeast corner of the Livingston St intersection to Fairgreen St and continues north in front of the Public Storage. Nathalie designed the multi-use trail, including the alignment and signing and pavement markings. Pedestrian signals will be incorporated at the Amelia St and Fairgreen St signalized intersections. Nathalie also helped with the new layout and design for the pedestrian signal configuration.

c.

(1) TITLE AND LOCATION *(City and State)*
City of Miami Beach Pine Tree Drive Concepts
Miami Beach, FL

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: 2022 | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

This project consists of a 3.5-mile conceptual design along Pinetree Dr between 23rd St and 63rd St. The conceptual design alternatives developed will consider 3-4 roundabouts, a one-way pair to two-way pair conversion, traffic calming/lane elimination, protected bike lanes, and parking. Nathalie is currently helping with the conceptual design as well as the typical sections for the alternatives along the different sections of the corridor.

d.

(1) TITLE AND LOCATION *(City and State)*
City of Fort Lauderdale NE 4th Street Final Design
Fort Lauderdale, FL

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: 2022 | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

This conceptual design project included 0.5 miles of NW/NE 4th St in downtown Fort Lauderdale and consisted of redesigning the existing roadway within right-of-way to include bicycle and pedestrian facilities. Nathalie helped with the design of the proposed alternatives for the corridor

e.

(1) TITLE AND LOCATION *(City and State)*
City of Fort Lauderdale NE 4th Street Improvement Phase II

(2) YEAR COMPLETED: PROFESSIONAL SERVICES: 2022 | CONSTRUCTION *(If applicable)*: N/A

Final Design *Fort Lauderdale, FL*		

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

The City of Fort Lauderdale asked Kittelson to advance the already approved conceptual design plans to final design roadway improvements. Nathalie was the lead designer of the project. The improvements included paving, curb, sidewalk, driveways, drainage & water quality, and utility coordination and relocation.

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
Nick Friederich, EI **Engineering Associate**	Roadway, Traffic Signal, and ITS Design	20	4

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, University of South Florida	Civil Engineer Intern (EI) FL #1100011317 FDOT Temporary Traffic Control Advanced Certification #5994 Refresher #49159 Refresher #607556

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

Nick is a well-rounded traffic designer who has worked with cities, counties, and states across the country to plan for and design livable transportation facilities that work for all types of users. In his many years in the transportation industry, he has contributed to many innovative projects, creating traffic control concepts and plans for complex intersections and corridors. He is experienced with designing innovative alternative intersections that fit the context of the surrounding area, including roundabouts and RCUT, as well as thoughtful non-motorized infrastructure like pedestrian crossings and multi-use paths. Nick has experience with several software packages, including AutoTURN, MicroStation, AutoCAD, GuideSign, Word, and Excel.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 5 Codys Corner Roundabout Design
Flagler County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Working with FDOT District 5, the Kittelson team designed a roundabout to improve safety at a rural intersection of SR 11 and CR 304. Nick assisted in the development of signing and pavement marking plans, including the design of new signage using GuideSIGN software.

b.

(1) TITLE AND LOCATION *(City and State)*
Seminole County Trails/Greenways Safety Improvement Plan
Seminole County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kittelson led a study to enhance safety on Seminole County's trail system by expanding the options available to control speeds of trails users and motor vehicles and to enhance safety where the trails intersected roadways. Nick developed safety enhancement options for nine pilot locations through Seminole County, including raised roadway-trail crossing concepts and traffic control device plans to enhance pedestrian visibility.

c.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 7 Speed Management 5th Ave
St Petersburg, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

The 5th Ave N corridor was identified as a high crash severity corridor by FDOT District 7. This corridor includes both an interchange with I-275/I-375 and a surrounding neighborhood with a higher-than-average percentage of households without access to a vehicle. Kittleson identified short-, mid-, and long-term improvements to improve safety and mobility along the corridor. As part of this project, Nick developed a concept to re-route 5th Ave around parking areas instead of between parking and access to buildings, reducing conflict zones and redesigning a left turn lane into a bifurcated left turn lane to eliminate the need to cross oncoming traffic

d.

(1) TITLE AND LOCATION *(City and State)*

City of Altamonte Springs West Town Parkway and Laurel Street Roundabout

Altamonte Springs, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Nick designed the traffic control plan for the construction of the roundabout as well as assisted with the signing & pavement marking plans, which included the use of the GuideSIGN program.

e.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 7 50th/56th St Corridor Study

Tampa, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Kittelson recently led a multi-jurisdiction corridor planning study for the 50th/56th corridor in Tampa, identifying strategies for improved multimodal accessibility, safety, and mobility. Nick designed safety countermeasures and geometric features for the corridor, including protected bike lanes, raised islands, and other intersection improvements for increased bike/ped safety.

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
Roxane Van Horn **Transportation Analyst**	Transportation Planning	1	1

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Master of Urban and Regional Planning, University of Florida BS, Sustainability and the Built Environment, University of Florida	

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

Roxane Van Horn is a transportation analyst in Kittelson's Tampa office. She received her bachelor's degree in sustainability and the built environment and her master's degree in urban and regional planning from the University of Florida. She views her transportation planning practice as an opportunity to create a transportation system that is friendly to both the environment and the people that use it. She is skilled in ArcGIS Pro, Excel, and Adobe Products.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Tampa Community Redevelopment Area Update *Tampa, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Roxane is currently conducting an existing conditions analysis aimed at understanding the present situation in downtown Tampa. She is responsible for gathering and interpreting information relating to the environment, transportation, land use, and economic development using GIS mapping and other reports. This information will help to inform pressing needs and challenges faced by the community.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Sun Coast Transportation Planning Alliance Regional Needs Assessment *Regionwide, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Roxane is currently responsible for compiling and reviewing MPO, FDOT, and Tampa Bay Area Regional Transit Authority plans to identify regional projects that have already been established. She will determine if there are any major travel markets not addressed by comparing the projects to previously analyzed travel flows. She is creating GIS maps to prioritize corridors for roadway improvements in addition to researching various MPO policy frameworks for comparison purposes.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Broward MPO Reconnecting Communities Pilot Grant *Fort Lauderdale, FL*	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Roxane is assisting Broward MPO to submit a grant proposal to construct vehicular tunnels underneath the existing Brightline railway in Fort Lauderdale, FL. She is helping to summarize and understand grant requirements in addition to developing a historic narrative. The historic narrative describes the history of the Florida East Coast Railroad, and how railroads divide communities, particularly in Fort Lauderdale. In doing so, she helping to illustrate a cohesive background of the project and meet grant requirements.

d.

(1) TITLE AND LOCATION *(City and State)*

Sarasota/Manatee MPO Manatee Trail Public Outreach

Manatee County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Roxane compiled a wide range of statistics relating to the economic benefits of trails, focusing on property values, increased business opportunities, health, tourism, and fuel savings. The project will ultimately advance into the form of a poster/infographic in which community members can learn about the economic benefits of trails.

e.

(1) TITLE AND LOCATION *(City and State)*

Preservation Institute Nantucket Resiliency Study

Nantucket, MA

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

Over the course of six weeks, Roxane and other PIN students came up with a resiliency plan for the historic coastal community of Nantucket, particularly sites in the downtown area. The plan focuses on addressing short-term and long-term flooding due to storm events and sea-level rise. Throughout the six weeks on the island, Roxane engaged with many key stakeholders on the island who were involved in conservation, planning, historic preservation, etc.

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	
Ryan Casburn, PE **Senior Engineer**	Transportation Systems Management and Operations	a. TOTAL 7	b. WITH CURRENT FIRM 7

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Tampa, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil Engineering, University of Florida BS, Civil Engineering, University of Florida	Professional Engineer: FL #94139

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

Ryan is a highly skilled transportation engineer with a strong technical analysis background. He has developed web and software tools and harnessed data sources to provide insights and help solve thorny transportation problems. He has applied his unique mix of skills to help clients retime signals more efficiently, increase transparency into work zone performance, and identify and grade bike/ped infrastructure without expensive field visits. Projects Ryan has been involved in have included connected vehicle (CV) evaluations and utilizing probe data from connected vehicles. In addition to the tools he has created, he is proficient in all major transportation design and analysis software packages including VISSIM, VISUM, SIDRA, Synchro, SimTraffic, HCS, and FREEVAL.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 5 TSM&O Support
Districtwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Ryan is providing ongoing support for the FDOT District 5 Transportation Systems Management and Operations Office. Ryan provides technical oversight and review of all TSM&O research efforts in the district. Research projects include ramp metering best practices, arterial road rangers, innovative signal retiming strategies, and incident detection and prediction. The research projects study applications of machine learning and other analysis methods with data from connected vehicle probes, ATSPM, roadside sensors, and other high-resolution data.

b.

(1) TITLE AND LOCATION *(City and State)*
NCHRP 3-133 Signal Timing Strategies for Non-Motorized Users
National

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Ryan has participated in the literature review and microsimulation research currently being conducted as part of NCHRP 3-133. This research process is synthesizing treatments to integrate pedestrians and bicycles into the design of signalized intersections. Ryan supported the literature review of eight of the researched treatments. Ryan also conducted microsimulation research looking into thresholds that support pedestrian recall rather than pedestrian actuation.

c.

(1) TITLE AND LOCATION *(City and State)*
MetroPlan Orlando Traffic Signal Retiming Before and After Analysis
Orlando, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Ryan provided support for the before and after analysis of the annual MetroPlan Orlando Signal retiming study. Ryan used Bluetooth travel time data to analyze the performance of the retiming improvement corridors. Ryan used traffic count data to provide a summary report to MetroPlan demonstrating the improvement received both through total time saved as well as a benefit-cost ratio.

d.

(1) TITLE AND LOCATION *(City and State)*

(2) YEAR COMPLETED

	FDOT State Safety Office NeoCrash Tool Development *Statewide, FL*	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION *(If applicable)* N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Ryan is leading the development of the NeoCrash tool for the FDOT State Safety Office. This tool will be used by the Safety Office to manage, track, and report on the Highway Safety Improvement Program funded projects throughout Florida. To date, Ryan and his team have met with stakeholders, identified the key goals of the tool, and developed a mockup of the tool for review. Work is ongoing to develop the tool and supporting functionality.

e.	(1) TITLE AND LOCATION *(City and State)* **Osceola County Traffic Signal Master Plan** *Osceola County, FL*	**(2) YEAR COMPLETED** PROFESSIONAL SERVICES 2022	CONSTRUCTION *(If applicable)* N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Ryan led the tool development portion of the Traffic Signal Master Plan for Osceola County. The Traffic Signal Master Plan established both a list of intersections which could warrant a traffic signal, as well as a tool which allows County staff to update and make changes. The tool development which Ryan led utilized Python to develop add-on scripts to the PTV Vissum tool. The scripts automatically interface with FDOT District 5 SunStore to pull in crash data and process Streetlight Volume data to analyze the intersections. The scripts also load hourly volume data from Streetlight Data exports.

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	
Ryan Cunningham, PE, RSP$_1$ **Principal Engineer**	Traffic Engineering Studies	a. TOTAL 18	b. WITH CURRENT FIRM 13

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil Engineering (Transportation Systems), University of Central Florida BS, Civil Engineering, University of Central Florida	Professional Engineer: FL #73088 Road Safety Professional 1 FDOT Long Range Estimates System Certification

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

Ryan is a transportation engineer with expertise in planning and operations. His experience includes addressing congestion management, parking, and safety within multimodal transportation systems. He has completed hundreds of studies addressing access management, comprehensive plan amendments, signal coordination, and regional impacts. His knowledge of traffic operations and design principles is used to prepare traffic simulations, conduct travel demand forecasts, and develop traffic mitigation strategies. While studying civil engineering at the University of Central Florida, Ryan worked with the Florida Department of Transportation (FDOT), developing intelligent transportation system strategies to manage congestion and improve highway safety.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Osceola County Traffic Engineering Contract *Osceola County, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Ryan manages Osceola County's Traffic Engineering contract, where Ryan provided a novel innovative approach to develop the County's Traffic Signal Master Plan. Utilizing a blend of historical data sources and innovative "big data" sources from the County and partner agencies, the team evaluated more than 1,000 Osceola County intersections for traffic signal warrant criteria and prioritization. The team developed an application that can update the required inputs with the latest available source data and rerun the analysis and prioritization at the click of a button, as well as output summary reports at specific intersections to support responding to citizen concerns. Ryan also conducted a roundabout feasibility study at a local intersection, where he implemented Highway Safety Manual procedures, using appropriate SPF's and CMF's to calculate expected crashes for each alternative and expected monetary difference in performance (safety benefit), developed a preliminary roundabout concept, a planning-level cost estimate, and a benefit-cost evaluation of the intersection's expected operational and safety performance as a signalized intersection versus a roundabout.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Orlando Continuing Services for Transportation Engineering & Planning *Orlando, FL*	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Ryan has served as deputy project manager and project manager of the City's continuing service contract for the past 12 years. During this time, Ryan has developed strong working relationships with City staff across multiple divisions while managing a broad range of projects, including the transportation & parking study for the Orlando City Soccer Stadium, developing the City's school speed zone policy, and conducting the Main Street districts parking study, and the roundabout feasibility project, in which his team evaluated the feasibility of roundabout control at five intersections to improve traffic operations and reduce severe injury and fatal crashes.

c.

(1) TITLE AND LOCATION *(City and State)*

Orlando Venues Traffic Management Strategies

Orlando, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Ryan, as project manager, led the evaluation of traffic management plans for the City's four major venues – Camping World Stadium, Kia Center, Inter & Co. Stadium, and the Dr. Phillips Center for Performing Arts. The team evaluated the existing traffic management plans and processes, parking opportunities, considered the impact of upcoming projects and improvements, and identified strategies to better manage multimodal access to and from downtown events and venues to optimize the safety and enjoyability of the downtown experience. For each venue and for a series of overlapping events at multiple venues, the project team evaluated parking inventory, parking demand, multimodal ingress and egress demand routing, and existing traffic management plans and made recommendations for additional parking opportunities, pedestrian and roadway infrastructure improvements, and new strategies to employ for ingress and egress operations to improve safety and efficiency while optimizing the downtown venue experience.

d.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 5 Multimodal Safety Assessments

Districtwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Ryan served as project engineer or project manager on more than 10 multimodal safety assessments throughout Central Florida. He led field reviews teams comprised of FDOT staff, local government representatives, MPO representatives and law enforcement. Study corridors included SR 436 (Semoran Blvd) and SR 527 (Orange Avenue) in Orlando. In the field, the RSA teams evaluated pedestrian signal functionality, the condition of sidewalks, crosswalks and truncated domes, available sight distance at intersections, ADA compliance issues (sidewalk cross-slopes, ramp slopes, etc.), and lighting, among many other things. In addition to the field evaluation, the RSA project consisted of an analysis of the crash history on the corridor, suggesting improvements to address the identified issues and documentation.

e.

(1) TITLE AND LOCATION *(City and State)*

FDOT Central Office Florida Statewide Wrong Way Crash Study

Statewide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

As part of an on-call contract, Ryan served as Deputy Project Manager on a statewide analysis of wrong way crashes on Florida's freeways and expressways for the Florida Department of Transportation. As part of the study, Ryan managed the project's day-to-day tasks and kept the project on an ambitious schedule. The study included a review of the state's crash records over a five-year study period, in which the details of more than 6,000 crash reports were reviewed to identify and confirm wrong way crashes. Ryan conducted a statistical analysis of wrong way crashes to identify crash trends and contributing factors, and he applied a specialized methodology to estimate the state's more susceptible interchanges for wrong way entry. Field reviews were conducted at 40 interchanges throughout the state to identify systemic issues related to wrong way entry and consider systemic wrong way countermeasures, including setting a new minimum standard for wrong way signage and pavement markings for Florida's interchanges. In closing out the project, Ryan is working with the state and district traffic operations engineers to develop the funding and implementation plan for the recommended countermeasures to reduce wrong way crashes throughout the state.

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	
Ryan Mansfield, PE, RSP$_1$ **Senior Engineer**	Traffic Engineering Studies	a. TOTAL 7	b. WITH CURRENT FIRM 7

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, Oregon State University	Professional Engineer: FL #92672 Road Safety Professional Level 1

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

Ryan has participated in a variety of transportation and traffic engineering and planning projects at Kittelson. He has worked with both public agencies and private companies focusing on traffic operations, transportation planning, and transportation safety. Since joining Kittelson, he has had the opportunity to be involved in a variety of projects including intersection and segment operations, Intersection Control Evaluation (ICE), traffic impact analyses, roundabout feasibility studies, multimodal assessments, and safety analyses. Ryan has practical knowledge in several transportation design, modeling, and analysis software packages, including Synchro, SimTraffic, SIDRA, HCS, VISTRO, VISSIM, and FREEVAL.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
Osceola County Traffic Engineering Services Red Light Camera Evaluation
Osceola County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Ryan conducted a literature review of recently completed red-light camera evaluation studies to compare analysis methodologies and to determine an appropriate methodology for reviewing red-light cameras. He gathered historical crash data using the Crash Analysis Reporting System (CARS) and Signal Four Analytics to compare before-and-after crash types and severity for several red-light camera locations in Osceola County.

b.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 5 RRR Concept Development
Districtwide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Ryan conducted and oversaw over 20 reviews of RRR scopes for implementation of safety and pedestrian/bicycle improvements such as pedestrian crossings, speed management, and access management. He reviewed the RRR extents using aerial imagery and in-person field reviews when necessary to identify improvements to be incorporated into the RRR scope. He coordinated concept development of the improvements and presented the recommended improvements at District 5 collaboration meetings to receive feedback from other departments.

c.

(1) TITLE AND LOCATION *(City and State)*
Seminole County Lake Mary Boulevard & County Road 427 Study
Sanford, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Ryan conducted a study of the intersection of Lake Mary Blvd and CR 427 to evaluate existing congestion issues. Ryan conducted an existing conditions evaluation, safety, and operations assessments, and identified alternatives to relieve congestion and improve safety at the intersection and adjacent corridors. Ryan coordinated with the Central Florida Expressway Authority SR 417 project to understand how a proposed connector would influence travel demand along the study corridor and impact improvements.

d.

(1) TITLE AND LOCATION *(City and State)*

Miami-Dade TPO Intersection Safety Analysis

Miami-Dade County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Ryan conducted safety studies at three off-system intersections in Miami-Dade in less than three months. The studies evaluated existing conditions and identified safety issues at the three intersections. The studies required coordination with FDOT D6, MDC DTPW, and the City of Miami Gardens. Solutions were developed to mitigate the identified safety issues and benefit/cost analysis was conducted resulting in B/C greater than 1.0 which allowed the TPO to receive Highway Safety Improvement Program funding for the improvements.

e.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 1 US 41 & Bonita Beach Road Project Development & Environmental (PD&E) Study

Bonita Springs, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Ryan supported the PD&E study through conducting operations analysis using Synchro and Vissim. Ryan modeled the existing Vissim conditions and analyzed alternatives in Synchro, including a Single Point Diamond Interchange and a Displaced Left Turn configuration.

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	
Stephanie Shealey, PE, PTP, PTOE **Associate Engineer**	Transportation Planning; Development Services	a. TOTAL 15	b. WITH CURRENT FIRM 5

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
MS, Civil Engineering, Georgia Institute of Technology BS, Civil Engineering, Georgia Institute of Technology	Professional Engineer: FL #77034, NC #048590, SC #36761, TN #121982 Professional Traffic Operations Engineer #4610 Professional Transportation Planner #622

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

Stephanie has been involved in various traffic engineering and transportation planning projects for private and public clients throughout Florida and the southeast. On the private side, she has experience with transportation impact analysis for a variety of development projects, from small commercial developments to large mixed-use developments and sector plans. On the public side, Stephanie has experience with city-wide and corridor-focused transportation plans as well as with ADA compliance for pedestrian routes and parking facilities, parking demand analysis, and complete streets.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
City of Daytona Beach Traffic Impact Study Reviews
Daytona Beach, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

As project engineer, Stephanie assists with the reviewed of the methodologies and/or traffic impact studies for various developments within the City of Daytona Beach. As a representative of the City, she coordinated comments between the City, County, and applicant.

b.

(1) TITLE AND LOCATION *(City and State)*
City of Clermont Continuing Transportation Services
Clermont, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Stephanie serves as the project manager for the City of Clermont continuing transportation services contract. In this role, Stephanie reviews traffic impact studies for developments within the City of all sizes, commenting on the methods and methodologies used and providing feedback on how roadway network improvements can be incorporated into new developments to improve connectivity. In addition to development review, Stephanie has provided a review of the transportation element of the Comprehensive Plan and conducted parking studies within downtown Clermont.

c.

(1) TITLE AND LOCATION *(City and State)*
City of Miami Beach 71st Street Bridge Lane Elimination
Miami Beach, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Stephanie analyzed the impacts of lane elimination on 71st Street in Miami Beach, Florida. Conducted an analysis of the impact of removing an eastbound lane between Bay Drive and Indian Creek Drive to provide for a multi-use across the bridge. As part of the analysis, we modified the scope of the lane elimination to minimize the impacts on the intersection of 71st Street and Indian Creek Drive and added a dedicated bicycle lane between Rue Notre Dame and Bay Drive.

d.

(1) TITLE AND LOCATION *(City and State)*

City of Lake Alfred Transportation Master Plan

Lake Alfred, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Stephanie managed the Lake Alfred Transportation Master Plan and Impact Fee Update for the City of Lake Alfred. Previous transportation-related studies and plans for the City of Lake Alfred were reviewed and compiled into the Transportation Master Plan. Additionally, the projected growth within the City of Lake Alfred was reviewed and analyzed to determine additional transportation needs for the City. As part of the Master Plan, the transportation impact fees were updated based on the proposed development within the City.

e.

(1) TITLE AND LOCATION *(City and State)*

City of Orlando Venues Traffic Management

Orlando, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Stephanie reviewed and analyzed current traffic management operations at Camping World Stadium, Kia Center, Inter & Co Stadium, and Dr. Phillips Center for the Performing Arts. She analyzed vehicular, pedestrian, and transit operations and made recommendations to improve safety and guest experience while attending events within the City of Orlando.

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	
Travis Hills, PE, RSP$_1$ **Associate Engineer**	Miscellaneous Transportation Engineering Services (Lead)	a. TOTAL 13	b. WITH CURRENT FIRM 13

15. FIRM NAME AND LOCATION *(City and State)*

Kittelson & Associates, Inc., Orlando, Florida

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
BS, Civil Engineering, Portland State University	Professional Engineer: FL #81424 Road Safety Professional 1

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

Travis Hills offers diverse abilities and experience in operational analysis, safety analysis, and functional design. His experience includes working on corridor planning studies, operational and needs assessments, safety studies using the Highway Safety Manual to recommend safety improvements, and functional design projects, including reviews of design standards to develop roadway design alternatives. Travis played a key role in providing statewide training in each of the Florida Department of Transportation districts related to intersection control evaluation. When developing transportation solutions, Travis uses his skills at operating several traffic engineering and transportation planning software packages, including HCS, Synchro, AutoCAD, and MicroStation.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 5 Babcock Street PD&E Study
Brevard County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

The Babcock Street PD&E Study evaluated widening alternatives for an 8-mile section of southern Babcock Street in Brevard County, FL. Travis was the project lead for the project's traffic analysis, safety analysis, and access management portions. For the traffic analysis, he led the analysis of existing conditions, the development of growth rates and traffic factors, the volume projections for the future year, and the operational analysis for the build conditions. Travis led the historical safety assessment, which reviewed high crash locations and 5-year crash trends. Based on FDOT access management spacing standards, he developed the preliminary access management plan for the corridor. Once the build alternatives were established, Travis also led the Highway Safety Manual analysis for the study corridor.

b.

(1) TITLE AND LOCATION *(City and State)*
FDOT Access Management Training Course Development
Statewide, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Travis assisted with developing the Access Management Training Course presented by FDOT. The training course was split into two sessions: a PowerPoint presentation for the entire class and four smaller workshop sessions based on actual access management projects. Travis wrote and created slides for the PowerPoint session. He also prepared various materials for the workshop sessions, including large-scale aerials for the trainees to sketch their access management ideas and handouts with information regarding the project's background, crash and transit data, surrounding land uses, current access management, and objectives for the workshop. Travis also helped teach access management rules and objectives during the workshop sessions.

c.

(1) TITLE AND LOCATION *(City and State)*
FDOT District 5 SR 535 Concept Development Study

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Travis served as the project manager for the SR 535 Concept Development Study. As part of this study, Travis oversaw the development of innovative intersection concepts at two locations along the study corridor. These Restricted Crossing U-Turn (RCUT) intersections will improve safety and traffic operations in the area. Travis led the Intersection Control Evaluation process for each of the RCUT locations, which involved detailed safety and operational analysis and a benefit/cost assessment.

d.

(1) TITLE AND LOCATION *(City and State)*

FDOT District 1 Traffic Operations and Safety

Districtwide, FL

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Travis has served as the project manager for intersection safety studies in FDOT District 1. Two of these studies focused on intersections along US 27 in Sebring and Avon Park. The intersection in Sebring was a rural high-speed intersection and Travis proposed recommendations to reduce high-speed/severe injury rear-end crashes and also improve pedestrian/bicycle safety. The intersection in Avon Park was in a more urban setting, and Travis proposed recommendations aimed at reducing severe injury left-turn crashes.

e.

(1) TITLE AND LOCATION *(City and State)*

City of Fort Lauderdale Transportation Services Contract

Fort Lauderdale, FL.

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☒ Check if project performed with current firm

Travis is a participating member on a Fort Lauderdale on-call contract preparing several cost estimates in support of their long-term goal of becoming a more walkable and bikeable city. Cost estimates have been prepared for various needs all related to traffic calming, whether it be for roundabouts, speed tables, or lane repurposing. Travis has also been involved in developing concepts where he reimagines how to allocate space with existing rights-of-way.

SECTION

Resumes of Key Personnel Proposed for this Contract

12. Name	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
Jason Houck, PWS, GISP	Environmental / Permitting	a. Total	b. With Current Firm
		23	16
15. FIRM NAME AND LOCATION (City and State)			
Ardurra Group, Inc., Oviedo, FL			
16. EDUCATION (Degree and Specialization)	17. CURRENT PROFESSIONAL REGISTRATION (State and Discipline)		
Bachelor of Science in Environmental Science, University of Tennessee, 2001 Master of Science in Environmental Science, University of Tennessee, 2003	Professional Wetland Scientist, #1876, State of Florida, Issued: 06/21/2008 Authorized Gopher Tortoise Agent, #GTA-09-00068G, State of Florida, Issued: 05/12/2009 Geographic Information Systems Professional, #44521, State of Florida, Issued: 07/25/2007 Qualified Stormwater Management Inspector, #22334, State of Florida, Issued: 08/26/2009		
18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Organizations, Training, Awards, etc.)			

19. RELEVANT PROJECTS

	(1) Title and Location (City and State)	(2) Year Completed	
		PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
a.	Environmental Permit Design Support Consultants, FDOT District One	On-going	
	(3) Brief Description (Brief Scope, Cost, etc.) and Specific Role	X Check if project performed with current firm	
	Project Manager responsible for contract management and staff allocation, review of environmental permit applications for consistency and completeness that are prepared by other consultants, regulatory agency coordination, and environmental permitting support for FDOT in-house design projects. Manage in-house review staff in support of the FDOT D-1 work program and attend meetings with regulatory agencies on behalf and in support of FDOT District 1. Contract tasks may include jurisdictional determination, permit preparation and submittal, data collection, Electronic Review Comments (ERC) Reviews, In-House staff support, drainage design and/or evaluation, computations, field surveys, development and design of wildlife crossings, mitigation design and monitoring, post design activities and plans preparation.		
	(1) Title and Location (City and State)	(2) Year Completed	
		PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
b.	Districtwide Environmental Permitting, FDOT District Five, FL	2021	
	(3) Brief Description (Brief Scope, Cost, etc.) and Specific Role	X Check if project performed with current firm	
	Project Manager responsible for contract management and staff allocation, review of environmental permit applications for consistency and completeness that are prepared by other consultants, regulatory agency coordination, and environmental permitting support for FDOT in-house design projects. Also manage in-house review staff in support of the FDOT D-5 work program and attend meetings with regulatory agencies on behalf and in support of the District. These services included ERC plans reviews; coordination with in house design staff for the planning and preparation of permit applications to regulatory agencies; attending meetings with regulatory agencies and stakeholders on behalf of the District; wetland and surface water delineations; listed species surveys; GIS analysis; and mitigation planning.		
	(1) Title and Location (City and State)	(2) Year Completed	
		PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
c.	Selvitz Rd Widening from Glades Cut-Off to Edwards Rd, St. Lucie County, FL	On-going	
	(3) Brief Description (Brief Scope, Cost, etc.) and Specific Role	X Check if project performed with current firm	
	Senior Scientist responsible for wetland and wildlife habitat and assessments, regulatory agency coordination, environmental documents, and permitting. This project will reconstruct Selvitz Road from Glades Cut-Off to Edwards Road to improve capacity. The proposed typical section consists of a four-lane urban roadway with buffered bike lanes, a 12-foot shared use path on the east, and a six-foot sidewalk on the west. This project will realign Selvitz Road, create a direct connection to Glades Cut-Off Road, and replace the existing bridge over Tenmile Creek. The realignment will address several safety issues within the corridor while meeting the traffic needs of the facility.		
	(1) Title and Location (City and State)	(2) Year Completed	
		PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
d.	Edwards Road Phase 2, St. Lucie County, FL	2022	
	(3) Brief Description (Brief Scope, Cost, etc.) and Specific Role	X Check if project performed with current firm	
	Senior Scientist responsible for wetland and wildlife habitat evaluation, mitigation planning, and environmental permitting. This project developed 60% concept plans to reconstruct 0.5 miles of Edwards Road to repair the drainage infrastructure damaged by Hurricane Irma. The typical section consists of a 5-lane urban roadway with a sidewalk on the south side. The signal at Oleander Blvd. will be replaced. An RFP will also be developed to advertise this project as a Low-Bid Design Build.		
	(1) Title and Location (City and State)	(2) Year Completed	
		PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
e.	Glades Cut Off Road from Range Line Road to Selvitz Road, St. Lucie County, FL	On-Going	
	(3) Brief Description (Brief Scope, Cost, etc.) and Specific Role	X Check if project performed with current firm	
	Project Manager. Ardurra (formerly Inwood) is providing environmental services and assisting in the concept development and roadway design in support of the prime firm for this St. Lucie County project to study, analyze, and assess the impacts of the widening/reconstruction of a 10-mile segment of Glades Cut Off Road from Range Line Road to Selvitz Road.		

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
Erez Dayan	Senior Traffic Engineer	28	5

15. FIRM NAME AND LOCATION *(City and State)*

Avant Engineering Group, LLC / Winter Park, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
B.S., Civil Engineering, University of Central Florida (1996)	Professional Engineer, FL (62144 - 12/09/2004)

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

FDOT Avanced Temporary Traffic Control Certification (2021), ATSSA Traffic Control Supervisor, IMSA Signal & Signing Tech II, Institute of Transportation Engineering (ITE), Florida Engineering Society (FES)

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
SR 46 from East of CR 15 (Upsala Rd.) to French Ave., Sanford, FL	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Mr. Dayan serves as Senior Traffic Engineer for all traffic-related components for this pavement rehabilitation project. Although it is the projects primary intent to mill and resurface approximately 2.9 miles of SR 46 another focus will be to address the high number of pedestrian and bicycle crashes.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
SR 44 from US 19 to East of NE 10th Ave., Crystal River, FL	2022	2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Mr. Dayan serves as Senior Traffic Engineer. The main intent of the project is rehabilitating the existing asphalt pavement through milling and resurfacing while also providing complete streets improvements which include adding an 8-ft sidewalk on the north side of the roadway, upgrading all sidewalks, curb ramps and driveways to be ADA compliant

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
SR 739 from Caloosahatchee River to SR 78, Ft. Myers, FL	2023	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Mr. Dayan serves as Traffic Engineer for this RRR and safety improvement project along SR 739 (Old Bus. 41) in North Fort Myers. The project entails rehabilitating the existing pavement, providing safety enhancements which include installing a raised median throughout the 1.5-mile project limits, providing two pedestrian bybrid beacons.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Fowler st at SR 884 (Colonial Blvd.) Ft. Myers, FL	2022	2024

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Mr. Dayan serves as Senior Traffic Engineer for this intersection improvement project located within the City of Fort Myers. Northbound Fowler Street will be widened to accomodate and additional right turn lane onto eastbound SR 884.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
SR A1A from North 600 to North Roberta Rd., Daytona Beach, FL	2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Mr. Dayan serves as Engineer of Record for all traffic related components. The purpose of these urban and rural projects is to mill and resurface the roadway to extend its longevity. Pedestrian and ADA improvements will be incorporated along this roadway that is located within the cities of Daytona Beacn and Ormond Beach.

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
Juan M. Rivera	Traffic Engineer	8	4

15. FIRM NAME AND LOCATION *(City and State)*

Avant Engineering Group, LLC / Winter Park, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
B.S., Civil Engineering, University of Puerto Rico (2013) M.S., Engineering Management, University of Central Florida (2019)	Professional Engineer, Florida (87657 - 06/20/2019)

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

FDOT Advanced Temporary Traffic Control Certification (2018)

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: I-4 from West Mango Rd. to Mango Rd., Tampa, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2024 | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Mr. Rivera serves as the EOR for the Signalization Plans. The main intent of the project is to widen the eastbound off ramp of I-4 at Mango Road to provide and additional left turn lane at the intersection. The existing ramp consists of a single left turn lane and dual right turn lanes.

b.

(1) TITLE AND LOCATION *(City and State)*: Fowler St., at SR 884 (Colonial Blvd.) Ft. Myers, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022 | CONSTRUCTION *(If applicable)*: 2024

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Mr. Rivera currently serves as Lighting Project Engineer for this intersection improvement project located within the City of Ft. Myers. Northbound Fowler Street will be widened to accommodate an additional right turn lane onto eastbound SR 884.

c.

(1) TITLE AND LOCATION *(City and State)*: SR 46 from East of CR 15 (Upsala Rd.) to French Ave., Sanford, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2024 | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Mr. Rivera currently serves as the EOR the Signalization Plans. Although it is the projects primary intent to mill and resurface approximately 2.9 miles of SR 46 another focus will be to address the high number of pedestrian and bicycle crashes.

d.

(1) TITLE AND LOCATION *(City and State)*: SR 44 from Us 19 to East of NE 10th Ave., Crystal River, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022 | CONSTRUCTION *(If applicable)*: 2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Mr. Rivera served as Lighting Project Engineer. The main intent of the project is rehabilitating the existing asphalt pavement through milling and resurfacing while also providing complete streets improvements which include adding an 8-ft sidewalk on the north side of the roadway, upgrading all sidewalks, curb ramps and driveways.

e.

(1) TITLE AND LOCATION *(City and State)*: SR 739 from Caloosahatchee River to SR 78., Ft. Myers, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2023 | CONSTRUCTION *(If applicable)*: N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Mr. Rivera serves as Lighting Project Engineer for this RRR and safety improvement project along SR 739(Old Bus. 41) in North Fort Myers. The project entails rehabilitating the existing pavement, providing safety and enhancements which include installing a raised median throughout the 1.5-mile project limits.

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
Jay Hood, PLA, ASLA	Principal Landscape Architect	36	3

15. FIRM NAME AND LOCATION *(City and State)*
Catalyst Design Group | Winter Park, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
Bachelor of Science in Landscape Architecture, Purdue University	Registered Landscape Architect: FL #LA0001277; CO, OH

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

Council of Landscape Architectural Registration Boards (CLARB); American Society of Landscape Architects; Florida Recreation and Park Association; Purdue Landscape Architecture Professional Advisory Council, Board Member

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Park Avenue Streetscape, Lake Wales, FL	2025 (est.)	2025 (est.)

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Jay served as principal-in-charge for the design of Park Avenue Streetscape project. The Park Avenue streetscape is a building-face-to-building-face project that balances the auto-dominated street by converting the oversized one-way street with angled parking into a two-way street with parallel parking. The new curbless complete street features broad sidewalks for outdoor dining and events, and the renovation and expansion of the City's Market Plaza and rain gardens.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District One - District Wide Systems Planning, Corridor Plans/ Complete Streets Analyses, Bartow, FL	2023	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[ ] Check if project performed with current firm

Jay served as principal landscape architect for this FDOT interdisciplinary contract to provide FDOT with planning and design services that support Intermodal Systems Development and Systems Planning, including preparation of Complete Street Action Plans for arterial or collector corridors. The completed action plans identify cost-feasible complete street improvements and strategies, with an emphasis on improving safety, mobility, access, and quality of life for all users.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Manatee County Complete Streets, Manatee County, FL	2016	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[ ] Check if project performed with current firm

Jay served as principal landscape architect for the Complete Streets standards in the County's Public Works Manual. The work included the development of cross-sections for various types of streets and criteria for determining which combination of street elements and dimensions to use based on the land use context of each area, the existing right-of-way dimensions and features, community desires, types of users, transit service, available budget, parking needs, and future utilities locations.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Narcoossee Road Widening and Trail, Orlando, FL	2017	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[ ] Check if project performed with current firm

Jay served as principal landscape architect for an approximate four-mile roadway improvement project on Narcoossee Road from SR 417 to SR 528. The project involved widening the road from four lanes to six lanes and the widening of the existing five-foot sidewalk on the west side to a new bike trail. Decorative sound walls are proposed between the trail and part of the adjacent residential development.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
US 41 Concept Plans, Naples, FL	2019	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[ ] Check if project performed with current firm

Jay served as principal landscape architect for the development of concept plans along a 1-mile segment of US-41 between Goodlette Frank Road and 5th Avenue North. The purpose of the project is to reimagine this corridor to develop a pedestrian oriented multimodal complete street supportive of the existing and future land use context. The plan improves safety and mobility for all modes, promotes modal connectivity and supports the health and prosperity of the downtown Naples area.

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	
Jose Vazquez	President/Data Collection Manager	a. TOTAL 23	b. WITH CURRENT FIRM 23

15. FIRM NAME AND LOCATION *(City and State)*

DE Traffic, LLC

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*

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

Mr. José Vazquez is the President of DE Traffic, LLC, where he manages the development and operations of the firm's traffic data collection programs. With over 23 years of expertise in traffic engineering and data collection, Mr. Vazquez ensures the successful execution of projects by overseeing scheduling, staff coordination, and the delivery of accurate, high-quality traffic data. His leadership and technical expertise have been instrumental in the firm's growth and reputation for excellence.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
City of Delray Beach Traffic Data Collection Engineer Services
Delray Beach, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Managed scheduling and data collection for all Automatic Traffic Recorder (ATR) 7-day continuing services.

b.

(1) TITLE AND LOCATION *(City and State)*
City of Ormond Beach Bike Week
Ormond Beach, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2024	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Directed the scheduling and data collection for ATRs during the high-traffic event, ensuring accurate reporting.

c.

(1) TITLE AND LOCATION *(City and State)*
Brevard County Traffic Engineering Contract
Brevard County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Managed ongoing contracts for traffic operational studies on the county highway system.

d.

(1) TITLE AND LOCATION *(City and State)*
Volusia County Traffic Engineering Contract
Volusia County, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Successfully completed contracts involving data collection for operational studies on the county highway system.

e.

(1) TITLE AND LOCATION *(City and State)*
NASA Traffic Monitoring
Titusville, FL

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☒ Check if project performed with current firm

Collaborated with Jones Edmunds to oversee scheduling, data collection, and report generation for NASA-related transportation projects.

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
Demond Hazley	Traffic Studies Support	19	1

15. FIRM NAME AND LOCATION *(City and State)*

Windermere, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
University of Central Florida BS, Civil Engineering, 2006	Florida - Professional Engineer (#72970) Colorado - Professional Engineer (#0050399) Virginia - Professional Engineer (#04020688801) Georgia - Professional Engineer (#052465)

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

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: Orange County Continuing Professional Transportation Planning Services

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2023 | CONSTRUCTION *(If applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

Demond supported Orange County for over 15 years on this continuing services contract (>$250k/year). In addition to growth management support, Demond was responsible for the Concurrency Management System data which required an annual County-wide roadway capacity assessment based on volumes, roadway characteristics, and committed trips.

b.

(1) TITLE AND LOCATION *(City and State)*: City of Daytona Beach Transportation Planning Continuing Services Contract - Daytona Beach, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2020 | CONSTRUCTION *(If applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

Demond served as the Project Manager for this continuing services contract (>$100k/year). Key tasks included the review of proposed developments throughout the City and coordination with the County and State on regional impacts. These reviews include analysis of project access, roadway level of service, operational analyses, traffic calming, and mitigation needs.

c.

(1) TITLE AND LOCATION *(City and State)*: City of Apopka Professional Transportation Planning and Traffic Engineering Continuing Services - Apopka, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2023 | CONSTRUCTION *(If applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

Demond served as the Project manager for this continuing service contract (<$100k/year) which included a range of transportation tasks from planning to post-design services. Based on the City's needs, the team approached this contract with an integrated approach focused on mobility initiatives, bicycle/pedestrian safety, and complete streets.

d.

(1) TITLE AND LOCATION *(City and State)*: Metroplan Orlando General Planning Consultant - Orlando, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2022 | CONSTRUCTION *(If applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

Demond led the development of the Needs and Cost Feasible Plan for the 2045 MTP under a task order of this continuing services contract (>$100k/year). The effort included the development of a big data model with over 25 performance indicators, all aligned to the MPO's established goals. The approach resulted in a comprehensive multimodal needs list.

e.

(1) TITLE AND LOCATION *(City and State)*: FDOT District 1 Transportation Systems Management and Operations (TSMO) General Consultant Services, Bartow, FL

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2023 | CONSTRUCTION *(If applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☐ Check if project performed with current firm

Demond served as project manager for this continuing services contract (>$300k/year). Specific tasks led by Demond included a series of TSMO Masterplans which identified TSMO and ITS solutions for prioritized corridors, a Districtwide Autonomous Vehicle Transit Shuttle Implementation plan, and traffic operations studies for constrained corridors.

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
Brad Alexander, PE, PSM	Project Manager	25	7

15. FIRM NAME AND LOCATION *(City and State)*

L&S Diversified - Orlando, FL

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, University of Central Florida	Professional Engineer - FL PE 78427 Professional Surveyor and Mapper - FL LS 6885

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

Advanced MOT/TTC Certified
PACP, MACP & LACP NASSCO Certified

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: Sisson Road FM Replacement (Titusville, FL)

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	In Design

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

L&S Diversified provided professional surveying and mapping services for the design of approximately 11,850 LF of force main replacement. Services included horizontal and vertical survey control, apparent r/w determination, topographic surveying and a full suite of SUE services per ASCE 38-22. Surveying Fee: $167,760

b.

(1) TITLE AND LOCATION *(City and State)*: City of Deltona LS 7 Replacement (Deltona, FL)

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	In Design

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

L&S Diversified provided professional surveying and mapping services for the design of approximately 1,100 LF of force main replacement. Services included horizontal and vertical survey control, apparent r/w determination, boundary and topographic surveying of existing lift station, and a full suite of SUE services per ASCE 38-22. Surveying Fee:$17,990

c.

(1) TITLE AND LOCATION *(City and State)*: Winter Springs East and West WWTP's (Winter Springs, FL)

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

L&S provided horizontal and vertical survey control, boundary and topographic surveying, and subsurface utility engineering at 2 of the City of Winter Springs wastewater treatment plants. Additional on call survey and SUE services for emergency utility repairs throughout the City. Surveying Fee: $79,000

d.

(1) TITLE AND LOCATION *(City and State)*: Gravity Package 7 - Orange County Utilities (OCU)(Orange County, FL)

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2020	Not involved in const.

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

L&S Diversified provided horizontal and vertical survey control, boundary and topographic surveying and SUE services for OCU in six (6) different service areas throughout Orange County for the rehabilitation and repair of existing gravity sewer systems and pump station upgrades. Surveying Fee: $32,550

e.

(1) TITLE AND LOCATION *(City and State)*: Williamson Road Utility Improvements (City of Daytona Beach, FL)

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
2022	In Design

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

L&S Diversified provided professional surveying and mapping services for the design of approximately 5,100 LF of utility improvements for the City of Daytona Beach. Services included survey control, apparent r/w determination, topographic surveying, SUE services and MOT design and permitting through Volusia County Public Works. Surveying Fee: $73,700

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	
Godwin N. Nnadi, Ph.D., P.E.	Principle Engineer	a. TOTAL: 44	b. WITH CURRENT FIRM: 24

15. FIRM NAME AND LOCATION *(City and State)*
NADIC Engineering Services Inc., Orlando, FL

16. EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*
Ph. D. Civil Engineering	Professional Engineer – FL (No. 50637)

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*
Over 14 Publications in Geotechnical Engineering: ASCE, Geo-Institute, FES.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Edgewater Drive Complete Streets Project City of Orlando, Florida	On-Going	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — x Check if project performed with current firm

The purpose of this project was to correct existing deficiencies on the corridor and construct elements that would increase safety for non-motorized and vulnerable users. The project consisted of redesign of Edgewater Drive, including milling and resurfacing, reconstruction of portions of the roadway, curb and gutter, sidewalks, and, driveways.

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Tradeshow Road Reconstruction (Destination Parkway to Universal Boulevard) International Drive Transit Feasibility & Alternative Technology Assessment Orange County, Florida	2020	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — x Check if project performed with current firm

The purpose of this project was to widen and reconstruct Tradeshow Road from Destination Parkway to Universal Boulevard. Tradeshow Road was planned to be widened to a 4-lane divided urban roadway with additional inside BUS only lanes.

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Final Design of Mercy Drive @ Fairvilla Road Roundabout in Orlando, Orange County, Florida	2021	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — x Check if project performed with current firm

The purpose of this project was focused on the safety involving all City Departments, with the goal of eliminating all traffic – related and serious injuries by the year 2040. Mercy Drive, aligned north-south, was a three-lane undivided roadway with 4' bike lanes in both directions, curb and gutter drainage, sidewalks and both sides, a posted speed limit of 35 mph, and was classified as a collector street.

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Ivanhoe Boulevard Drainage Improvements, Task 3, Area 2 City of Orlando, Orange County, Florida	2021	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — x Check if project performed with current firm

The purpose of this project was to upgrade the stormwater infrastructure along major urban corridors for current and future use. It included the installation of 15-inch to 48-inch RCP, a 6-inch ductile iron pipe, and an 8-inch PVC pipe for stormwater drainage, water main, and sewer main, respectively, and restoring the asphalt road-way on Gerda Terrace, Hopkins Court, Depauw Avenue, Dormont Lane, and Oakmont Lane.

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Lake Notasulga/Haralson Avenue Subdivision Improvement, City of Orlando, FL	2021	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — x Check if project performed with current firm

The project involved drainage improvements and pipe installations on multiple streets in the Lake Notasulga/Haralson Avenue Subdivision. The work included 15-inch to 60-inch RCP, 4-inch to 6-inch ductile iron pipes, and an 8-inch PVC pipe for stormwater, water mains, and sewer mains.

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
ALEXANDER HINKLE, PE	Traffic Design/ITS	16	14

15. FIRM NAME AND LOCATION (CITY AND STATE)

Protean Design Group, Inc. (Orlando, FL)

16. EDUCATION (DEGREE AND SPECIALIZATION)	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
MS, Engineering Management, UCF, 2017 BS, Civil Engineering, UCF, 2011	Professional Engineer, Florida, No. 82354

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)

19. RELEVANT PROJECTS

A. (1) TITLE AND LOCATION (CITY AND STATE)	(2) YEAR COMPLETED	
A1A FROM CRESCENT BEACH DRIVE TO MINUTEMEN CAUSEWAY PEDESTRIAN CROSSINGS (FDOT DISTRICT 5, BREVARD COUNTY, FL)	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE	☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	

Project Manager. Protean is leading the design efforts for signing and pavement marking, curb ramp design, lighting, and drainage at pedestrian crossings to improve pedestrian safety and implement recommendations of the Pedestrian Safety Study along SR A1A from Crescent Beach Drive to Minutemen Causeway (mile post [MP] 31.147 to 33.288 and 0.671 to 2.852). There are three typical sections present. MP 31.147 to 33.283 consists of two 11-foot travel lanes, 4-foot paved outside shoulder, 4-foot minimum unpaved inside and outside shoulder, and 5-foot sidewalk on the left and 8-foot sidewalk on the right. From MP 0.671 to 0.706, two 11-foot travel lanes are present along with 7-foot bicycle lanes, 8.5-foot on-street parking, type F curb and gutter, and 10-foot sidewalks. MP 0.706 to 2.844 includes two 12-foot travel lanes, 5-foot paved outside shoulders, 4-foot inside paved shoulders, 2-foot minimum unpaved inside and shoulder, and 5-foot sidewalks. Throughout this 4.32-mile corridor, improvements will be implemented at 12 marked pedestrian crossings. For the two crossing locations at SR A1A northbound and southbound at 1st Street South, pedestrian hybrid beacons (PHBs) will be provided and for the remaining locations, marked crosswalks and pedestrian crossing signage will be provided. At all locations, Protean will optimize the layout of the pedestrian crossings and take into consideration proximity to buses and transit stops, maintenance of drainage patterns, and vehicle turning movements. Connectivity and walking paths of the pedestrians will be evaluated to provide the safest crossing location. Additional improvements include modifications to on-street parking at MP 0.692 by restriping.

B. (1) TITLE AND LOCATION (CITY AND STATE)	(2) YEAR COMPLETED	
SR 436 FROM OLD CHENEY HIGHWAY TO UNIVERSITY PARK DRIVE (FDOT DISTRICT 5, ORANGE COUNTY, FL)	PROFESSIONAL SERVICES 2023	CONSTRUCTION (IF APPLICABLE) 2024
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE	☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	

Traffic EOR. Protean conducted design alternative analysis and subsequent preliminary design for this 2.07-mile safety improvement project along SR 436 from north of Old Cheney Highway to north of University Park Drive. The existing divided rural typical section included six 12-foot travel lanes (three per direction), 10-foot outside shoulders (8-foot paved), and 5-foot sidewalks, separated by a 22-foot raised median. During the design alternatives analysis, Protean evaluated the elimination of right turn lanes at non-signalized intersections, use of a new traffic separator between the outside travel lane and shoulder to protect bicyclists on the shoulder, and reduced lane widths to provide the ability to accommodate the traffic separator. Crosswalk improvements at signalized intersections were analyzed in an effort to reduce length, provide refuge for pedestrians in the median, and provide raised separators to protect pedestrians in each quadrant of the intersection. The use of mast arms at signalized intersections was studied, for which Protean identified the associated impacts to drainage, utilities, and right-of-way (ROW), then identified the optimum layout for each location. Protean evaluated driveways, median openings, transit stops, overall corridor access management, and opportunities for landscape and aesthetic treatments. The project included stakeholder coordination with MetroPlan Orlando, the City of Orlando, Orange County, and Full Sail University. Protean is now providing post design services during construction.

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	
ALEXANDER HINKLE, PE	Traffic Design/ITS	A. TOTAL 16	B. WITH CURRENT FIRM 14

C. (1) TITLE AND LOCATION (CITY AND STATE)

SR 5/US 1/PHILIPS HIGHWAY AT REBA AVENUE/PUTNAM AVENUE
(FDOT DISTRICT 2, DUVAL COUNTY, FL)

(2) YEAR COMPLETED
PROFESSIONAL SERVICES 2020
CONSTRUCTION (IF APPLICABLE) 2022

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE

☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager. This project served as the Intersection Control Evaluation (ICE) pilot project for District 2 and included the evaluation of various intersection types. The final design configuration provided a partial RCUT due to the offset side streets of Reba Avenue and Putnam Avenue and included turn lane extensions, widening to accommodate vehicle swept paths, driveway and median modifications, drainage improvements, mast arms, pedestrian signals, fiber interconnect, signing improvements, and intersection lighting. Due to the offset intersection configuration and limitation of standard signal controllers, two separate controllers were provided, one for each side street. The unique layout of the intersection also required the use of diagonal mast arms, which were justified documented via a Design Variation Memorandum. A detailed pedestrian conveyance plan was developed to ensure pedestrian and bicyclist connectivity was maintained through all phases of construction. The project also included intersection lighting which was to be installed by the FDOT contractor utilizing JEA's Lighting Standards, which were incorporated into the contract via a Technical Special Provision. During the public meeting, a County Commissioner brought up the potential need for a midblock crossing located approximately 1500 feet from the end project limit at Clinton Avenue. Protean evaluated the midblock crossing utilizing the criteria outlined in the FDOT Traffic Engineering Manual and the MUTCD and determined the installation of a midblock crosswalk with PHBs was warranted, which was included in the final design. The PHB was coordinated with the traffic signal at the SR 5/US 1 and Walmart Supercenter intersection.

D. (1) TITLE AND LOCATION (CITY AND STATE)

SR 535 FROM LAKE BRYAN BEACH BOULEVARD TO VINELAND AVENUE
(FDOT DISTRICT 5, ORANGE COUNTY, FL)

(2) YEAR COMPLETED
PROFESSIONAL SERVICES 2020
CONSTRUCTION (IF APPLICABLE) 2021

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE

☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager. The intent of this project was to provide crash reduction countermeasures and pedestrian safety enhancements at the intersections of Vistana Drive, Vistana Centre Drive, Meadow Creek Drive, private driveway, and Vineland Avenue. Restricted Crossing U-Turn (RCUT) intersections were installed at 4 locations and included mast arms, pedestrian signals with 2-stage mainline crossings, video vehicle detection, integration of an adaptive signal control system, and interconnect and fiber relocation utilizing split duct conduit. A detailed maintenance of communication plan and sequencing of events was provided for the fiber modifications and installations. Due to the urban nature of the SR 535 corridor, substantial utility coordination efforts and field investigation were required to avoid utility impacts were feasible. Unique to this project was the operational evaluation and associated controller logic and phasing notes associated with the RCUTs and pedestrian crossings. Protean completed an operational analysis utilizing Trafficware's Syncho software of the corridor with the proposed signalized RCUTs to determine the optimal phasing and timing configuration that would limit delay time while optimizing intersection and corridor level of service. Protean also completed a Flashing Yellow Arrow analysis for each of the four intersections to determine the time of day the mainline left turn signals shall operate protected only versus protected/permissive. The evaluation included factors such as sight distance, approaching vehicle speed, number of approaching lanes, adequate gap space, mainline through and left turn volumes, and crash data. Corridor and intersection lighting was also provided via a Roadway Illumination Service Agreement with Duke Energy.

E. (1) TITLE AND LOCATION (CITY AND STATE)

SR 436 AT HOWELL BRANCH ROAD
(FDOT DISTRICT 5, SEMINOLE COUNTY, FL)

(2) YEAR COMPLETED
PROFESSIONAL SERVICES 2020
CONSTRUCTION (IF APPLICABLE) 2021

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE

☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager. To accomplish all aspects of the project, we upgraded the strain poles to mast arms and provided ADA-compliant pedestrian push buttons, designed intersection lighting compliant with updated criteria, modified striping, and updated signage where necessary. Falling within Seminole County ROW, the improvements along Howell Branch Road required a Locally Funded Agreement between FDOT and the County for contribution of funds from the County. A Local Agency Interactive Project Update meeting as well as a meeting directly with Seminole County. With seven utilities along the corridor, Protean was cognizant of their locations while designing the widening to quickly identify and resolve conflicts.

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	
EMILY WIGLE, PE	Roadway	A. TOTAL 14	B. WITH CURRENT FIRM 12

15. FIRM NAME AND LOCATION (CITY AND STATE)

Protean Design Group, Inc. (Orlando, FL)

16. EDUCATION (DEGREE AND SPECIALIZATION)	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
BS, Civil Engineering, University of Florida, 2014	Professional Engineer, Florida, No. 87447

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)

19. RELEVANT PROJECTS

A. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

SR 500 (US 441/ORANGE BLOSSOM TRAIL) AT CLARCONA-OCOEE ROAD (FDOT DISTRICT 5, ORANGE COUNTY, FL)

PROFESSIONAL SERVICES: 2023 — CONSTRUCTION (IF APPLICABLE): Ongoing

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager. Protean is designing improvements to the intersection of Orange Blossom Trail (SR 500/US 441) and Clarcona-Ocoee Road as recommended in a 2019 safety study. The project will reconstruct and upgrade the existing traffic signal equipment to enhance visibility and safety for drivers and pedestrians. Upgraded equipment includes additional signal poles with new signal heads, as well as new pedestrian signals. The eastbound right turn lane on Clarcona-Ocoee Road will also be extended and a 2-foot-wide traffic separator next to the left turn lane on Clarcona-Ocoee Road east of the intersection will be constructed. The southeast corner of the intersection will be widened and a truck apron added to improve safety for trucks turning right onto Clarcona-Ocoee Road. Other pedestrian safety improvements include reconstructing the islands in the northwest and southeast corners of the intersection to provide a stopping area for those crossing the roadway, realigning crosswalks, and reconstructing sidewalk and curb ramps to meet current ADA standards. Additional services include temporary traffic control plans (TTCP) (Level 1 for traffic and Level 2 for pedestrians), drainage design, utility coordination, survey/SUE, miscellaneous structures, and one public meeting with Orange County.

B. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

SR A1A FROM CRESCENT BEACH DRIVE TO MINUTEMEN CAUSEWAY (FDOT DISTRICT 5, BREVARD COUNTY, FL)

PROFESSIONAL SERVICES: Ongoing — CONSTRUCTION (IF APPLICABLE): N/A

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Roadway Engineer. Protean led the design efforts for signing and pavement markings, curb ramps, lighting, and drainage at pedestrian crossings to improve pedestrian safety and implement recommendations of the Pedestrian Safety Study along SR A1A from Crescent Beach Drive to Minutemen Causeway (mile post [MP] 31.15 to 33.29 and 0.67 to 2.85). This segment was comprised of three typical sections. MP 31.15 to 33.28 consisted of two 11-foot travel lanes, a 4-foot paved outside shoulder, 4-foot minimum unpaved inside and outside shoulders, a 5-foot sidewalk on the west and an 8-foot sidewalk on the east. From MP 0.67 to 0.71, two 11-foot travel lanes were present along with 7-foot bicycle lanes, 8.5-foot on-street parking, type F curb and gutter, and 10-foot sidewalks. MP 0.70 to 2.84 included two 12-foot travel lanes, 5-foot paved outside shoulders, 4-foot inside paved shoulders, 2-foot minimum unpaved inside and outside shoulders, and 5-foot sidewalks. Throughout this 4.32-mile corridor, improvements were implemented at 12 marked pedestrian crossings. For the two crossing locations at SR A1A NB and SB at 1st Street South, pedestrian hybrid beacons (PHBs) were provided; for the remaining locations, marked crosswalks and pedestrian crossing signage was provided. At all locations, Protean optimized the pedestrian crossing layout and took into consideration proximity to buses and transit stops, maintenance of drainage patterns, and vehicle turning movements. Connectivity and walking paths of pedestrians were evaluated to provide the safest crossing location. Modifications to on-street parking at MP 0.69 included restriping.

C. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

SR 52 FROM HICKS ROAD TO MOON LAKE ROAD (FDOT DISTRICT 7, PASCO COUNTY, FL)

PROFESSIONAL SERVICES: Ongoing — CONSTRUCTION (IF APPLICABLE): N/A

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager. Protean is responsible for the milling and resurfacing of 2.95 miles of SR 52, a two-lane undivided rural roadway with an open drainage system and classified as a Principal Arterial. The Protean team is also providing survey, signing and pavement markings, minor guardrail improvements, TTCP, and utility coordination. The purpose of the project is to mill and resurface the travel lanes only and shoulders with deterioration, since a near-future project is set to reconstruct the roadway.

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	
EMILY WIGLE, PE	Roadway	A. TOTAL 14	B. WITH CURRENT FIRM 12

D. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

CONTINUING SERVICES CONTRACT (CSC) FOR ROADWAY DESIGN (FDOT DISTRICT 5, DISTRICTWIDE, FL)

PROFESSIONAL SERVICES: Ongoing | CONSTRUCTION (IF APPLICABLE): Ongoing

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Team Leader. Protean was awarded this task work order (TWO)-driven contract for roadway design, which covers a wide range of design needs. Assignments anticipated under this diverse contract may include minor widening, milling and resurfacing, access management improvements, roundabout design, turn lane extensions, bicycle/transit/mobility inclusion, drainage/permitting, miscellaneous structures, bridge replacements, intersection control evaluations, intersection improvements, signal upgrades, lighting improvements and upgrades, traffic operations improvements, ITS implementation and upgrades, ADA and pedestrian improvements, minor ROW takes, utility coordination, utility work by highway contractor coordination, public involvement/public engagement, environmental services, landscape architecture, architectural services, survey and mapping (including LiDAR), geotechnical investigation, value engineering, and PD&E studies. A unique element of this contract includes completing all design and construction within five years, making adherence to schedule imperative.

E. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

SR 683 (US 301) FROM 25TH COURT EAST TO 13TH AVENUE EAST (FDOT DISTRICT 1, MANATEE COUNTY, FL)

PROFESSIONAL SERVICES: 2022 | CONSTRUCTION (IF APPLICABLE): Ongoing

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Deputy Project Manager. Protean Design Group designed plans for the preservation and extension of the pavement through milling and resurfacing from the pavement change north of University Parkway, which is south of 25th Court East to the pavement change south of 13th Avenue East. The project included TTCP, signing and pavement markings, public involvement, community awareness plan (CAP) Level 1, utility coordination, design survey, and SUE. The corridor is classified as an urban principal arterial. Additionally, to enhance pedestrian safety, the design plans include widening at intersection turns and removing tapered acceleration lanes to reduce pedestrian exposure.

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	
KAREN VAN DEN AVONT, PE	Roadway; Drainage	A. TOTAL: 37	B. WITH CURRENT FIRM: 16

15. FIRM NAME AND LOCATION (CITY AND STATE)

Protean Design Group, Inc. (Orlando, FL)

16. EDUCATION (DEGREE AND SPECIALIZATION)	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
BS, Civil Engineering, University of Illinois, 1986	Professional Engineer, Florida, No. 44794

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)

19. RELEVANT PROJECTS

A. (1) TITLE AND LOCATION (CITY AND STATE)

CONTINUING SERVICES CONTRACT (CSC) FOR ROADWAY DESIGN (FDOT DISTRICT 5, DISTRICTWIDE, FL)

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION (IF APPLICABLE): N/A

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE

☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Team Leader. Protean was awarded this task work order (TWO)-driven contract for roadway design, which covers a wide range of design needs. Assignments anticipated under this diverse contract may include minor widening, milling and resurfacing, access management improvements, roundabout design, turn lane extensions, bicycle/transit/mobility inclusion, drainage/permitting, miscellaneous structures, bridge replacements, intersection control evaluations, intersection improvements, signal upgrades, lighting improvements and upgrades, traffic operations improvements, ITS implementation and upgrades, ADA and pedestrian improvements, minor ROW takes, utility coordination, utility work by highway contractor coordination, public involvement/public engagement, and environmental services. A unique element of this contract includes completing all design and construction within five years, making adherence to schedule imperative.

B. (1) TITLE AND LOCATION (CITY AND STATE)

SR 436 FROM OLD CHENEY HIGHWAY TO UNIVERSITY PARK DRIVE (FDOT DISTRICT 5, SEMINOLE COUNTY, FL)

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2023; CONSTRUCTION (IF APPLICABLE): N/A

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE

☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager. Protean conducted design alternative analyses and subsequent preliminary design for this 2.07-mile safety improvement project along SR 436 from north of Old Cheney Highway to north of University Park Drive. The existing divided rural typical section included six 12-foot travel lanes (three per direction), 10-foot outside shoulders (8-foot paved), and 5-foot sidewalks, separated by a 22-foot raised median. During the design alternatives analyses phase, Protean evaluated the elimination of right turn lanes at non-signalized intersections, use of a new traffic separator between the outside travel lane and shoulder to protect bicyclists on the shoulder, and reduced lane widths to provide the ability to accommodate the traffic separator. Crosswalk improvements at signalized intersections were analyzed in an effort to reduce length, provide refuge for pedestrians in the median, and provide raised separators to protect pedestrians in each quadrant of the intersection. The use of mast arms at signalized intersections was studied and Protean identified the associated impacts to drainage, utilities, and right-of-way (ROW) then identified the optimum layout for each location. Protean also evaluated driveways, median openings, transit stops, overall corridor access management, and opportunities for landscape and aesthetic treatments. The project included stakeholder coordination with MetroPlan Orlando, the City of Orlando, Orange County, and Full Sail University.

C. (1) TITLE AND LOCATION (CITY AND STATE)

SR 45 (US 41B) FROM 17TH STREET WEST TO 26TH STREET WEST/BAYSHORE ROAD (FDOT DISTRICT 1, MANATEE COUNTY, FL)

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2019; CONSTRUCTION (IF APPLICABLE): 2020

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE

☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager. This project includes the modification of the intersection of SR 45 (US 41B) at 26th Street/Bayshore Road from a full opening to a directional and removal of the rectangular flashing beacon, keyholes at existing right turn lanes at 26th Street West and Bayshore Road, milling and resurfacing and a multi-lane roundabout at 23rd Street West. The roundabout was added at the request of the City of Palmetto to improve safety at one of Manatee County's most dangerous intersections. The roundabout is in a horizontal curve and will be designed to remove the superelevation and reduce the grade by over 4 feet to improve sight distance. The roundabout will have lighting, pedestrian features, RRFBs, and a landscaped central island. The project also includes drainage improvements; signing and pavement markings, survey, ROW mapping, environmental assessment, and utility coordination.

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	
KAREN VAN DEN AVONT, PE	Roadway; Drainage	A. TOTAL: 37	B. WITH CURRENT FIRM: 16

D. (1) TITLE AND LOCATION (CITY AND STATE)

LOXAHATCHEE ROAD FROM ARTHUR MARSHALL LOXAHATCHEE REFUGE TO SR 7 (US 441) (FDOT DISTRICT 4, BROWARD COUNTY, FL)

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION (IF APPLICABLE): Ongoing

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE

☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Drainage Engineer. Protean Design Group designed plans to widen, mill, and resurface 6.15 miles of Loxahatchee Road to accommodate 11-foot paved lanes (one in each direction), a raised median, bicycle lanes on each side of roadway, and sidewalks on the south side of the roadway. Protean also accommodated the full design of three single-lane roundabouts to address the needs of the City of Parkland, a project stakeholder. This project was unique in the fact that there were several funding sources, which required great coordination, including the City of Parkland, Broward County, Broward County Metropolitan Planning Organization (MPO), and FDOT District 4.

E. (1) TITLE AND LOCATION (CITY AND STATE)

SR 5/US 1 FROM SE DIXIE HIGHWAY TO SE HERITAGE BOULEVARD (FDOT DISTRICT 4, MARTIN COUNTY, FL)

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: Ongoing; CONSTRUCTION (IF APPLICABLE): N/A

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE

☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Drainage Engineer. Protean Design Group is currently leading the milling and resurfacing of 6.09 miles of SR 5/US 1 in Martin County, from 0.50 miles south of SE Dixie Highway to south of SE Heritage Boulevard. Under this project, Protean will provide safety enhancements by replacing signing and pavement markings, upgrading lighting retrofits at intersections, upgrading pedestrian features at signalized intersections, replacing 6-foot grassed medians at left turn locations with a 4-foot traffic separator from SE Park Street to SE Bridge Street, providing widening for keyholes at seven right turn lanes, improving drainage at SE Pettway Street/SE Croft Circle, SE Osprey Street, and SE Bridge Road, replacing sensor loops and cabinet at the Traffic Monitoring Site (TMS) at MP 6.85 (Site #0060) north of Olympus Avenue and loops at three county TMSs, and upgrading existing curb ramps, bus stops, and detectable warning surfaces to meet current ADA standards.

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	
LAURA ROSSI, PE, PTOE	Drainage	A. TOTAL 15	B. WITH CURRENT FIRM 7

15. FIRM NAME AND LOCATION (CITY AND STATE)

Protean Design Group, Inc. (Orlando, FL)

16. EDUCATION (DEGREE AND SPECIALIZATION)	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
BS, Civil Engineering, University of Central Florida, 2012	Professional Engineer, No. 82403, Florida, 2017 Professional Traffic Operations Engineer (PTOE), No. 5352, FL, 2022 Temporary Traffic Control – Advanced, No. 44380, Florida

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)

19. RELEVANT PROJECTS

A. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

LOXAHATCHEE ROAD FROM ARTHUR MARSHALL LOXAHATCHEE REFUGE TO SR 7 (US 441) (FDOT DISTRICT 4, BROWARD COUNTY, FL)

PROFESSIONAL SERVICES: Ongoing — CONSTRUCTION (IF APPLICABLE): Ongoing

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Deputy Project Manager. Protean Design Group designed plans to widen, mill, and resurface 6.15 miles of Loxahatchee Road to accommodate 11-foot paved lanes (one in each direction), a raised median, bicycle lanes on each side of roadway, and sidewalks on the south side of the roadway. Protean also accommodated the full design of three single-lane roundabouts to address needs of the City of Parkland, a project stakeholder. This project was unique in the fact that there are several funding sources, which require great coordination, including the City of Parkland, Broward County, Broward County Metropolitan Planning Organization (MPO), and FDOT District 4.

B. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

BROWARD MOBILITY PROJECTS (FDOT DISTRICT 4, BROWARD COUNTY, FL)

PROFESSIONAL SERVICES: 2019 — CONSTRUCTION (IF APPLICABLE): 2021

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Deputy Project Manager. Protean designed these complete-streets mobility projects within Broward County including three primarily residential corridors—SW 56th Avenue, SW 62nd Avenue, and North 64th Avenue—to provide connectivity for pedestrians and bicyclist traveling between the City of Miramar and the City of Hollywood. The project involved using context sensitive design solutions to widen, mill, and resurface SW 56th Avenue to add 7-foot buffered bicycle lanes for the length of the project, ADA ramp improvements, signing and pavement markings, and replacement/installation of new signage. On SW 62nd Avenue, we filled in the gaps of existing sidewalk while avoiding utility and drainage conflicts and residential trees and restriping the roadway to create shared bicycle lanes. North 64th Avenue was also restriped to create shared bicycle lanes.

C. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

SR 5/US 1 FROM SE CONTRACTORS WAY TO NORTH JENSEN BEACH BOULEVARD (FDOT DISTRICT 4, MARTIN COUNTY, FL)

PROFESSIONAL SERVICES: 2023 — CONSTRUCTION (IF APPLICABLE): 2024

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager. Protean Design Group designed plans to mill and resurface SR 5/US 1 in Martin County from SE Contractors Way (MP 18.04) to North Jensen Beach Boulevard (MP 23.06). The project included incorporating additional safety, ADA, pedestrian connectivity, bicyclist, signalization, lighting, and other traffic operations improvements. Coordination with various stakeholders—including Treasure Coast Regional Planning Council (TCRPC), Martin Metropolitan Planning Organization (MPO), and the City of Stuart—was key in addressing their concerns along the corridor and the project elements that could be included within the RRR funding requirements.

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	
LAURA ROSSI, PE, PTOE	Drainage	A. TOTAL: 15	B. WITH CURRENT FIRM: 7

D. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

SR 5/US 1 FROM SE DIXIE HIGHWAY TO SE HERITAGE BOULEVARD (FDOT DISTRICT 4, MARTIN COUNTY, FL)

PROFESSIONAL SERVICES: Ongoing | CONSTRUCTION (IF APPLICABLE): N/A

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Manager. Protean Design Group is currently leading the milling and resurfacing of 6.09 miles of SR 5/US 1 in Martin County, from 0.50 miles south of SE Dixie Highway to south of SE Heritage Boulevard. Under this project, Protean will provide safety enhancements by replacing signing and pavement markings, upgrading lighting retrofits at intersections, upgrading pedestrian features at signalized intersections, replacing 6-foot grassed medians at left turn locations with a 4-foot traffic separator from SE Park Street to SE Bridge Street, providing widening for keyholes at seven right turn lanes, improving drainage at SE Pettway Street/SE Croft Circle, SE Osprey Street, and SE Bridge Road, replacing sensor loops and cabinet at the Traffic Monitoring Site (TMS) at MP 6.85 (Site #0060) north of Olympus Avenue and loops at three county TMSs, and upgrading existing curb ramps, bus stops, and detectable warning surfaces to meet current ADA standards.

E. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

SR 76 (KANNER HIGHWAY) FROM SR 710 (WARFELD BOULEVARD) (MILE POST 12.48) TO MILE POST 14.40 (FDOT DISTRICT 4, MARTIN COUNTY, FL)

PROFESSIONAL SERVICES: 2023 | CONSTRUCTION (IF APPLICABLE): 2024

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Engineer. Protean Design Group served as the design lead for this 1.91-mile SR 76 (Kanner Highway) assignment. Protean led design efforts to mill and resurface the existing pavement, extend existing guardrail to provide canal protection, upgrade guardrail connections to existing bridges, regrade existing linear ditches in front of St. Lucie Mobile Home Park, upgrade existing signing and pavement markings, add audible and vibratory treatment along edge lines, and replace TMS loops. Protean was responsible for the pavement design, temporary traffic control plans (TTCP), drainage, utility coordination services, and oversight and management of ancillary services.

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	
MICHELLE MELO, PE	Roadway	A. TOTAL 14	B. WITH CURRENT FIRM 12

15. FIRM NAME AND LOCATION (CITY AND STATE)

Protean Design Group, Inc. (Orlando, FL)

16. EDUCATION (DEGREE AND SPECIALIZATION)	17. CURRENT PROFESSIONAL REGISTRATION (STATE AND DISCIPLINE)
BS, Civil Engineering, UCF, 2012 BS, Construction Engineering, UCF, 2012	Professional Engineer, Florida, No. 86379

18. OTHER PROFESSIONAL QUALIFICATIONS (PUBLICATIONS, ORGANIZATIONS, TRAINING, AWARDS, ETC.)

19. RELEVANT PROJECTS

A. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

LOCAL AGENCY PROGRAM (LAP) CONTINUING SERVICES CONTRACT (CSC)
(FDOT DISTRICT 5, DISTRICTWIDE, FL)

PROFESSIONAL SERVICES: Ongoing — CONSTRUCTION (IF APPLICABLE): Ongoing

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Task Leader. Protean Design Group is the prime consultant for this task work order (TWO)-driven project that specializes in providing study, design, and final acceptance of funds for local agency program (LAP) projects within FDOT District 5. Within FDOT District 5's boundaries, 27 local agencies prioritize and fund local projects through their metropolitan/transportation planning organization. Compliance with Federal requirements allow the LAP-certified agencies to be reimbursed using Federal funding. FDOT District 5–through Protean's contract–provides oversight of these LAP projects on behalf of the FHWA and manages the federal funds. This contract includes TWO assignments that encompass finalizing the scope, coordinating with the local agency, and completing the final design—including plans, specifications, and cost estimates—of LAP projects. Assignments vary and tend to include sidewalk and bicycle improvements, safety and intersection projects, trails, and other traffic operations improvement projects.

B. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

LOXAHATCHEE ROAD FROM ARTHUR MARSHALL LOXAHATCHEE REFUGE TO SR 7 (US 441)
(FDOT DISTRICT 4, BROWARD COUNTY, FL)

PROFESSIONAL SERVICES: Ongoing — CONSTRUCTION (IF APPLICABLE): Ongoing

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Engineer. Protean Design Group designed plans to widen, mill, and resurface 6.15 miles of Loxahatchee Road to accommodate 11-foot paved lanes (one in each direction), a raised median, bicycle lanes on each side of roadway, and sidewalks on the south side of the roadway. Protean also accommodated the full design of three single-lane roundabouts to address needs of the City of Parkland, a project stakeholder. This project was unique in the fact that there are several funding sources, which require great coordination, including the City of Parkland, Broward County, Broward County Metropolitan Planning Organization (MPO), and FDOT District 4.

C. (1) TITLE AND LOCATION (CITY AND STATE) — (2) YEAR COMPLETED

BROWARD MOBILITY PROJECTS
(FDOT DISTRICT 4, BROWARD COUNTY, FL)

PROFESSIONAL SERVICES: 2019 — CONSTRUCTION (IF APPLICABLE): 2021

(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE — ☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM

Project Engineer. Protean designed these complete-streets mobility projects within Broward County including three primarily residential corridors—SW 56th Avenue, SW 62nd Avenue, and North 64th Avenue—to provide connectivity for pedestrians and bicyclist traveling between the City of Miramar and the City of Hollywood. The project involved using context sensitive design solutions to widen, mill, and resurface SW 56th Avenue to add 7-foot buffered bicycle lanes for the length of the project, ADA ramp improvements, signing and pavement markings, and replacement/installation of new signage. On SW 62nd Avenue, we filled in the gaps of existing sidewalk while avoiding utility and drainage conflicts and residential trees and restriping the roadway to create shared bicycle lanes.

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	
MICHELLE MELO, PE	Roadway	A. TOTAL 14	B. WITH CURRENT FIRM 12

D. (1) TITLE AND LOCATION (CITY AND STATE)	(2) YEAR COMPLETED	
SR 600 AT LOCKHART STREET (FDOT DISTRICT 5, VOLUSIA COUNTY, FL)	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE	☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	

Deputy Project Manager. Protean is designing a signalized pedestrian crossing at the intersection of SR 600 and Lockhart Street. The signal design will include a four-section flashing yellow arrow (FYA) protected-permitted signal head for the westbound left turn movement with backplates, mounted on new mast arms. Protean is coordinating with the utility agency owner (UAO) for power to the signal and pedestrian lighting. Additional tasks include pedestrian lighting with decorative poles, striping for crosswalks, updating signage, and a pedestrian/bicyclist temporary traffic control plan (TTCP).

E. (1) TITLE AND LOCATION (CITY AND STATE)	(2) YEAR COMPLETED	
SR A1A FROM CRESCENT BEACH DRIVE TO MINUTEMEN CAUSEWAY (FDOT DISTRICT 5, BREVARD COUNTY, FL)	PROFESSIONAL SERVICES Ongoing	CONSTRUCTION (IF APPLICABLE) N/A
(3) BRIEF DESCRIPTION (BRIEF SCOPE, SIZE, COST, ETC.) AND SPECIFIC ROLE	☑ CHECK IF PROJECT PERFORMED WITH CURRENT FIRM	

Roadway Engineer. Protean led the design efforts for signing and pavement markings, curb ramps, lighting, and drainage at pedestrian crossings to improve pedestrian safety and implement recommendations of the Pedestrian Safety Study along SR A1A from Crescent Beach Drive to Minutemen Causeway (mile post [MP] 31.147 to 33.288 and 0.671 to 2.852). This segment was comprised of three typical sections. MP 31.147 to 33.283 consisted of two 11-foot travel lanes, a 4-foot paved outside shoulder, 4-foot minimum unpaved inside and outside shoulders, a 5-foot sidewalk on the west and an 8-foot sidewalk on the east. From MP 0.671 to 0.706, two 11-foot travel lanes were present along with 7-foot bicycle lanes, 8.5-foot on-street parking, type F curb and gutter, and 10-foot sidewalks. MP 0.706 to 2.844 included two 12-foot travel lanes, 5-foot paved outside shoulders, 4-foot inside paved shoulders, 2-foot minimum unpaved inside and outside shoulders, and 5-foot sidewalks. Throughout this 4.32-mile corridor, improvements were implemented at 12 marked pedestrian crossings. For the two crossing locations at SR A1A northbound and southbound at 1st Street South, pedestrian hybrid beacons (PHBs) were provided; for the remaining locations, marked crosswalks and pedestrian crossing signage was provided. At all locations, Protean optimized the layout of the pedestrian crossings and took into consideration proximity to buses and transit stops, maintenance of drainage patterns, and vehicle turning movements. Connectivity and walking paths of the pedestrians were evaluated to provide the safest crossing location. Additional improvements included modifications to on-street parking at MP 0.692 by restriping.

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
Rodrikas Jones	Traffic Data Collection – Project Manager	18	9

15. FIRM NAME AND LOCATION (City and State)

Quality Counts, LLC - Tampa, FL

TRUE DATA TO IMPROVE MOBILITY

16. EDUCATION (Degree and Specialization)	17. CURRENT PROFESSIONAL REGISTRATION (State and Discipline)
BA, Health Service Administration	n/a

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

Rodrikas Jones has 18 years of experience in transportation data collection. He has acted as Project Manager for turning movement counts, tube counts, parking occupancy/inventory studies, origin-destination studies, drone surveys, curbside data collection, horizontal curve analysis, sign inventories, and Bluetooth data collection.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
FDOT Central Office, Intersection Data Collection and Reporting Services (Florida)	Ongoing	

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Project Manager responsible for this collection effort in which Site-Specific Roadway intersection traffic data and more than 25 characteristics were collected at a total of 400 (72-hour) turn movement counts throughout FL. Ten purchase orders with 40 locations each were required to be completed within a 5-week period.

b.

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Continuing Professional Services for Annual Traffic Counts, Orange County (Florida)		

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Project Manager responsible for this data collection support services for the County using 72-hour bi-directional machine traffic volume counts at a minimum of 720 count stations within Orange County, FL. The counts were then reduced and processed in accordance with the format required by Orange County.

c.

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Traffic Count Program, Space Coast TPO (Brevard County, FL)	2021	

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Principal-in-Charge for the processing of special and routine traffic volume, AM/PM peak turning movement and pedestrian counts, and other related traffic data collection surveys at specified locations throughout Brevard County, Florida. This data includes signal timing characteristics including signal phase cycle length and timing.

d.

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Florida Department Of Transportation District 7 - Traffic Count Support For Sis Study		

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — ☒ Check if project performed with current firm

Manager responsible for this data collection efforts while local schools and universities were in session using 72-hour video turning movement counts of 24 locations and more than 100 bi-directional volume tube counts.

e.

(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
KYTC Statewide Traffic Counting (Statewide, KY)	Ongoing	

(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE — ☒ Check if project performed with current firm

	Project Manager responsible for developing and executing the data collection plan, up to 250 counts statewide, per year, over a 2-year period. Rod coordinates directly with Kentucky Transportation Cabinet staff to ensure all counts are conducted in accordance with KYTC and HPMS standards. These are a combination of volume and classification counts.		
f.	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
	INDOT Traffic Data Collection on State-Owned and Non-State Owned Routes, Monroe, Morgan & Vigo Counties (Indiana)	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
		2020	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	☒ Check if project performed with current firm	
	Project Manager responsible for developing and executing the data collection strategy for collection of over (635) 48 hr. Class and Volume tube locations. Each county was broken into separate work orders that were all able to be completed ahead of the 9-week schedule given. Each county was completed in 4-5 weeks.		
g.	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
	City of Miami Beach General Transportation Planning and Traffic Engineering Consultant Services (Miami, FL)	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
		2022	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	☒ Check if project performed with current firm	
	Project Manager for this project that provided the data needed to assist the City in decision making around multimodal, parking, and speeds in the area. Each order is individual, and all requests were completed on schedule. Most of the collection consisted of Pedestrian and Bicycle studies, Tube Counts for volumes and speed, and turning movement counts. QC worked directly with the City and with Kittelson on this contract.		
h.	(1) TITLE AND LOCATION (City and State)	(2) YEAR COMPLETED	
	Miami Beach Screenline Counts (Miami, FL)	PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
		2020	
	(3) BRIEF DESCRIPTION (Brief scope, size, cost, etc.) AND SPECIFIC ROLE	☒ Check if project performed with current firm	
	Project manager that assisted with studying the transportation mode share throughout the City of Miami Beach. Screenline counts were collected at 20 select locations for 18 hours around the city. The study was conducted twice, during peak and off-peak times of the year. All modes of vehicles were documented by direction including vehicles, buses/trollies, pedestrians, bicycles on the road, bicycles on the sidewalk.		

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
Chris J. Walsh, P.E.	Traffic Studies Support	30	2

15. FIRM NAME AND LOCATION *(City and State)*

Walsh Traffic Engineering, LLC - DeBary, Florida

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BSCE/1994/Vanderbilt University	Professional Engineer/Florida #57626

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

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*: FDOT District 1 Access Management - Bartow, Florida

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2017-2023 (2 contracts); CONSTRUCTION *(If applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

As PM for Traffic Engineering Data Solutions, Inc. (TEDS), Chris lead the review of 500+ traffic studies for driveway permits. Access management studies were conducted for numerous corridors requiring data collection, field reconnaissance, crash analyses, qualitative assessments, and development of recommended access management plans to accommodate all travel modes. The studies also required signal warrant analyses, ICE analyses, and mid-block crosswalk evaluation/incorporation.

b.

(1) TITLE AND LOCATION *(City and State)*: Volusia County Continuing Traffic Engineering - Deland, Florida

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2012-2023 (4 contracts); CONSTRUCTION *(If applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Mr. Walsh served as PM where TEDS was assigned more than 80 work orders. Tasks included signal design services for several intersections including Saxon Boulevard/Enterprise Road, Williamson Boulevard/ Midway Avenue, Clyde MorrisBoulevard/Strickland Road, and Taylor Road at Crane Lakes Boulevard. TEDS has also prepared multiple school zone studies, safe curve analysis, a residential traffic control plan, and traffic impact review assistance.

c.

(1) TITLE AND LOCATION *(City and State)*: FDOT District 5 Districtwide Community Traffic Safety Contract - Deland, Florida

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2012-2023 (3 contracts); CONSTRUCTION *(If applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

As PM for TEDS, Chris led 75+ work orders pertaining to the study and design of safety-related improvements. Detailed improvement concepts and cost estimates were developed during benefit-cost analyses to determine if improvements qualified for federal safety funds. Tasks included pedestrian safety studies, lane repurposing studies, curve evaluation studies, lighting justification reports, lane departure studies, and access management studies

d.

(1) TITLE AND LOCATION *(City and State)*: Lake County Continuing Transportation Engineering - Tavares, Florida

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2012-2023 (4 contracts); CONSTRUCTION *(If applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

As PM for TEDS, a vast array of traffic operational tasks were provided including the design of more than 10 traffic signals. Traffic studies included signal warrant analyses, ALL WAY stop analyses, safe-curve evaluations, speed studies, truck studies, school zone studies, pedestrian safety studies, and roadway widening feasibility studies.

e.

(1) TITLE AND LOCATION *(City and State)*: FDOT District 1 Safety Studies - Bartow, Florida

(2) YEAR COMPLETED — PROFESSIONAL SERVICES: 2018-2023; CONSTRUCTION *(If applicable)*:

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

As PM for TEDS, Chris prepared access management studies, signal warrant analyses, and intersection/corridor analyses. Chris also led the preparation of matrices for a wide multitude of countermeasures to mitigate crashes at signalized/unsignalized intersections, to promote pedestrian/bicycle safety, and to address lane departure crashes. He also led a county-wide systemic/location-specific lane departure crash study for Sarasota/Manatee Counties.

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

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Sarasota Transportation Planning On-Call Services *Sarasota, FL*	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
City of Sarasota	Alvimarie Corales	941-263-6358

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

Kittelson supports the City of Sarasota through its continuing services contract to support complete streets, safety, PD&E, final design, public involvement, `and grant writing.

Engineering Design Criteria Manual. Kittelson recently led a comprehensive update to the City's Engineering Design Criteria Manual to incorporate best practices from around the country to improve the quality of design in the community and support the City's vision as a world-class community and treasured destination, with enduring natural beauty , charm, and diversity. The update brings context-based street design guidelines to Sarasota, consistent with the AASHTO Green Book and the Florida Greenbook, including sections on subdivision strategies, street design with typologies by context, streetscaping with illustrative renderings, stormwater and drainage, erosion and sedimentation control, and solid waste.

Circus Trail Extension PD&E Study & Design. Kittelson is supporting the City of Sarasota with a PD&E study and 30% design to extend Circus Trail, connecting the existing trail along Circus Blvd with the 17th Street Park and creating a route for pedestrians, cyclists, and micromobility users. This trail will address transportation at the neighborhood level, particularly for communities that have been historically underserved, create safe pathways for all ages and abilities, and enable travel choices beyond single-occupancy vehicles and increase walkability.

Where feasible, the Kittelson team is conducting the PD&E and design activities concurrently, to prepare this project for a future design-build project and SUN Trail funding. The tasks involved include field visits, public involvement activities, collecting existing conditions data, defining the Purpose & Need, developing typical sections and conceptual layouts, assessing drainage and stormwater management needs, identifying impacts to utilities and right-of-way needs, and evaluating sociocultural and wetland impacts.

The preliminary design includes a 12-ft wide off-street trail along Circus Blvd and through the Nature Park at Bobby Jones, including alignments, cross-sections, signing and marking, preliminary lighting, and preparing cost estimates. The team will also evaluate options for a bridge, either reconstructing the existing vehicular bridge with separated trail accommodation or constructing a prefabricated pedestrian and bike bridge.

Both the PD&E study and design tasks require extensive coordination with FDOT District 1, Sarasota County, and other stakeholders to ensure that the trail extension meets community goals.

Legacy Trail Pre PD&E Study. Kittelson conducted a pre-PD&E study for a trail connection between the existing Legacy Trail and the 17th St Park, including public outreach, development of typical sections, conceptual layout, and ETDM screening to determine a Class of Action.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	Kittelson & Associates, Inc.	Tampa, FL	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
2

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Daytona Beach Continuing Professional Services *Daytona Beach, FL*	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
City of Daytona Beach	Dennis Mrozek	386-671-8152

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

Through this CSC as a prime consultant, Kittelson's Kok Wan Mah serves as the City of Daytona Beach's transportation planner/engineer and project manager in providing various services related to transportation planning. Many of the over 200 separate work orders involved reviewing TIS submitted for entitlements. The review encompasses Comprehensive Plan Amendments, rezoning, and site plan approval. Kok Wan has worked closely with the City's Planning and Public Works staff, the Deputy City Manager, and coordination with Volusia County and FDOT through the entitlement process to ensure that all transportation impacts and proper mitigation responsibilities are identified. Kok Wan has been in this role with the City of Daytona Beach since 2016 and was reselected in 2023 after joining Kittelson, serving as an extension of the City planning staff and gaining institutional knowledge of the City.

Experiencing high growth in the City of Daytona Beach, especially around the LPGA Boulevard interchange, it was important for the City to understand the impacts attributable to each development and ensure that the resulting improvements proposed by each development would provide adequate mitigation.

Buc-ee's. One notable project review that Kok Wan managed for the City of Daytona Beach was Buc-ee's, a 54,000 square foot family travel center with 120 fueling stations. This project underwent a nearly two-year entitlement process in which Kok Wan represented the City in multiple meetings with Volusia County and FDOT. Kok Wan was also responsible for coordinating with the City's Traffic Engineering Division to request input and provide recommendations for the signage and pavement markings needed to help direct the high volume of traffic expected at this development.

Integrated LPGA. Kok Wan also managed the transportation review for Integrated LPGA, a proposed 600-unit single-family development. Once the technical analysis was completed, Kok Wan supported City of Daytona Beach and Volusia County staff to help finalize an acceptable proportionate share calculation, which included pipelining the design and construction of a signal at the US 92 at Gene Daniels Road. In addition, Kok Wan worked between the City's Planning Department, Traffic Engineering Division, and developers to stay apprised of the timing and cost of the signal. The cost for the signal was split among multiple developers through a Capital Recovery Agreement.

Kok Wan's work identified over $30M in proportionate fair share payments made to the City of Daytona Beach and Volusia County facilities.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	Kittelson & Associates, Inc.	Orlando, FL	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
3

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District 5 Safety Studies *Districtwide, FL*	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
FDOT District 5	Anthony Nosse	386-943-5334

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

As project manager, Nathan Kautz, PE, RSP1, leads the Kittelson team supporting FDOT District 5 with traffic engineering and safety studies through an on-call contract. The Kittelson team is tasked to identify traffic operations and safety deficiencies and develop appropriate countermeasures, in response to various requests and network analysis.

For each safety study, countermeasures are developed, conceptual plans are produced, and locations are screened for major impacts – such as right of way or utilities, cost estimates and quantifiable benefits are identified for each countermeasure.

Kittelson is working with District 5 to build their safety work program. Two recent studies included investigating crashes in Marion County at US 441 and NW 35th Street and along SE 100th Avenue in Marion County

Kittelson is also working with Districct 5 to build identify future locations for study. Our team reviewed the District 5 network to look for the following circumstances:

New Midblock Crossing Locations: Kittelson plotted pedestrian crashes throughout the District 5 network and peformed a density analysis to identify segements of roadway with clusters of crashes. The segments were then looked at with an eye towards the surrounding context, attractors and generators, and geomteric challenges and opportunities for midblock crossing placement.

Access Management: Corridors in District 5 were evaluated for head on, angle, and left turn crashes to identify segments that would be good candidates for access management projects. Once locations were identified, they were further evaluated by looking for opportunities given the context of the area, business entrances, crash patterns, the surrounding network, and more.

Intersection Improvements: Intersections were evaluated to find good candidates for new turn lanes. Crash patterns were examined, along with the geometry of the initial intersections, to find locations that met our criteria.

Lane Departure: Kittelson was asked to evaluate local county roads for lane departure issues on horizontal curves. Our team performed a spatial crash analysis, then investigated the top locations to identify three potential locations for improvements, including new shoulder pavement and better signing and marking.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	Kittelson & Associates, Inc.	Tampa, FL	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
4

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT District 7 Complete Streets Support *Districtwide, FL*	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
FDOT District 7	Liz Winters	813-975-6499

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

Kittelson supports FDOT District 7 with corridor planning and complete streets implementation, helping them integrate land use and transportation to understand the full range of user needs.

5th Ave Speed Management Treatments. When 5th Ave N was programmed for resurfacing, Kittelson worked with FDOT and City of St Petersburg staff to identify treatments that are now under construction, including upgrading multiple existing crossings and adding four new bike boulevards at the City's planned neighborhood greenways that will improve safety, reduce vehicles speeds, and support the City's Complete Streets Implementation Plan.

Road Safety Desktop Review & Preliminary Engineering Support. To support a more streamlined process for upcoming RRR projects, Kittelson provides desktop context classification, road safety reviews, and preliminary engineering support including, if necessary, developing draft typical section recommendations, preliminary concept plans for key recommendations, Long Range Estimates and Preliminary Project Reports.

East Tampa Corridor Safety Action Plan. Kittelson conducted a corridor study for East Hillsborough Ave from Nebraska Ave to 56th St, including technical analysis and community outreach to identify key issues and locations along the corridor and developing concepts for potential treatments to increase mobility and safety.

50th/56th St Corridor Study. Kittelson led a multi-jurisdiction corridor planning study for the 50th/56th St corridor, conducting a thorough analysis of the existing conditions along the corridor, developing a vision for continuous multimodal facilities to connect the community, and designing safety solutions and countermeasures.

Bike/Ped Master Plan & Implementation Support. Kittelson supported creation of a Districtwide Bicycle and Pedestrian Master Plan, providing guidance on how and where to apply treatments included in the FDOT Design Manual and the Traffic Engineering Manual, a review of existing conditions across District 7, and a prioritization process to proactively identify bicycle and pedestrian needs.

Road Safety Audits & Engineering Support: Kittelson staff leveraged their experience in leading the development of the FHWA Road Safety Audit Guidebook to conduct over 30 road safety audits, working with project team members and community members to understand potential project issues, needs, and challenges.

Signal Warrant Support. Kittelson has conducted multiple engineering studies for signal warrants throughout FDOT District 7, utilizing the FDOT Manual on Uniform Traffic Studies (MUTS) forms to conduct sound signal warrant analysis.

ICE Analysis. Kittelson has supported the FDOT District 7 Community Traffic Safety Teams in the application of the ICE procedure and has conducted ICE analyses at multiple intersections.

Speed Management Countermeasure Research & Implementation Support. Kittelson team identified candidate corridors experiencing high levels of speeding behaviors and identified appropriate strategies, including short-term, mid-term, and long-term operational, geometric, and land use changes, to mitigate speeding and attendant safety concerns.

Alternate US 19 Corridor Planning Study. For this study, Kittelson addressed multimodal transportation needs through context-sensitive, implementable solutions including redevelopment options, premium transit opportunities, and a roundabout feasibility study, concept development, and microsimulation.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	Kittelson & Associates, Inc.	Tampa, FL	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
5

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City of Orlando Transportation Planning & Engineering Services *Orlando, FL*	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
City of Orlando	Cade Braud	407-246-3377

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

Since 2000, Kittelson has provided transportation engineering and planning services to the City of Orlando. Assignments have included areawide parking studies, corridor studies, quick-build implementations, policy development, traffic impact analyses, intersection control evaluations, safety studies, signal warrant studies, signal designs, and corridor signal retiming.

Quick-Build Guide & Demonstration. Kittelson developed a quick-build guide detailing how to build flexible, temporary projects that test drive infrastructure changes that could create safer, more livable public spaces. To demonstrate, a quick-build bike lane along Corinne Drive was designed and installed by converting on-street parking into a bike lane with delineators, reflective tape, and spray paint. The team collected data to monitor vehicle mobility and parking availability in the neighborhood. Following the success of the Corrine Drive bike lane, Kittelson worked with the City to install quick-build applications at intersections downtown, creating bulb-outs, adjusting bicycle lanes, and adding artistic murals.

Urban Trail Design. Kittelson designed several trail segments in the downtown urban trail network, including Gertrude's Walk Phase 4, Airport Gap, and Primrose Drive trail segments. During the construction phase, Kittelson also provided support to the City and the City's contractor as those segments were constructed.

SE Orlando Traffic Calming Policy. Kittelson reviewed the City's on-street parking and traffic calming policies for residential streets. The project included interviews with City staff and an online literature review to document the City's current on-street parking and traffic calming procedures. Interviews were conducted with several peer cities in Florida along with a national literature review to identify best practices and document opportunities for policy changes.

SR 417 at Lee Vista Blvd Signal Warrant Analysis. Kittelson conducted signal warrant analyses for two ramp terminal intersections at the interchange of SR 417 and Lee Vista Boulevard. The study was accomplished under a tight timeline to meet the City's needs. Client satisfaction is a top priority for us, and feedback from Maria Tejera noted that the report was "perfect", and she was "pleased with the quality of the report, the work done, detail, organization and QA/QC."

Dowden Road Speed Management Study. Kittelson leveraged our experience with the Quick-Build Guide and Traffic Calming Policy to conduct a traffic calming study of Dowden Road from SR 417 to Founders Street. The team collected data, evaluated speed and safety conflicts, applied the guide, and referred to the policy to identify traffic calming strategies that fit the roadway context. The solutions also aligned with the City's goals to meet the needs of the local users.

Main Street District Parking Study. Kittelson conducted a parking study for three of Orlando's Main Street districts – College Park, Ivanhoe Village and Mills 50. The project included a summary of existing City policies related to on-street parking and parking requirements, an inventory of existing parking and restrictions, an assessment of parking supply and demand, an evaluation of perceived parking issues through a survey of residents, business owners/employees and visitors, and suggested improvements or solutions to identified issues. The project culminated with a public meeting to share the findings and recommendations with each of the Main Street District communities.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	Kittelson & Associates, Inc.	Orlando, FL	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
6

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Seminole County Continuing Services *Sanford, FL*	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Seminole County	Anthony Nelson	407.665.5763

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

Since 2008, Seminole County has worked with Kittelson on traffic engineering and safety projects. Kittelson regularly performs benefit-cost analyses to identify anticipated travel time and safety improvement benefits relative to the expected project costs. Seminole County uses these studies to prioritize its capital improvement investments as part of its one cent sales tax program.

SR 434 Corridor Study & Complete Street Concept Development. Along SR 434, Kittelson evaluated traffic operations, safety, access management, and multimodal needs and opportunities, including an existing conditions analysis of peak hour traffic operations, crash history, and land use characteristics, and future condition forecasts. Alternatives were identified and evaluated, including speed management strategies, access management, roundabouts, and pedestrian and bicycle facilities to provide complete street improvements to the corridor. The project included substantial public involvement and local agency coordination and was successfully expedited into the design phase.

Before-and-After Improvement Evaluations. Seminole County uses benefit-cost evaluations to prioritize capital investments for its one cent sales tax. Kittelson completes the benefit-cost analyses to identify travel time and safety improvement benefits relative to the expected project costs. In addition, Kittelson completes before-and-after studies to assess the intersection or roadway improvement effectiveness.

Corridor Safety Studies. Kittelson conducted corridor safety studies along SR 434, SR 46, CR 419, and Dike Road. These studies applied the Highway Safety Manual crash prediction methods and considered countermeasures with known crash modification factors to improve safety. Each study involved a thorough review of the crash history, a field evaluation of the roadway and intersections, identification and prioritization of countermeasures based on benefit-cost analysis. The recommendations are being used by Seminole County and FDOT to prioritize and construct safety improvements.

Traffic Operations Studies & Design Reviews. Kittelson conducted intersection and corridor operations studies at several locations throughout Seminole County to diagnose and propose solutions for complex traffic issues. Studied intersections included SR 434/CR 427, SR 434/McCulloch Road, Lake Mary Blvd/CR 427, CR 419/Lockwood, and corridors like SR 434, Lake Mary Blvd, Wekiva Springs Road, and Sand Lake Road. Kittelson has also provided design review services for proposed roundabouts.

Impact/Mobility Fee & TCEA Policy Support. Kittelson evaluated the County's impact fee policy and assessed the feasibility of transitioning to a mobility fee structure to continue supporting transportation investments through a financially sustainable program. Kittelson is evaluating the performance of the TCEA policies and practice to better inform the County Commission and staff as they consider potential modifications. Trails/Greenways Safety Improvement Plan. Kittelson developed trail safety design guidelines to assist Seminole County in addressing speed differentials among trail users (bicyclists, pedestrians, and other motorized conveyances). Kittelson also investigated nine pilot locations where these issues had occurred and, through field reviews and application of best practices, developed a series of pilot interventions to address safety issues. Concept plans and cost estimates were prepared for the nine pilot locations.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	Kittelson & Associates, Inc.	Orlando, FL	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: 7

21. TITLE AND LOCATION *(City and State)*

Clermont Traffic & Transportation Engineering
Clermont, FL

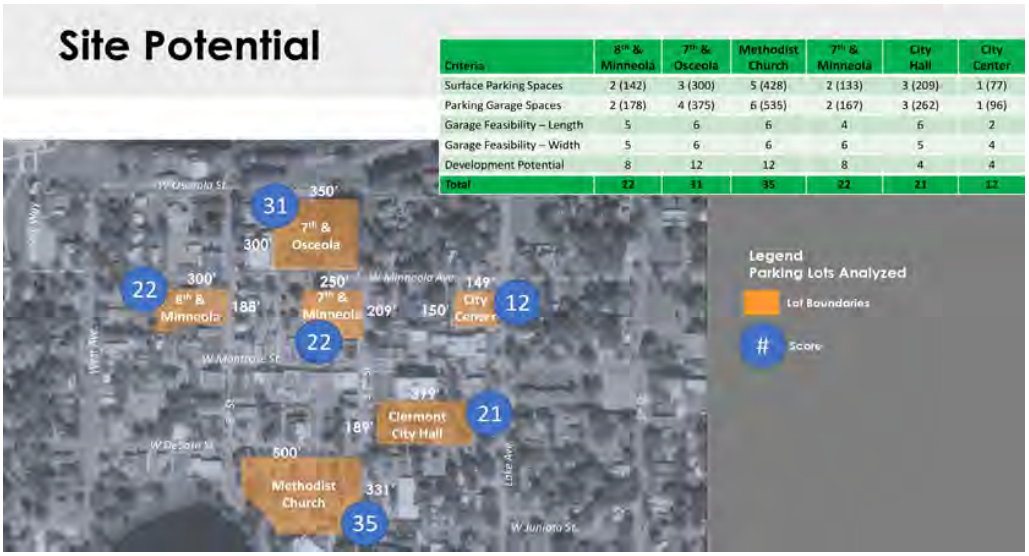
22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
City of Clermont	John Kruse	352-241-7309

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



Kittelson has provided on-call traffic engineering and transportation planning services to the City of Clermont since 2021. Services to date have included transportation impact study review, parking analysis, and comprehensive plan review.

TIS Review. Kittelson coordinates with the City and development applicants to ensure that the transportation impacts of proposed development projects are considered in the planning process. This includes development sites within the City's established boundaries and within the Wellness Way Service Area. For projects within the Wellness Way Service Area, each project contributes to the planned roadway network to serve the new developments.

Kittelson reviews the methodologies to ensure consistency with the Lake Sumter MPO TIA Requirements and set appropriate study boundaries. When the full study is completed, Kittelson reviews the study to ensure compliance with the approved methodology and accurate analysis and provides information to the City of Clermont on transportation mitigation required by the proposed development. Reviews of methodologies and traffic studies are completed within two weeks of receipt and authorization to proceed.

Parking Analysis. Kittelson completed a Downtown Parking Plan and Downtown Clermont Parking Garage Siting Analysis for the City. The Downtown Parking Plan summarized the existing parking supply and estimated the future parking demand for the anticipated growth within the downtown area. After determining the demand, Kittelson conducted a sitting analysis to qualitatively compare potential new parking garage sites based on walkability, garage size, and potential for site development.

Comprehensive Plan Review. Kittelson coordinated with the City and Central Florida Regional Planning Commission to conduct a review of the transportation element of the Comprehensive Plan. As part of the review, Kittelson proposed updates to the goals, objectives, and policies to reference current planning practices and provide the City the opportunity to ensure that new development is mitigating the full impacts of any new development.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	Kittelson & Associates, Inc.	Orlando, FL	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
8

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
City Of Altamonte Springs Transportation Engineering & Transportation Planning *Altamonte Springs, FL*	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
City of Altamonte Springs	Bruce Doig	407.571.8538

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

Kittelson has provided on-call transportation engineering and planning services to the City of Altamonte Springs since 2018. Under this contract, Kittelson has conducted a variety of tasks, including:

Central Parkway Crosswalk Study. Kittelson evaluated the section of Central Parkway fronting Cranes Roost Park to identify opportunities for speed management and enhanced pedestrian connectivity along the corridor. The recommended improvements, including a raised crosswalk providing direct access to Cranes Roost Park, were incorporated into the Central Parkway 100% design plans and are now under construction.

West Town Parkway & Laurel Street Roundabout. Kittelson conducted a roundabout feasibility study to evaluate intersection control alternatives at the West Town Parkway/Laurel Street intersection. The recommended alternative was a single-lane roundabout, which Kittelson then advanced to 100% design. The roundabout is ready to construct once redevelopment plans solidify in the intersection's southeast quadrant.

Altamonte Springs Mass Transportation Plan. Kittelson developed the Citywide Mass Transportation Plan, which made a series of recommendations in the areas of Transit Service, Passenger Facilities, Pedestrian and Bicycle, Parking and Development, Safety, Workforce Development, and Innovation, and Policy that aligned with the City's Comprehensive Plan vision of "a unique, quality, and sustainable community achieved through diverse and compact land uses with modern amenities and multi-modal transportation that meet the needs of both residents and businesses."

Local Street Connected Vehicle Speed Metrics. Kittelson utilized connected vehicle data sources to evaluate speed metrics on local roads across Altamonte Springs, leading to the identification of local road segments where operating speeds are highest (compared to posted speeds) and where speed management strategies may be beneficial.

Technical Review Support for Mobility Solutions Reports. Kittelson supports City staff on an as-needed basis with technical reviews of mobility solutions reports for land use development in the City.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	Kittelson & Associates, Inc.	Orlando, FL	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

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
FDOT Pedestrian & Bicycle Safety Engineering *Statewide, FL*	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
FDOT Traffic Engineering & Operations	Mariano Amicarelli	850.410.5646

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

Kittelson has been supporting the FDOT Central Office Traffic Engineering & Operations Office in creating and deploying engineering policy and solutions statewide for over a decade. Tasks have included:

Florida Ped/Bike Safety Performance Functions. Kittelson investigated the potential to develop pedestrian and bicycle safety performance functions (SPFs) using Florida data. We worked in concert with the NCHRP 17-84 (Pedestrian and Bicycle Safety Performance Functions for the Highway Safety Manual) team to test SPFs being developed for 17-84 with Florida data. The limited availability of 24-hour pedestrian and bicycle volume data needed for SPF development and crash prediction was identified as a significant limitation, leading to future research efforts to cost-effectively capture increased non-motorized data.

Statewide Ped/Bike Network Screening. As part of this project, Kittelson staff piloted and conducted an innovative safety screening to evaluate the most prominent pedestrian and bicycle demand indicators and transportation facility risk indicators associated with pedestrian and bicycle crashes. A statistical analysis was conducted using the odds ratio statistic to correlate the varying combinations of demand indicators and risk indicators to pedestrian and bicycle crash outcomes. This innovative approach allowed the Kittelson team to develop pedestrian segment scores and bicycle segment scores to identify high risk locations across the 15 counties based upon each corridor's ped/bike demand and facility risk profiles.

Leading Pedestrian Interval and Flashing Yellow Arrow Omit Evaluation. Kittelson conducted an analysis of Leading Pedestrian Interval (LPI) as well as Flashing Yellow Arrow (FYA) Omits for protected/permissive movements with regards to vehicular delay. Corridor-based delay and stops, movement-based delay and queue length, pedestrian travel times, and vehicular split failures performance measures were evaluated. The analysis concluded that LPI and FYA Omit resulted in minimal delay and stop increases under low pedestrian volumes, however; LPIs generally increased queues on the major street through movements. It was concluded that the low operational effects of LPIs at low pedestrian intersections paired with the significant safety impacts and relatively low cost to implement, minimum pedestrian volume thresholds for LPI consideration may not be necessary. Field evaluations were conducted and through these observations, it was recommended that the FDOT Traffic Engineering Manual (TEM) be updated to provide LPI minimum timing.

Midblock Crossing Network Screening. Kittelson conducted a study FL to automate the midblock crossing analysis process. Using the TEM criteria to install a marked crosswalk, a tool was developed using land use data, context classification, vehicle volumes and other data to determine potential crosswalk locations. For locations meeting the crosswalk criteria and not in the proximity to an existing crosswalk or signal, the tool uses the existing speed limit and number of through lanes to suggest a crossing treatment such as rectangular rapid flashing beacon (RRFB), pedestrian hybrid beacon (PHB) or traffic signal.

Pedestrian and Bicycle Travel at Alternative Intersections. Kittelson used the VISSIM model to develop videos for pedestrian and bicycle treatments for three intersection types being the Restricted Crossing U-Turn (RCUT), Median U-Turn (MUT) and Partial Displaced Left Turn (PDLT). These illustrate pedestrian and bicycle treatments for (1) sidewalks with on-street bicycle lanes, (2) shared use paths and (3) sidewalks with protected bicycle lanes. These 2+ minute videos also feature bicycle signals for the protected bicycle lanes.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	Kittelson & Associates, Inc.	Miami, FL	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.)

PROJECT KEY NUMBER: 10

21. TITLE AND LOCATION (city and state)

SR 5/US 1/PHILIPS HIGHWAY AT REBA AVENUE/PUTNAM AVENUE

• DUVAL COUNTY, FL

22. YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (IF APPLICABLE)
2020	2022

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NUMBER
FDOT District 2	Eric Shimer, PE	904.360.5574

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

This safety improvements project at SR 5/US 1/Philips Highway at Reba Avenue/ Putnam Avenue served as the Intersection Control Evaluation (ICE) pilot project for District 2 and included the evaluation of various intersection types including a roundabout, Restricted Crossing U-Turn (RCUT) intersection, Partial RCUT intersection, Partial Modified U-Turn (PMUT) intersection, and a standard signalized intersection alternative. The final design configuration provided a partial RCUT due to the offset side streets of Reba Avenue and Putnam Avenue and included turn lane extensions, widening to accommodate vehicle swept paths, driveway and median modifications, drainage improvements, mast arms, pedestrian signals, fiber interconnect, signing improvements, and intersection lighting. Due to the offset intersection configuration and limitation of standard signal controllers, two separate controllers were provided, one for each side street. The unique layout of the intersection also required the use of diagonal mast arms, which were justified documented via a Design Variation Memorandum. A detailed pedestrian conveyance plan was developed to ensure pedestrian and bicyclist connectivity was maintained through all phases of construction. During the public meeting, a County Commissioner brought up the potential need for a midblock crossing located approximately 1500' from the end project limit. Protean performed a midblock crossing evaluation utilizing the criteria outlined in the FDOT Traffic Engineering Manual and the MUTCD and determined that a midblock crossing with HAWK signal was warranted, which was included in the final design. The project also included intersection lighting which was to be installed by the FDOT contractor utilizing JEA's Lighting Standards, which were incorporated into the contract via a Technical Special Provision.

Relevance to Client:

- ✓ Pedestrian treatment
- ✓ Intersection improvements

PUTNAM AVENUE SERVED AS THE INTERSECTION CONTROL EVALUATION (ICE) PILOT PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (CITY AND STATE)	(3) ROLE
A.	Protean Design Group, Inc.	Orlando, FL	Prime Consultant
B.			

G. KEY PERSONNEL PARTICIPATION IN EXAMPLE PROJECTS											
26. NAMES OF KEY PERSONNEL (From Section E, Block 12)	27. ROLE IN THIS CONTRACT (From Section E, Block 13)	28. EXAMPLE PROJECTS LISTED IN SECTION F (Fill in "Example Projects Key" section below before completing table. Place "X" under project key number for participation in same or similar role.)									
		1	2	3	4	5	6	7	8	9	10
Nathan Kautz, PE, RSP_1	Project Manager	☒	☐	☒	☒	☐	☐	☐	☐	☒	☐
Kok Wan Mah, PE	Project Principal	☐	☒	☐	☐	☐	☒	☒	☒	☐	☐
Adam Burghdoff, PE	Quality Manager	☐	☐	☐	☒	☒	☒	☒	☐	☐	☐
Andrew Garrison, PE	Deputy Project Manager	☐	☐	☒	☒	☒	☒	☒	☐	☒	☐
Alex Morgan, PE	Traffic Engineering Studies	☐	☐	☐	☒	☒	☒	☒	☐	☐	☐
Angelo Rao, PE	Misc Transportation Engineering Services	☐	☐	☐	☐	☐	☐	☐	☐	☒	☐
Brandon Kelley, PE, ENV SP	Roadway, Traffic Signal, & ITS Design	☒	☐	☒	☒	☒	☒	☒	☒	☐	☐
Chandler Schramm, EIT	Transportation Planning	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐
Daniel Torre, PE	Roadway Design	☒	☐	☒	☒	☐	☒	☐	☒	☐	☐
Emmanuel Masindoki, PE, RSP_1	Traffic Engineering Studies	☐	☐	☒	☒	☐	☐	☒	☐	☐	☐
Fanny Kristiansson, EIT, RSP_1	Traffic Engineering Studies	☒	☐	☐	☒	☐	☐	☐	☐	☒	☐
G. Wade Walker, PE, Hon. ASLA	Misc Transportation Engineering Services	☒	☐	☐	☒	☐	☐	☒	☒	☐	☐
Jack Freeman, PE	Misc Transportation Engineering Services	☒	☐	☐	☒	☒	☒	☐	☐	☒	☐
Jady Chen, AICP	Transportation Planning	☐	☐	☐	☒	☒	☐	☐	☒	☐	☐
Jake Mirabella, PE	Transportation Systems Management & Operations	☐	☐	☐	☒	☐	☐	☐	☐	☒	☐
James Hamre	Transportation Planning	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Jane Lim-Yap, AICP, LEED AP	Transportation Planning	☒	☐	☐	☒	☒	☐	☐	☒	☐	☐
Jennifer Musselman, PE	Transportation Planning	☒	☐	☐	☒	☒	☒	☐	☐	☒	☐
Jessica Josselyn	Transportation Planning	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐
Jessica Spivey, EI	Roadway Design	☐	☐	☐	☒	☒	☐	☐	☒	☒	☐
Jon Crisafi, PE, PTOE	ITS, Signals & Traffic Design	☐	☐	☐	☐	☒	☒	☐	☐	☐	☐
JP Weesner, PLA	Transportation Planning	☐	☐	☐	☒	☒	☐	☒	☒	☐	☐
Justin Bansen, PE	Roadway Design	☐	☐	☐	☒	☒	☒	☐	☒	☒	☐
Kelly Fearon, PE	Traffic Engineering Studies	☐	☐	☐	☒	☒	☒	☐	☐	☐	☐
Krista Purser, PE	Transportation Planning	☐	☐	☐	☐	☐	☐	☐	☒	☐	☐
Leyi Zhang, AICP	Misc Transportation Engineering Services	☐	☐	☐	☒	☒	☒	☒	☒	☒	☐
Lucia Andrew, PE	Traffic Engineering Studies	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Mary Raulerson	Transportation Planning	☐	☐	☐	☒	☐	☒	☐	☐	☒	☐
Misbaou Bah	Traffic Engineering Studies	☐	☐	☐	☐	☐	☐	☐	☐	☒	☐
Nathalie Rodriguez	ITS, Signals & Traffic Design	☐	☐	☐	☒	☒	☒	☐	☒	☐	☐
Nick Friederich, EIT	Roadway Design	☒	☐	☐	☒	☒	☒	☐	☒	☐	☐
Roxane Van Horn	Transportation Planning	☒	☐	☒	☐	☐	☐	☐	☐	☐	☐
Ryan Casburn, PE	Transportation Systems Management & Operations	☐	☐	☐	☒	☐	☒	☐	☐	☒	☐
Ryan Cunningham, PE, RSP_1	Traffic Engineering Studies	☐	☐	☐	☒	☒	☒	☐	☒	☒	☐
Ryan Mansfield, PE, RSP_1	Traffic Engineering Studies	☐	☐	☐	☒	☒	☐	☐	☒	☒	☐
Stepanie Shealey, PE, PTOE, PTP	Transportation Planning	☐	☒	☐	☒	☒	☒	☐	☐	☐	☐
Travis Hills, PE, RSP_1	Misc Transportation Engineering Services	☒	☐	☐	☒	☐	☐	☐	☐	☒	☐
Jason Houck, PWS, GISP	Environmental/Permitting	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Erez Dayan, PE	ITS, Signals & Traffic Design	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Juan Rivera, PE	ITS, Signals & Traffic Design	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Jay Hood, PLA, ASLA	Transportation Planning	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Jose Vazquez	Data Collection	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Demond Hazley, PE	Traffic Engineering Studies	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Brad Alexander, PSM, PE	Survey	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Godwin Nnadi, PhD, PE	Geotech	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Alex Hinkle, PE, PTOE	ITS, Signals & Traffic Design	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒
Emily Wigle, PE	Roadway Design	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒
Karen Van den Avont, PE	Roadway Design	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒
Laura Rossi, PE, PTOE	Drainage	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒
Michelle Melo, PE	Roadway Design	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒
Rodrikas Jones	Data Collection	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Chris Walsh, PE	Traffic Engineering Studies	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

29. EXAMPLE PROJECTS KEY

NUMBER	TITLE OF EXAMPLE PROJECT (From Section F)	NUMBER	TITLE OF EXAMPLE PROJECT (From Section F)
1	City of Sarasota Transportation Planning On-Call Services	6	Seminole County Continuing Services
2	City of Daytona Beach Continuing Professional Services	7	Clermont Traffic & Transportation Engineering
3	FDOT District 5 Safety Studies	8	City of Altamonte Springs Transportation Engineering & Transportation Planning
4	FDOT District 7 Complete Streets Support	9	FDOT Pedestrian & Bicycle Safety Engineering
5	City of Orlando Transportation Planning & Engineering Services	10	SR 5/US 1/Philips Highway at Reba Ave/Putnam Ave

H. ADDITIONAL INFORMATION

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

Kittelson & Associates, Inc. (Kittelson) has built a reputation over the past 40 years for technical excellence and a creative approach to solving the tough problems, both nationally and in Florida. We have supported many clients across the state with transportation engineering and planning services, including the cities of Sarasota, Daytona Beach, and Orlando.

To complement Kittelson staff, we have built a robust and comprehensive team of professionals: Ardurra Group, Inc.; Avant Engineering Group; Catalyst Design Group; DE Traffic; Hazley Transportation Group; L&S Diversified, LLC; NADIC Engineering Services, Inc.; Protean Design Group; Quality Counts, LLC; and Walsh Traffic Engineering. We have worked with these partners for years and have developed strong working relationships that will serve the City efficiently.

Our team blends strong technical expertise and solid working relationships with years of institutional knowledge of the area. We can provide the City with the assurance and confidence that challenges will be deeply understood, addressed appropriately, and support the City's goals. We are confident that we can deliver high-quality products for all work orders through this contract that meet and exceed the goals and objectives of Port St. Lucie. Our team has a very strong understanding of working as an "extension" of City staff. We know the City staff has a passion to serve its citizens, and we share that passion.

I. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

31. SIGNATURE

32. DATE

12/12/2024

NAME AND TITLE

Adam Burghdoff, PE | Principal Engineer

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (If any)

PART II – GENERAL QUALIFICATIONS

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

2a. FIRM (OR BRANCH OFFICE) NAME Kittelson & Associates, Inc.			**3. YEAR ESTABLISHED** 1985	**4. UNIQUE ENTITY IDENTIFIER** F69MAFNK3SG9
2b. STREET 851 SW 6th Avenue, Suite 600			**5. OWNERSHIP** **a. TYPE** S-Corp	
2c. CITY Portland	**2d. STATE** OR	**2e. ZIP CODE** 97204	**b. SMALL BUSINESS STATUS** N/A	
6a. POINT OF CONTACT NAME AND TITLE Lawrence Van Dyke | Chief Financial Officer			**7. NAME OF FIRM** *(If block 2a is a branch office)* N/A	
6b. TELEPHONE NUMBER 503-535-7424	**6c. E-MAIL ADDRESS** lvandyke@kittelson.com			
8a. FORMER FIRM NAME(S) *(If any)* N/A			**8b.YR ESTABLISHED** N/A	**8c. DUNS NUMBER** N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
02	Administrative	52	12
08	CADD Technician	17	9
14	Computer Programmer	5	0
47	Planner	64	6
58	Technician/Analyst	91	15
60	Transportation Engineer	124	35
39	Landscape Architect	1	0
	Other Employees	8	4
	Total	362	81

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number (see below)
P05	Planning (Community, Regional, Areawide and State)	8
R03	Railroad; Rapid Transit	6
T03	Traffic & Transportation Engineering	9

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	5
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. **Less than $100,000**
2. **$100,000 to less than $250,000**
3. **$250,000 to less than $500,000**
4. **$500,000 to less than $1 million**
5. **$1 million to less than $2 million**
6. **$2 million to less than $5 million**
7. **$5 million to less than $10 million**
8. **$10 million to less than $25 million**
9. **$25 million to less than $50 million**
10. **$50 million or greater**

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE 	**b. DATE** January 24, 2024
c. NAME AND TITLE Lawrence Van Dyke | Chief Financial Officer	

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (If any)

PART II – GENERAL QUALIFICATIONS

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

2a. FIRM (OR BRANCH OFFICE) NAME	**3. YEAR ESTABLISHED**	**4. UNIQUE ENTITY IDENTIFIER**
Kittelson & Associates, Inc.	1985	F69MAFNK3SG9

2b. STREET	**5. OWNERSHIP**
212 S Tryon Street, Suite 1650	**a. TYPE** S-Corp

2c. CITY	**2d. STATE**	**2e. ZIP CODE**	**b. SMALL BUSINESS STATUS**
Charlotte	NC	28281	N/A

6a. POINT OF CONTACT NAME AND TITLE	**7. NAME OF FIRM** *(If block 2a is a branch office)*
Lawrence Van Dyke | Chief Financial Officer	N/A
6b. TELEPHONE NUMBER 503-535-7424	**6c. E-MAIL ADDRESS** lvandyke@kittelson.com

8a. FORMER FIRM NAME(S) *(If any)*	**8b.YR ESTABLISHED**	**8c. DUNS NUMBER**
N/A	N/A	N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
02	Administrative	52	0
08	CADD Technician	17	0
14	Computer Programmer	5	0
47	Planner	63	3
58	Technician/Analyst	91	4
60	Transportation Engineer	124	1
39	Landscape Architect	1	0
	Other Employees	8	1
	Total	361	9

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number (see below)
P05	Planning (Community, Regional, Areawide and State)	8
R03	Railroad; Rapid Transit	6
T03	Traffic & Transportation Engineering	9

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

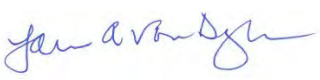
a. Federal Work	5
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. **Less than $100,000**
2. **$100,000 to less than $250,000**
3. **$250,000 to less than $500,000**
4. **$500,000 to less than $1 million**
5. **$1 million to less than $2 million**
6. **$2 million to less than $5 million**
7. **$5 million to less than $10 million**
8. **$10 million to less than $25 million**
9. **$25 million to less than $50 million**
10. **$50 million or greater**

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	**b. DATE**
	January 24, 2024

c. NAME AND **TITLE**

Lawrence Van Dyke | Chief Financial Officer

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (If any)

PART II – GENERAL QUALIFICATIONS

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

2a. FIRM (OR BRANCH OFFICE) NAME	**3. YEAR ESTABLISHED**	**4. UNIQUE ENTITY IDENTIFIER**
Kittelson & Associates, Inc.	1985	F69MAFNK3SG9

2b. STREET	**5. OWNERSHIP**
550 W Cypress Creek Road, Suite 470	**a. TYPE** S-Corp

2c. CITY	**2d. STATE**	**2e. ZIP CODE**	**b. SMALL BUSINESS STATUS**
Fort Lauderdale	FL	33309	N/A

6a. POINT OF CONTACT NAME AND TITLE	**7. NAME OF FIRM** *(If block 2a is a branch office)*
Lawrence Van Dyke | Chief Financial Officer	N/A
6b. TELEPHONE NUMBER 503-535-7424	**6c. E-MAIL ADDRESS** lvandyke@kittelson.com

8a. FORMER FIRM NAME(S) *(If any)*	**8b.YR ESTABLISHED**	**8c. DUNS NUMBER**
N/A	N/A	N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
02	Administrative	52	0
08	CADD Technician	17	0
14	Computer Programmer	5	0
47	Planner	64	1
58	Technician/Analyst	91	2
60	Transportation Engineer	124	2
39	Landscape Architect	1	0
	Other Employees	8	
	Total	362	5

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number (see below)
P05	Planning (Community, Regional, Areawide and State)	8
R03	Railroad; Rapid Transit	6
T03	Traffic & Transportation Engineering	9

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

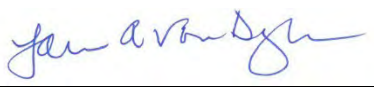
a. Federal Work	5
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. **Less than $100,000**
2. **$100,000 to less than $250,000**
3. **$250,000 to less than $500,000**
4. **$500,000 to less than $1 million**
5. **$1 million to less than $2 million**
6. **$2 million to less than $5 million**
7. **$5 million to less than $10 million**
8. **$10 million to less than $25 million**
9. **$25 million to less than $50 million**
10. **$50 million or greater**

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	**b. DATE**
	January 24, 2024

c. NAME AND **TITLE**

Lawrence Van Dyke | Chief Financial Officer

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (If any)

PART II – GENERAL QUALIFICATIONS

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

2a. FIRM (OR BRANCH OFFICE) NAME	**3. YEAR ESTABLISHED**	**4. UNIQUE ENTITY IDENTIFIER**
Kittelson & Associates, Inc.	1985	F69MAFNK3SG9

2b. STREET	**5. OWNERSHIP**
44 W Flagler Street, Suite 1825	**a. TYPE** S-Corp

2c. CITY	**2d. STATE**	**2e. ZIP CODE**	**b. SMALL BUSINESS STATUS**
Miami	FL	33130	N/A

6a. POINT OF CONTACT NAME AND TITLE	**7. NAME OF FIRM** *(If block 2a is a branch office)*
Lawrence Van Dyke | Chief Financial Officer	N/A
6b. TELEPHONE NUMBER 503-535-7424	**6c. E-MAIL ADDRESS** lvandyke@kittelson.com

8a. FORMER FIRM NAME(S) *(If any)*	**8b.YR ESTABLISHED**	**8c. DUNS NUMBER**
N/A	N/A	N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
02	Administrative	52	1
08	CADD Technician	17	0
14	Computer Programmer	5	0
47	Planner	64	0
58	Technician/Analyst	91	2
60	Transportation Engineer	124	1
39	Landscape Architect	1	0
	Other Employees		1
	Total	362	4

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number (see below)
P05	Planning (Community, Regional, Areawide and State)	8
R03	Railroad; Rapid Transit	6
T03	Traffic & Transportation Engineering	9

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	5
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. **Less than $100,000**
2. **$100,000 to less than $250,000**
3. **$250,000 to less than $500,000**
4. **$500,000 to less than $1 million**
5. **$1 million to less than $2 million**
6. **$2 million to less than $5 million**
7. **$5 million to less than $10 million**
8. **$10 million to less than $25 million**
9. **$25 million to less than $50 million**
10. **$50 million or greater**

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	**b. DATE**
	January 24, 2024

c. NAME AND **TITLE**

Lawrence Van Dyke | Chief Financial Officer

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (If any)

PART II – GENERAL QUALIFICATIONS

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

2a. FIRM (OR BRANCH OFFICE) NAME Kittelson & Associates, Inc.			**3. YEAR ESTABLISHED** 1985	**4. UNIQUE ENTITY IDENTIFIER** F69MAFNK3SG9
2b. STREET 225 E Robinson Street, Suite 355			**5. OWNERSHIP** **a. TYPE** S-Corp	
2c. CITY Orlando	**2d. STATE** FL	**2e. ZIP CODE** 32801	**b. SMALL BUSINESS STATUS** N/A	
6a. POINT OF CONTACT NAME AND TITLE Lawrence Van Dyke | Chief Financial Officer			**7. NAME OF FIRM** *(If block 2a is a branch office)* N/A	
6b. TELEPHONE NUMBER 503-535-7424	**6c. E-MAIL ADDRESS** lvandyke@kittelson.com			
8a. FORMER FIRM NAME(S) *(If any)* N/A			**8b.YR ESTABLISHED** N/A	**8c. DUNS NUMBER** N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
02	Administrative	52	4
08	CADD Technician	17	2
14	Computer Programmer	5	0
47	Planner	64	8
58	Technician/Analyst	91	7
60	Transportation Engineer	124	14
39	Landscape Architect	1	1
	Other Employees	8	
	Total	362	36

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number (see below)
P05	Planning (Community, Regional, Areawide and State)	8
R03	Railroad; Rapid Transit	6
T03	Traffic & Transportation Engineering	9

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	5
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. **Less than $100,000**
2. **$100,000 to less than $250,000**
3. **$250,000 to less than $500,000**
4. **$500,000 to less than $1 million**
5. **$1 million to less than $2 million**
6. **$2 million to less than $5 million**
7. **$5 million to less than $10 million**
8. **$10 million to less than $25 million**
9. **$25 million to less than $50 million**
10. **$50 million or greater**

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE 	**b. DATE** January 24, 2024
c. NAME AND TITLE Lawrence Van Dyke | Chief Financial Officer	

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (If any)

PART II – GENERAL QUALIFICATIONS

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

2a. FIRM (OR BRANCH OFFICE) NAME			**3. YEAR ESTABLISHED**	**4. UNIQUE ENTITY IDENTIFIER**
Kittelson & Associates, Inc.			1985	F69MAFNK3SG9
2b. STREET			**5. OWNERSHIP**	
400 N Tampa Street, Suite 1360			**a. TYPE** S-Corp	
2c. CITY	**2d. STATE**	**2e. ZIP CODE**	**b. SMALL BUSINESS STATUS**	
Tampa	FL	33602	N/A	

6a. POINT OF CONTACT NAME AND TITLE		**7. NAME OF FIRM** *(If block 2a is a branch office)*
Lawrence Van Dyke | Chief Financial Officer		N/A
6b. TELEPHONE NUMBER	**6c. E-MAIL ADDRESS**	
503-535-7424	lvandyke@kittelson.com	

8a. FORMER FIRM NAME(S) *(If any)*	**8b.YR ESTABLISHED**	**8c. DUNS NUMBER**
N/A	N/A	N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
02	Administrative	52	0
08	CADD Technician	17	0
14	Computer Programmer	5	0
47	Planner	64	1
58	Technician/Analyst	91	4
60	Transportation Engineer	124	6
39	Landscape Architect	1	0
	Other Employees	8	
	Total	362	11

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number (see below)
P05	Planning (Community, Regional, Areawide and State)	8
R03	Railroad; Rapid Transit	6
T03	Traffic & Transportation Engineering	9

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	5
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. **Less than $100,000**
2. **$100,000 to less than $250,000**
3. **$250,000 to less than $500,000**
4. **$500,000 to less than $1 million**
5. **$1 million to less than $2 million**
6. **$2 million to less than $5 million**
7. **$5 million to less than $10 million**
8. **$10 million to less than $25 million**
9. **$25 million to less than $50 million**
10. **$50 million or greater**

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	**b. DATE**
	January 24, 2024

c. NAME AND TITLE

Lawrence Van Dyke | Chief Financial Officer

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (If any)

PART II – GENERAL QUALIFICATIONS

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

2a. FIRM (OR BRANCH OFFICE) NAME Kittelson & Associates, Inc.		**3. YEAR ESTABLISHED** 1985	**4. UNIQUE ENTITY IDENTIFIER** F69MAFNK3SG9
2b. STREET 100 M Street SE, Suite 910		**5. OWNERSHIP** **a. TYPE** S-Corp	
2c. CITY Washington	**2d. STATE** DC	**2e. ZIP CODE** 20003	**b. SMALL BUSINESS STATUS** N/A
6a. POINT OF CONTACT NAME AND TITLE Lawrence Van Dyke | Chief Financial Officer			**7. NAME OF FIRM** *(If block 2a is a branch office)* N/A
6b. TELEPHONE NUMBER 503-535-7424	**6c. E-MAIL ADDRESS** lvandyke@kittelson.com		
8a. FORMER FIRM NAME(S) *(If any)* N/A		**8b.YR ESTABLISHED** N/A	**8c. DUNS NUMBER** N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
02	Administrative	52	0
08	CADD Technician	17	0
14	Computer Programmer	5	0
47	Planner	64	4
58	Technician/Analyst	91	4
60	Transportation Engineer	124	6
39	Landscape Architect	1	0
	Other Employees	8	1
	Total	362	15

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number (see below)
P05	Planning (Community, Regional, Areawide and State)	8
R03	Railroad; Rapid Transit	6
T03	Traffic & Transportation Engineering	9

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

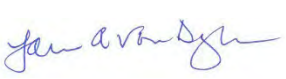
a. Federal Work	5
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. **Less than $100,000**
2. **$100,000 to less than $250,000**
3. **$250,000 to less than $500,000**
4. **$500,000 to less than $1 million**
5. **$1 million to less than $2 million**
6. **$2 million to less than $5 million**
7. **$5 million to less than $10 million**
8. **$10 million to less than $25 million**
9. **$25 million to less than $50 million**
10. **$50 million or greater**

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE 	**b. DATE** January 24, 2024
c. NAME AND **TITLE** Lawrence Van Dyke | Chief Financial Officer	

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*

PART II - GENERAL QUALIFICATIONS

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

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. UNIQUE ENTITY IDENTIFIER
Ardurra Group, Inc.	2017	KDJLNJ742G43

2b. STREET	5. OWNERSHIP
3000 Dovera Drive, Suite 200	

2c. CITY	2d. STATE	2e. ZIP CODE	a. TYPE
Oviedo	FL	32765	Corporation

6a. POINT OF CONTACT NAME AND TITLE	b. SMALL BUSINESS STATUS
Steve Sommerfeldt, PE, CFM, Practice Director	N/A

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS	7. NAME OF FIRM *(If block 2a is a branch office).*
407-971-8850	ssommerfeldt@ardurra.com	Ardurra Group, Inc.

8a. FORMER FIRM NAME(S) *(If any)*	8b. YR. ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER
Inwood Consulting Engineers, Inc.	1995	834954588

9.EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) Branch Office
02	Administrative	230	11
06	Architect	4	
08	CADD Technician	84	1
10	Chemical engineers	13	
12	Civil Engineer	276	
13	Communications Engineer/ITS	1	
15	Construction Inspector/Manager	95	
21	Electrical Engineer /Instrumentation	11	
23	Environmental Engineer	42	
24	Environmental Scientist	32	9
32	Hydraulic Engineer	6	
34	Hydrologists	15	
38	Land Surveyor	32	
39	Landscape Architect	5	
42	Mechanical Engineer	27	
47	Planner: Urban/Regional	21	4
48	Project Manager	143	
52	Sanitary Engineer	50	
57	Structural Engineer	17	3
58	Technical/Analyst/Specifications	54	12
60	Transportation Engineer	125	23
62	Water Resources Engineer	65	13
18	Cost Engineer/Estimator	2	
	Aviation Engineer	20	
	Field Representatives	41	
	Surveying Crew & Technician	118	
	GIS Specialist	7	1
	Aquatic Engineer	6	
	Emergency Management	13	
	Others	4	
	Total	1559	77

10. PROFILE OF FIRM'S EXPERIENCE AN ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number
B02	Bridges	7
C07	Coastal Engineering	4
T03	Traffic & Transportation Engineering	7
C15	Construction Mgmt	5
D02	Dams (Earth, Rock, Dikes, Levees)	4
D03	Desalination	3
D08	Dredging, Studies and Design	3
E01	Ecological Investigations	3
E02	Educational Facilities	2
E09	Environmental Impact Studies	7
H01	Harbors: Jetties; Piers; Ship Terminals	2
H07	Highways, Streets & Parking Lots	8
H09	Hospitals & Medical Facilities	2
H11	Housing	6
I01	Industrial Buildings	3
I03	Industrial Waste Treatment	1
I06	Irrigation; Drainage	5
L01	Medical Research Facilities	2
L02	Land Surveying	8
L03	Landscape Architecture	2
M01	Mapping Systems	2
R03	Railroad; Rapid Transit	6
P05	Planning (Community; Reg. Area)	2
P04	Pipelines	4
P05	Regional Planning	4
R04	Recreational Facilities (Parks, Marinas, etc.)	3
R06	Rehabilitation (Buildings, Structures)	3
R11	Rivers; Canals; Waterways; Flood Control	6
S04	Sewage Collection; Treatment; Disposal	7
S07	Solid Waste; Incineration; Landfill	6
S09	Structural Design; Specialty Structures	4
S10	Surveying; Platting; Mapping	7
S13	Stormwater	4
T03	Traffic & Transportation Engineering	7
T04	Topographic Surveying & Mapping	7
W02	Water Resources; Hydrology	6
W03	Water Supply, Treatment & Distribution	9
U03	Utilities	5

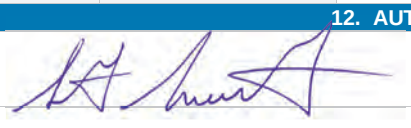
11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS
(Insert revenue index number shown at right)

a. Federal Work	8
b. Non-Federal Work	10
c. **Total Work**	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

a. SIGNATURE	b. DATE
	11/15/2024

c. NAME AND TITLE

Steve Sommerfeldt, PE, CFM, Practice Director

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: 20240169

PART II - GENERAL QUALIFICATIONS

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

2a. FIRM (*or Branch Office*) NAME: Avant Engineering Group, LLC	3. YEAR ESTABLISHED: 2019
	4. UNIQUE ENTITY IDENTIFIER: 83-3811146
2b. STREET: 2699 Lee Rd., Suite 401	5. OWNERSHIP
	a. TYPE: LLC
2c. CITY: Winter Park, FL	2d. STATE: FL
	2e. ZIP CODE: 32789
	b. SMALL BUSINESS STATUS: DBE/MBE
6a. POINT OF CONTACT NAME AND TITLE: Lizette Martinez	7. NAME OF FIRM *(If Block 2a is a Branch Office)*
6b. TELEPHONE NUMBER: 407-946-2884	6c. EMAIL ADDRESS: lmartinez@avanteng.com

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH
12	Civil Engineer	12	
	Other Employees		
	Total		

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	
b. Non-Federal Work	
c. Total Work	

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE: 11/19/2024
c. NAME AND TITLE: Lizette Martinez, Senior Vice President	

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*:

PART II - GENERAL QUALIFICATIONS

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

2a. FIRM (*or Branch Office*) NAME	Catalyst Design Group, PC
2b. STREET	1085 W Morse Blvd
2c. CITY	Winter Park
2d. STATE	FL
2e. ZIP CODE	32789
3. YEAR ESTABLISHED	2020
4. UNIQUE ENTITY IDENTIFIER	106229436
5. OWNERSHIP	
a. TYPE	S-Corporation
b. SMALL BUSINESS STATUS	N/A
6a. POINT OF CONTACT NAME AND TITLE	Bruce Hall, PLA, ASLA | Principal Landscape Architect
6b. TELEPHONE NUMBER	407.318.6279
6c. EMAIL ADDRESS	bhall@catalyst-dg.com
7. NAME OF FIRM *(If Block 2a is a Branch Office)*	Catalyst Design Group, PC (2017)

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH
02	Administrative	4	1
08	CADD Technician	9	1
12	Civil Engineer	16	3
39	Landscape Architect	9	4
	Design Engineer	13	2
	Landscape Designer	5	3
	Other	1	0
	Other Employees		
	Total	57	14

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
	BRANCH	
H09	Hospital & Medical Facilities	6
L03	Landscape Architecture	6

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	1
b. Non-Federal Work	8
c. Total Work	8

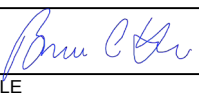
PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE



b. DATE: 11/19/2024

c. NAME AND TITLE: Bruce Hall, PLA, ASLA

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (If any)
20240169

PART II – GENERAL QUALIFICATIONS

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

2a. FIRM (OR BRANCH OFFICE) NAME			**3. YEAR ESTABLISHED**	**4. UNIQUE ENTITY IDENTIFIER**
DE Traffic, LLC			2004	N/A
2b. STREET			**5. OWNERSHIP**	
9239 Outlook Rock Trail			**a. TYPE** Limited Liability Corporation	
2c. CITY	**2d. STATE**	**2e. ZIP CODE**	**b. SMALL BUSINESS STATUS**	
Windermere	FL	34786	N/A	

6a. POINT OF CONTACT NAME AND TITLE		**7. NAME OF FIRM** *(If block 2a is a branch office)*
Jose Vazquez, President		N/A
6b. TELEPHONE NUMBER	**6c. E-MAIL ADDRESS**	
386-341-4186	jvazquez@detraffic.com	

8a. FORMER FIRM NAME(S) *(If any)*	**8b.YR ESTABLISHED**	**8c. DUNS NUMBER**
N/A	N/A	N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
	Administrative	2	2
	Data Collection Technicians	4	4
	Field Supervisors	1	1
	Management	2	2
	Total	9	9

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number (see below)
	Traffic Data Collection	2
	Traffic Operational Studies	2
	Signal Warrant Studies	2
	Traffic Volume/Classification Counts	2

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	0
b. Non-Federal Work	4
c. Total Work	4

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. **Less than $100,000**
2. **$100,000 to less than $250,000**
3. **$250,000 to less than $500,000**
4. **$500,000 to less than $1 million**
5. **$1 million to less than $2 million**
6. **$2 million to less than $5 million**
7. **$5 million to less than $10 million**
8. **$10 million to less than $25 million**
9. **$25 million to less than $50 million**
10. **$50 million or greater**

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

a. SIGNATURE	**b. DATE**
	December 7, 2024

c. NAME AND **TITLE**
Jose Vazquez, President

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: E-RFP # 20240169

PART II - GENERAL QUALIFICATIONS

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

2a. FIRM (*or Branch Office*) NAME: Hazley and Associates, Inc. DBA Hazley Transportation Group	3. YEAR ESTABLISHED: 2024
	4. UNIQUE ENTITY IDENTIFIER: KYUETWMYUZG1
2b. STREET: 520 Lake Street	5. OWNERSHIP
	a. TYPE: Corporation
2c. CITY: Windermere / 2d. STATE: FL / 2e. ZIP CODE: 34786	b. SMALL BUSINESS STATUS:
6a. POINT OF CONTACT NAME AND TITLE: Demond Hazley, President	7. NAME OF FIRM *(If Block 2a is a Branch Office)*
6b. TELEPHONE NUMBER: 407-465-7930 / 6c. EMAIL ADDRESS: dhazley@h-trans.com	

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH
60	Transportation Engineer	1	
	Other Employees	0	
	Total	1	

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
P05	Planning	1
T03	Traffic & Trans Engineering	1

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	1
b. Non-Federal Work	1
c. Total Work	1

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE

b. DATE: 11/18/2024

c. NAME AND TITLE: Demond Hazley, President

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: RFP 20240169

PART II - GENERAL QUALIFICATIONS

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

2a. FIRM (*or Branch Office*) NAME: L&S Diversified	3. YEAR ESTABLISHED: 2010
	4. UNIQUE ENTITY IDENTIFIER: 27-2336599
2b. STREET: 4776 New Broad St. Suite #100	5. OWNERSHIP
	a. TYPE: S Corporation
2c. CITY: Orlando; 2d. STATE: FL; 2e. ZIP CODE: 32814	b. SMALL BUSINESS STATUS: Yes, NAICS 541370
6a. POINT OF CONTACT NAME AND TITLE: Sherry Manor, President	7. NAME OF FIRM *(If Block 2a is a Branch Office)*: N/A
6b. TELEPHONE NUMBER: (407) 681 3836	6c. EMAIL ADDRESS: Sherry.Manor@LSsurveyor.com

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH
02	Administrative	2	
08	CADD Technician	10	
38	Land Surveyor	4	
58	Technician/Analyst	19	
	(Survey Crews)		
	Other Employees		
	Total	35	

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
C16	Construction Surveying	4
H13	Hydrographic Surveying	1
L02	Land Surveying	5
S10	Surveying; Platting; Mapping;	5
	Flood Plane Studies	
T04	Topographic Surveying & Mapping	5

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	3
b. Non-Federal Work	6
c. Total Work	7

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE: Sherry Lee Manor

b. DATE: 11/19/2024

c. NAME AND TITLE: Sherry Manor, President

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (if any)

PART II – GENERAL QUALIFICATIONS

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

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. DUNS NUMBER
Nadic Engineering Services, Inc.	2001	20240169

2b. STREET	5. OWNERSHIP
601 N. Hart Blvd	a. TYPE: Corporation

2c. CITY	2d. STATE	2e. ZIP CODE	b. SMALL BUSINESS STATUS
Orlando	Florida	32818	Certified with SBA & State of Florida

6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM *(If block 2a is a branch office)*
Godwin N. Nnadi, P.E. / CEO	

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS
407-521-4771	gnnadi@nadicinc.com

8a. FORMER FIRM NAME(S) *(if any)*	8b. YEAR ESTABLISHED	8c. DUNS NUMBER
N/A	N/A	N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
02	Administrative	7	
12	Civil Engineers	5	
15	Construction Inspectors	15	
08	Engineering/CADD Techs	2	
18	Drillers	3	
	Other Employees	0	
	Total	32	

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
E10	Environmental Impact Studies, Assessments	1
S05	Soils & Geotechnical Studies, Foundations	4
T02	Testing & Inspection Services	4

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	1
b. Non-Federal Work	5
c. Total Work	5

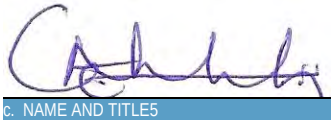
PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE



b. DATE: 11/27/2024

c. NAME AND TITLE5

Godwin N. Nnadi, P.E. CEO

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (IF ANY)

PART II– GENERAL QUALIFICATIONS

(IF A FIRM HAS BRANCH OFFICES, COMPLETE FOR EACH SPECIFIC BRANCH OFFICE SEEKING WORK.)

2a. FIRM (or branch office) NAME

Protean Design Group, Inc.

3. YEAR EST.

1997

4. UNIQUE ENTITY IDENTIFIER

59-3473441

2B. STREET

100 East Pine Street, Suite 600

2C. CITY | 2D. STATE | 2E. ZIP CODE

Orlando | FL | 32801

5. OWNERSHIP

A. TYPE

S-corporation

B. SMALL BUSINESS STATUS

UPC DBE

6a. POINT OF CONTACT NAME AND TITLE

Kimberly Horlander, PE, President

6B. TELEPHONE NUMBER | 16C. E-MAIL ADDRESS

407.246.0044 | khorlander@proteandg.com

7. NAME OF FIRM (if block 2a is a branch office)

n/a

8a. FORMER FIRM NAME(S) (if any)

Stephen Y. Chun Civil Engineering, Inc.
SYC Civil Engineering, Inc.

8B. YEAR ESTABLISHED: 1997

8C. UNIQUE ENTITY IDENTIFIER: 59-3473441

9. EMPLOYEES BY DISCIPLINE

A. FUNCTION CODE	B. DISCIPLINE	C. NUMBER OF EMPLOYEES (1) FIRM	(2) BRANCH
02	Administrative	7	7
08	CADD Technician	16	12
21	Electrical Engineer	1	1
48	Project Manager	16	11
57	Structural Engineer	1	1
60	Transportation Engineer	2	2
	Other Employees	2	2
	TOTAL		34

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

A. PROFILE CODE	B. EXPERIENCE	C. REVENUE INDEX NUMBER (SEE BELOW)
T03	Traffic & Transportation Engineering	7

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(INSERT REVENUE INDEX NUMBER SHOWN AT RIGHT)

a. Federal Work	0
b. Non-Federal Work	7
c. Total Work	**7**

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. LESS THAN $100,000
2. $100,000 TO LESS THAN $250,000
3. $250,000 TO LESS THAN $500,000
4. $500,000 TO LESS THAN $1 MILLION
5. $1 MILLION TO LESS THAN $2 MILLION
6. $2 MILLION TO LESS THAN $5 MILLION
7. $5 MILLION TO LESS THAN $10 MILLION
8. $10 MILLION TO LESS THAN $25 MILLION
9. $25 MILLION TO LESS THAN $50 MILLION
10. $50 MILLION OR GREATER

12. AUTHORIZED REPRESENTATIVE

THE FOREGOING IS A STATEMENT OF FACTS

A. SIGNATURE

B. DATE

November 20, 2024

C. NAME AND TITLE

Kimberly Horlander, PE • President

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*:

PART II - GENERAL QUALIFICATIONS

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

2a. FIRM (OR BRANCH OFFICE) NAME: Quality Counts, LLC	3. YEAR ESTABLISHED: 2002
	4. DUNS NUMBER: 144809360
2b. STREET: 8407 Laurel Fair Cir, Ste 400	5. OWNERSHIP
	a. TYPE: LLC
2c. CITY: Tampa	2d. STATE: FL / 2e. ZIP CODE: 33610
	b. SMALL BUSINESS STATUS: N/A
6a. POINT OF CONTACT NAME AND TITLE: Rodrikas Jones - Director of Operations	7. NAME OF FIRM *(If block 2a is a branch office)*: Quality Counts, LLC
6b. TELEPHONE NUMBER: 571-585-9225	6c. E-MAIL ADDRESS: rjones@qualitycounts.net

8a. FORMER FIRM NAME(S) *(If any)*	8b. YR. ESTABLISHED	8c. DUNS NUMBER
N/A		

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
02	Administrative	19	9
48	Project Manager	16	3
58	Technician	60	4
60	Transportation Engineer	1	1
	Other Employees	33	15
	Total	129	32

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
T03	Transportation Data Collection	7

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	1
b. Non-Federal Work	7
c. Total Work	7

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,00 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE: Mark Shields

b. DATE: 08/26/2024

c. NAME AND TITLE: Mark Shields - Vice President

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: 20240169

PART II - GENERAL QUALIFICATIONS

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

2a. FIRM (*or Branch Office*) NAME: Walsh Traffic Engineering, LLC	3. YEAR ESTABLISHED: 2023
	4. UNIQUE ENTITY IDENTIFIER:
2b. STREET: 285 Palmetto Springs Street	5. OWNERSHIP
2c. CITY: DeBary	a. TYPE: LLC
2d. STATE: FL	2e. ZIP CODE: 32713
	b. SMALL BUSINESS STATUS: FDOT prequalified SBE
6a. POINT OF CONTACT NAME AND TITLE: Chris J. Walsh, P.E. - Chief Engineer	7. NAME OF FIRM *(If Block 2a is a Branch Office)*
6b. TELEPHONE NUMBER: 386 668-0062	6c. EMAIL ADDRESS: chris.walsh@walshtraffic.com

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH	a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
60	Transportation Engineering	1	1	T03	Transportation Engineering	2
	Other Employees					
	Total	1	1			

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	1
b. Non-Federal Work	2
c. Total Work	2

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE

b. DATE: 12/4/2024

c. NAME AND TITLE: Chris J. Walsh, P.E. - Chief Engineer

CONSULTANTS GENERAL INFORMATION WORK SHEET / E-RFP REPLY FORM
eRFP #2020169

It is understood and agreed that the following information is to be used by the City to determine the qualifications of prospective Contractor to perform the work required. The Contractor waives any claim against the City that might arise with respect to any decision concerning the qualifications of the Contractor.

The undersigned attests to the truth and accuracy of all statements made on this questionnaire. Also, the undersigned hereby authorizes any public official, Engineer, Surety, bank, material or equipment manufacturer, or distributor, or any person, firm or corporation to furnish the City any pertinent information requested by the City deemed necessary to verify the information on this questionnaire.

Dated at Orlando, FL (Location), this 9th day of Dec, 2024

Name of Organization/Contractor: Kittelson & Associates, Inc.

By: Adam Burghdoff, PE | Principal Engineer
Name and Title

1. Corporation, Partnership, Joint Venture, Individual or other? Corporation

2. Firm's name and main office address, telephone and fax numbers

Name: Kittelson & Associates, Inc.
Address: 225 E Robinson St, Suite 355
Orlando, FL 32801

Telephone Number: 407.540.0555
Fax Number: 503.273.8169

3. Contact person: Nathan Kautz, PE, RSP1 Email: nkautz@kittelson.com

4. Firm's previous names (if any). N/A

5. How many years has your organization been in business? 39

6. Total number of staff at this location: 38 Total number of staff on the Treasure Coast: 0

7. Is the Firm a minority business: YES / (NO)

If no, is your company planning to implement such a program? N/A

8. Is the firm claiming Local Preference under City Ordinance 35.12? YES / (NO)

9. List the license(s) that qualifies your firm to construct this project: State of Florida Engineering Business Registry #7524

10. List five (5) projects similar to this project completed by your firm in the last 5 years along with a brief description of project, location of project, client name, client phone number, email, value of contract, your firm's percentage of the total contract value, as well as the number of change orders and the total change order value. **DO NOT USE the City of Port St Lucie as a reference**.

Project Number 1

Project Name:	Daytona Beach Continuing Professional Services
Description:	Kittelson provides transportation planning and engineering services to the City of Daytona Beach. Task orders have included traffic impact statement reviews for comprehensive plan amendments, rezoning, and site plan approval.
Location:	Daytona Beach, FL
Client Name, Phone Number & Email:	Dennis Mrozek; 386.671.8152; mrozekdennis@codb.us
Value of Total Contract:	$102k
Date of Completion:	2023-Ongoing
Firm's Percentage of Total Contract:	100%
Number of Change Orders:	0
Value of Change Orders:	$0
Was Project Completed on Schedule:	Yes
Was Project Completed within Budget?	Yes

Project Number 2

Project Name:	FDOT District 5 Safety Studies
Description:	Nathan Kautz leads the Kittelson team providing FDOT District 5 with traffic engineering and safety studies. The team identifies traffic operations and safety deficiencies and develops appropriate countermeasures.
Location:	FDOT District 5
Client Name, Phone Number & Email:	Anthony Nosse; 386.943.5334; anthony.nosse@dot.state.fl.us
Value of Total Contract:	$174k
Date of Completion:	2023-Ongoing
Firm's Percentage of Total Contract:	96%
Number of Change Orders:	0
Value of Change Orders:	0

Was Project Completed on Schedule: Yes

Was Project Completed within Budget? Yes

Project Number 3

Project Name: FDOT District 7 Complete Streets Support

Description: Kittelson supports FDOT District 7 with corridor planning and complete streets implementation, helping them integrate land use and transportation to understand the full range of user needs.

Location: FDOT District 7

Client Name, Phone Number & Email: Liz Winters; 813.975.6499; elizabeth.winters@dot.state.fl.us

Value of Total Contract: $12M

Date of Completion: 2018-Ongoing

Firm's Percentage of Total Contract: 46%

Number of Change Orders: 0

Value of Change Orders: 0

Was Project Completed on Schedule: Yes

Was Project Completed within Budget? Yes

Project Number 4

Project Name: City of Orlando Transportation Planning & Engineering Services

Description: Kittelson provides transportation engineering and planning services to the City of Orlando. Assignments have included parking studies, quick-build implementation, policy development, traffic impact analyses, signal warrant studies, and more.

Location: Orlando, FL

Client Name, Phone Number & Email: Cade Braud; 407.246.3377; cade.braud@orlando.gov

Value of Total Contract: $8.4M

Date of Completion: 2000-Ongoing

Firm's Percentage of Total Contract: 58%

Number of Change Orders: 0

Value of Change Orders: 0

Was Project Completed on Schedule: Yes

Was Project Completed within Budget? Yes

Project Number 5

Project Name: City of Sarasota Transportation Planning On-Call Services

Description: Kittelson support the City of Sarasota through its continuing services contract to support complete streets, safety, PD&E, final design, public involvement, and grant writing.

Location:	Sarasota, FL
Client Name, Phone Number & Email:	Alvimarie Corales; 941.263.6358; alvimarie.corales@sarasotafl.gov
Value of Total Contract:	$1.4M
Date of Completion:	2022-Ongoing
Firm's Percentage of Total Contract:	71%
Number of Change Orders:	0
Value of Change Orders:	0
Was Project Completed on Schedule:	Yes
Was Project Completed within Budget?	Yes

13. Status of current contracts. Please provide the name & number of current contracts as well as a sample list of the projects currently underway.

77 active contracts in Florida

City of Orlando Transportation Planning & Engineering Services

FDOT Traffic Engineering & Operations Office Bicycle & Pedestrian Safety Engineering

FDOT District 5 Safety Studies

Volusia County Continuing Services

City of Fort Lauderdale Transportation Planning & Engineering Services

14. How will the Contractor be able to meet the project timeline and budget given the current workload, work force and equipment?

Our project management team has complete access to any of Kittelson's transportation professionals. Kittelson operates under a "one firm" philosophy. Staff from any of our offices can work on any project, regardless of their office location. This means the City of Port St Lucie has direct access to Kittelson's nearly 400 transportation professionals. Combining these resources with proactive and attentive project management and Kittelson's results-oriented, outcome-based, real-world practitioner mentality will be the key to this project's success.

15. List the number of personnel that will be assigned to the project and include job titles and their licenses or certifications.

We have initially identified 53 staff members who will be assigned to this project and who will be backed up with hundreds of additional professional engineers and planners. Please see attachment for complete list of identified staff.

16. Has the Contractor or any principals of the applicant organization failed to qualify as a responsible Contractor; refused to enter into a contract after an award has been made; failed to complete a contract during the past five (5) years or been declared to be in default in any contract or been assessed liquidated damages in the last five (5) years? List the name of project, location, client, engineer, date and reason. Use additional pages if needed.

Total Number of Projects where Failure to Complete Work Occurred: N/A

Project Number 1
Project Name: N/A
Project Location: N/A
Client Name and Phone Number: N/A
Engineer Name and Phone Number: N/A
Date: N/A
Reason: N/A

Insert additional projects if needed.

17. Has the Contractor or any of its principals ever been declared bankrupt or reorganized under Chapter 11 or put into receivership?

Yes ( ) No (x)

If yes, please explain:
N/A

18. List any lawsuits pending or completed within the past five (5) years involving the corporation, partnership or individuals with more than ten percent (10 %) interest:
None

(N/A is not an acceptable answer - insert lines if needed)

19. List any judgments from lawsuits in the last five (5) years:
None

(N/A is not an acceptable answer - insert lines if needed)

20. List any criminal violations and/or convictions of the Proposer and/or any of its principals:
None

(N/A is not an acceptable answer - insert lines if needed)

21. List subcontractors and major material suppliers for the project. Include telephone numbers. Insert additional sheets if necessary**.**
Please see attachment.

DocuSigned by:
Adam Burghdoff
4B07D7BEA9FA49A...

Signature

Principal Engineer

Title

Firm	Staff Name	Licenses/Certifications
Kittelson	Adam Burghdoff, PE	Professional Engineer
Kittelson	Alex Morgan, PE	Professional Engineer
Kittelson	Andrew Garrison, PE	Professional Engineer
Kittelson	Angelo Rao, PE	Professional Engineer
Kittelson	Brandon Kelley, PE, ENV SP	Professional Engineer
Kittelson	Chandler Schramm, EIT	Engineer in Training
Kittelson	Daniel Torre, PE	Professional Engineer
Kittelson	Emmanuel Masindoki, PE, RSP_1	Professional Engineer; Road Safety Professional
Kittelson	Fanny Kristiansson, EIT, RSP_1	Engineer in Training; Road Safety Professional
Kittelson	G. Wade Walker, PE, Hon. ASLA	Professional Engineer
Kittelson	Jack Freeman, PE	Professional Engineer
Kittelson	Jady Chen, AICP	American Institute of Certified Planners
Kittelson	Jake Mirabella, PE	Professional Engineer
Kittelson	James Hamre	
Kittelson	Jane Lim-Yap, AICP, LEED AP	American Institute of Certified Planners; LEED Accredited Professional
Kittelson	Jennifer Musselman, PE	Professional Engineer
Kittelson	Jessica Josselyn	
Kittelson	Jessica Spivey, EI	Engineer Intern
Kittelson	Jon Crisafi, PE, PTOE	Professional Engineer; Professional Traffic Operations Engineer
Kittelson	JP Weesner, PLA	Professional Landscape Architect
Kittelson	Justin Bansen, PE	Professional Engineer
Kittelson	Kelly Fearon, PE	Professional Engineer
Kittelson	Kok Wan Mah, PE	Professional Engineer
Kittelson	Krista Purser, PE	Professional Engineer
Kittelson	Leyi Zhang, AICP	American Institute of Certified Planners
Kittelson	Lucia Andrew, PE	Professional Engineer
Kittelson	Mary Raulerson	
Kittelson	Misbaou Bah	
Kittelson	Nathalie Rodriguez	
Kittelson	Nathan Kautz, PE, RSP_1	Professional Engineer; Road Safety Professional
Kittelson	Nick Friederich, EI	Engineer Intern
Kittelson	Roxane Van Horn	
Kittelson	Ryan Casburn, PE	Professional Engineer
Kittelson	Ryan Cunningham, PE, RSP_1	Professional Engineer; Road Safety Professional
Kittelson	Ryan Mansfield, PE, RSP_1	Professional Engineer
Kittelson	Stephanie Shealey, PE, PTP, PTOE	Professional Engineer; Professional Transportation Planner; Professional Traffic Operations Engineer
Kittelson	Travis Hills, PE, RSP_1	Professional Engineer
Kittelson	Yihang Sui, AICP	American Institute of Certified Planners
Ardurra	Jason Houck, PWS, GISP	
Avant	Erez Dayan, PE	Professional Engineer
Avant	Juan Rivera, PE	Professional Engineer

Catalyst	Jay Hood, PLA, ASLA	Professional Landscape Architect
DE Traffic	Jose Vazquez	
H-Trans	Demond Hazley, PE	Professional Engineer
L&S	Brad Alexander, PSM, PE	Professional Engineer; Professional Surveyor
NADIC	Godwin Nnadi, PhD, PE	Professional Engineer
Protean	Alex Hinkle, PE, PTOE	Professional Engineer; Professional Traffic Operations Engineer
Protean	Emily Wigle, PE	Professional Engineer
Protean	Karen Van den Avont, PE	Professional Engineer
Protean	Laura Rossi, PE, PTOE	Professional Engineer; Professional Traffic Operations Engineer
Protean	Michelle Melo, PE	Professional Engineer
Quality Counts	Rodrikas Jones	
Walsh	Chris Walsh, PE	Professional Engineer

Subconsultants

Ardurra Group Inc.
Jason Houck, GISP, PWS – 407.971.8850

Avant Engineering Group, LLC
Erez Dayan, PE – 407.775.2209

Catalyst Design Group, PC
Jay Hood, PLA, ASLA - 407.493.1348

DE Traffic, LLC
Jose Vazquez – 386.341.4186

Hazley and Associates, Inc.
Demond Hazley, PE – 407.465.7930

L&S Diversified, LLC
Brad Alexander, PSM, PE – 407.681.3836

NADIC Engineering Services, Inc.
Godwin Nnadi, PhD, PE – 407.780.2269

Protean Design Group, Inc.
Alex Hinkle, PE, PTOE – 407.246.0044

Quality Counts, LLC
Rodrikas Jones – 571.585.9225

Walsh Traffic Engineering, LLC
Chris Walsh, PE – 386.668.0062

NOTICE TO ALL PROPOSERS:

*To ensure fair consideration is given for all Proposers, it must be clearly understood that upon release of the proposal and during the proposal process, firms and their employees of related companies as well as paid or unpaid personnel acting on their behalf shall not contact or participate in any type of contact with City employees, department heads or elected officials, up to and including the Mayor and City Council. The "Cone of Silence" is in effect for this solicitation from the date the solicitation is advertised on **OpenGov**, until the time an award decision has been approved by City Council and fully executed by all parties. Information about the Cone of Silence can be found under the City of Port St. Lucie Ordinance 20-15, Section 35.13. Contact with anyone other than the Issuing Officer may result in the vendor being disqualified. All contact must be coordinated through **Issuing** Officer **Alaina Knofla**, for the procurement of these services.*

All questions regarding this Solicitation are to be submitted in writing via OpenGov.com.

All questions, comments and requests for clarification must reference the Solicitation number on all correspondence to the City. Any oral communications shall be considered unofficial and non-binding.

Only written responses to written communication shall be considered official and binding upon the City. The City reserves the right, at its sole discretion, to determine appropriate and adequate responses to the written comments, questions, and requests for clarification.

**NOTE: All addendums and/or any other correspondence before bid close date (general information, question and responses) to this solicitation will be made available exclusively through the OpenGov's Website for retrieval. All notice of intent to award documentation will be published on the City Clerk's Website. Proposers are solely responsible for frequently checking these websites for updates to this solicitation.*

I understand and shall fully comply with all requirements of City of Port. St. Lucie Ordinance 20-15, Section 35.13.

Typed Name: Brandon Nevers, PE

Signed: DocuSigned by: Brandon Nevers E239781900474DE...

Company and Job Title: Kittelson & Associates, Inc. | President/CEO

Date: 12/10/2024

e-RFP #20240169
CONTRACTOR'S CODE OF ETHICS

The City of Port St Lucie ("City), through its Procurement Management Department ("Procurement Management Department") is committed to a procurement process that fosters fair and open competition, is conducted under the highest ethical standards and enjoys the complete confidence of the public. To achieve these purposes, Procurement Management Department requires each vendor who seeks to do business with the City to subscribe to this Contractor's Code of Ethics.

- A Contractor's bid or proposal will be competitive, consistent and appropriate to the bid documents.
- A Contractor will not discuss or consult with other Vendors intending to bid on the same contract or similar City contract for the purpose of limiting competition. A Vendor will not make any attempt to induce any individual or entity to submit or not submit a bid or proposal.
- Contractor will not disclose the terms of its bids or proposal, directly or indirectly, to any other competing Vendor prior to the bid or proposal closing date.
- Contractor will completely perform any contract awarded to it at the contracted price pursuant to the terms set forth in the contract.
- Contractor will submit timely, accurate and appropriate invoices for goods and/or services actually performed under the contract.
- Contractor will not offer or give any gift, item or service of value, directly or indirectly, to a City employee, City official, employee family member or other vendor contracted by the City.
- Contractor will not cause, influence or attempt to cause or influence, any City employee or City Official, which might tend to impair his/her objectivity or independence of judgment; or to use, or attempt to use, his/her official position to secure any unwarranted privileges or advantages for that Vendor or for any other person.
- Contractor will disclose to the City any direct or indirect personal interests a City employee or City official holds as it relates to a Vendor contracted by the City.
- Contractor must comply with all applicable laws, codes or regulations of the countries, states and localities in which they operate. This includes, but is not limited to, laws and regulations relating to environmental,

occupational health and safety, and labor practices. In addition, Contractor must require their suppliers (including temporary labor agencies) to do the same. Contractor must conform their practices to any published standards for their industry. Compliance with laws, regulations and practices include, but are not limited to the following:

- Obtaining and maintaining all required environmental permits. Further, Contractor will endeavor to minimize natural resource consumption through conservation, recycling and substitution methods.

- Providing workers with a safe working environment, which includes identifying and evaluating workplace risks and establishing processes for which employee can report health and safety incidents, as well as providing adequate safety training.

- Providing workers with an environment free of discrimination, harassment and abuse, which includes establishing a written antidiscrimination and anti-bullying/harassment policy, as well as clearly noticed policies pertaining to forced labor, child labor, wage and hours, and freedom of association.

Name of Organization/Proposer Kittelson & Associates, Inc.

Signature DocuSigned by: Brandon Nevers E2397818004F4DE...

Printed Name and Title Brandon Nevers, PE | President/CEO

Date 12/10/2024

DISCLAIMER: This Code of Ethics is intended as a reference and procedural guide to contractors. The information it contains should not be interpreted to supersede any law or regulation, nor does it supersede the applicable contractor contract. In the case of any discrepancies between it and the law, regulation(s) and/or contractor contract, the law, regulatory provision(s) and/or vendor contract shall prevail.

PORT ST. LUCIE
HEART OF THE TREASURE COAST

E-Verify Form

Supplier/Consultant acknowledges and agrees to the following:

1. Shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Supplier/Consultant during the term of the contract; and
2. Shall expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.
3. The Contractor hereby represents that it is in compliance with the requirements of Sections 448.09 and 448.095, Florida Statutes. The Contractor further represents that it will remain in compliance with the requirements of Sections 448.09 and 448.095 Florida Statutes, during the term of this contract and all attributed renewals.
4. The Contractor hereby warrants that it has not had a contract terminated by a public employer for violating Section 448.095, Florida Statutes, within the year preceding the effective date of this contract. If the Contractor has a contract terminated by a public employer for any such violation during the term of this contract, it must provide immediate notice thereof to the City.

E-Verify Company Identification Number	930964447
Date of Authorization	7/20/2023
Name of Contractor	Kittelson & Associates, Inc.
Name of Project	Continuing Contract for Transportation & Traffic Related Professional Services
Solicitation Number (If Applicable)	E-RFP 20240169

I hereby declare under penalty of perjury that the foregoing is true and correct.

Executed on December, 10, 20 24 in Orlando (city), FL (state).

eSigned by Black Knight EXP-DocVerify: 2024-12-10 16:31:43 EST
Brandon Nevers
4671491:26025744:35118726

Signature of Authorized Officer

Brandon Nevers, PE | President/CEO

Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME

ON THIS THE 10th DAY OF December, 20 24.

eSigned by Black Knight EXP-DocVerify: 2024-12-10 16:32:11 EST

NOTARY PUBLIC Lindsey Burt

4671491:26025744:104863

My Commission Expires: August 16, 2026

LINDSEY BURT
Notary Public, State of Florida
My Comm. Expires Aug 16, 2026
Commission No. HH 267629

Notarial Act Performed by Audio visual communication

NON-COLLUSION AFFIDAVIT
E**RFP**#202**40169**

State of FLORIDA }

County of ORANGE }

Brandon Nevers, PE, being first duly sworn, disposes and says that:
(Name/s)

1. They are President/CEO of Kittelson & Associates, Inc. the Proposer that
(Title) (Name of Company)

has submitted the attached PROPOSAL;

2. He is fully informed respecting the preparation and contents of the attached proposal and of all pertinent circumstances respecting such PROPOSAL;

3. Such Proposal is genuine and is not a collusive or sham Proposal;

4. Neither the said Proposer nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived or agreed, directly or indirectly with any other Proposer, firm or person to submit a collusive or sham Proposal in connection with the contract for which the attached proposal has been submitted or to refrain from proposing in connection with such Contract or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other Proposer, firm or person to fix the price or prices in the attached Proposal or of any other Proposer, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Port St. Lucie or any person interested in the proposed Contract; and

5. The price or prices quoted in the attached Proposal are fair and proper and are not tainted by any collusion, conspiracy, connivance or unlawful agreement on the part of the Proposer or any of its agents, representatives, owners, employees, or parties in interest, including this affiant.

(Signed) eSigned by Black Knight EXP-DocVerify: 2024-12-10 16:31:35 EST Brandon Nevers

(Title) President/CEO

STATE OF FLORIDA }
COUNTY OF ~~ST. LUCIE}~~ SS:
ORANGE

The foregoing instrument was acknowledged before me this *(Date)* December 10, 2024

by: Brandon Nevers who is personally known to me or who has produced

as identification and who did (did not) take an oath.

Commission No. HH267629

Notary Print: Lindsey Burt

Notary Signature: eSigned by Black Knight EXP-DocVerify: 2024-12-10 16:31:58 EST Lindsey Burt 4671491:26025742:104859

Notarial Act Performed by Audio visual communication

DRUG-FREE WORKPLACE FORM
E-RFP # 20240169

The undersigned Contractor in accordance with Florida Statute 287.087 hereby certifies that Kittelson & Associates, Inc. does:

(Name of Business)

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3. Give each employee engaged in providing the commodities or contractual services that are under proposal a copy of the statement specified in subsection (1).

4. In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under proposal, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 Florida Statutes or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.

5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is so convicted.

6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

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

DocuSigned by:
E23978190047 4DE...
Bidder's Signature

12/10/2024
Date:

VENDOR CERTIFICATION REGARDING SCRUTINIZED COMPANIES' LISTS

Vendor Name:	Kittelson & Associates, Inc.
Vendor FEIN:	93-0964447
Authorized Representative's Name:	Brandon Nevers, PE
Authorized Representative's Title:	President/CEO
Address:	225 E Robinson St, Ste 355
City, State and Zip Code:	Orlando, FL 32801
Phone Number:	407.540.0555
Email Address:	bnevers@kittelson.com

Sections 287.135 and 215.473, Florida Statutes, prohibit Florida municipalities from contracting with companies, for goods or services over $1,000,000 that are on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or to engage in any Business operations with Cuba or Syria. Sections 287.135 and 215.4725 also prohibit Florida municipalities from contracting with companies, for goods or services in any amount that are on the list of Scrutinized Companies that Boycott Israel.

The list of "Scrutinized Companies" is created pursuant to Section 215.473, Florida Statutes. A copy of the current list of "Scrutinized Companies" can be found at the following link: https://www.sbafla.com/fsb/FundsWeManage/FRSPensionPlan/GlobalGovernanceMandates/QuarterlyReports.aspx

As the person authorized to sign on behalf of the Respondent Vendor, I hereby certify that the company identified above in the section entitled "Respondent Vendor Name" is not listed on either the Scrutinized Companies with Activities in Sudan List; or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List; is not participating in a boycott of Israel; and does not have any business operations with Cuba or Syria. I understand that pursuant to Sections 287.135 and 215.473, Florida Statutes, the submission of a false certification may subject the Respondent Vendor to civil penalties, attorney's fees, and/or costs.

I understand and agree that the City may immediately terminate any contract resulting from this solicitation upon written notice if the company referenced above are found to have submitted a false certification or any of the following occur with respect to the company or a related entity: (i) for any contract for goods or services in any amount of monies, it has been placed on the Scrutinized Companies that Boycott Israel List, or is engaged in a boycott of Israel, or (ii) for any contract for goods or services of one million dollars ($1,000,000) or more, it has been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or it is found to have been engaged in business operations in Cuba or Syria.

Authorized Signature

Brandon Nevers, PE

Print Name

DocuSigned by:

Brandon Nevers

Signature

TRUTH-IN-NEGOTIATION CERTIFICATE AND AFFIDAVIT

STATE OF FLORIDA §
COUNTY OF ~~ST. LUCIE~~ ORANGE §

Before me, the undersigned authority, personally appeared affiant Brandon Nevers, PE, who being first duly sworn, deposes and says:

1. That the undersigned firm is furnishing this Truth in Negotiation Certificate pursuant to Section 287.055(5)(a) of the Florida Statutes for the undersigned firm to receive an agreement for professional services with the City of Port St. Lucie, St. Lucie County, Florida.

2. That the undersigned firm is a corporation which engages in furnishing professional engineering services and is entering into an agreement with the City of Port St. Lucie, St. Lucie County, Florida to provide professional services for Continuing Contract for Transportation & Traffic Related Professional Project 20240169.

3. That the undersigned firm has furnished the City of Port St. Lucie, St. Lucie County, Florida a detailed analysis of the cost of the professional services required for the project.

4. That the wage rate information and other factual unit cost, which the undersigned firm furnished, were accurate, complete and current at the time the undersigned firm and the City of Port St. Lucie entered into the agreement for professional services on the project.

5. That the agreement which the undersigned firm and the City of Port St. Lucie entered into on this job contained a provision that the original agreement price and any additions thereto shall be adjusted to include any significant sums by which the City of Port St. Lucie determines the agreement price was increased due to inaccurate, incomplete or non-current wage rates or other factual unit cost and that all such agreement adjustments shall be made within one (1) year following the end of the agreement.

FURTHER AFFIANT SAYETH NAUGHT

Kittelson & Associates, Inc.
Name of Firm

eSigned by Black Knight EXP-DocVerify: 2024-12-10 16:31:39 EST
Brandon Nevers
4671491:26025743:35118724

By: President

The foregoing instrument was acknowledged before me by Brandon Nevers who has produced _____ as identification or is personally known to me.

WITNESS my hand and official seal in the Stare of County last aforesaid this 10th day of December, 2024.

(SEAL)

eSigned by Black Knight EXP-DocVerify: 2024-12-10 16:32:00 EST
Lindsey Burt
4671491:26025743:104861

Signature

LINDSEY BURT
Notary Public, State of Florida
My Comm. Expires Aug 16, 2026
Commission No. HH 267629

dsey Burt
ary Name (typed or printed)

Legal Administrative Specialist
Title or Rank

Notarial Act Performed by Audio visual communication

KITTELSON
& ASSOCIATES

225 E Robinson St
Suite 355
Orlando, FL 32801
kittelson.com