

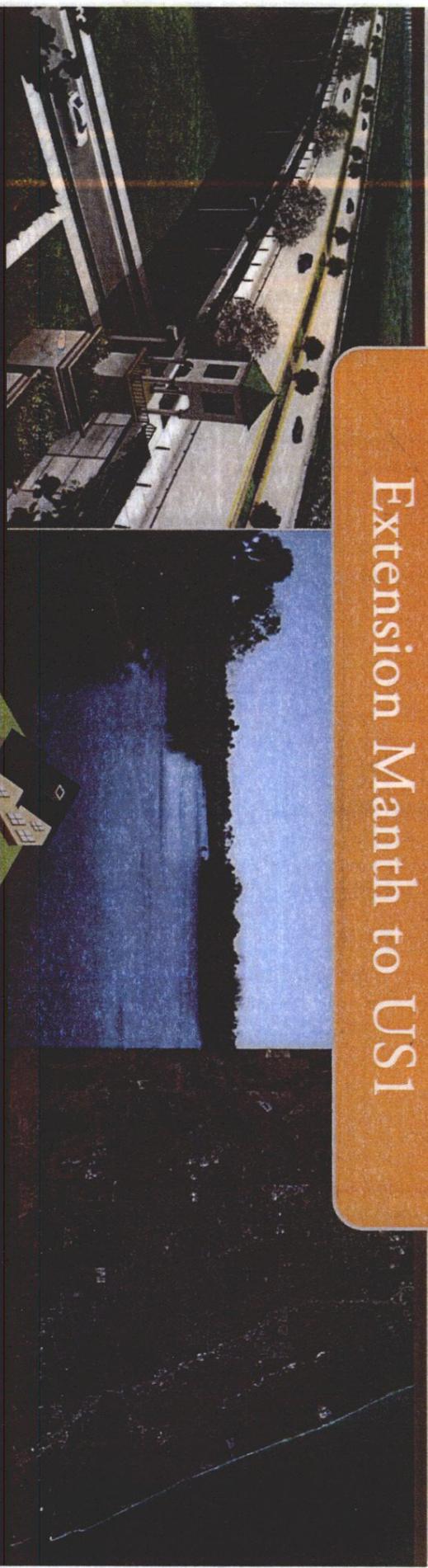


Financial Project ID(S): 410844-1-A8-01  
Federal Project No. 7777-087

Sealed Electronic Proposal #20120061 (E-Bid)



Professional Engineering Design  
Services for Crosstown Parkway  
Extension Manth to US1



American Consulting Engineers of Florida, LLC in association with

*Kimley-Horn and Associates, Inc. | Robinson & Associates, Inc. | Anderson/Andra Consulting Engineers, Inc. | CAP/EC Engineering, Inc. | Colburn & Harring, Inc. |  
Culpepper & Terpening | Coritt Saunders/Agata Architects | JCA Engineering LLC | Mission Consulting LLC*





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# MANAGEMENT

## Overview of Team

Team Member	FDOT Certifications applicable to project	Crosstown Parkway Responsibilities
American Consulting	3.1, 3.2, 4.1.1, 4.1.2, 4.2.1, 4.2.2, 7.1, 7.3, 11.0	Project management, corridor master plan, criteria package, hydrologic studies, drainage design plan for corridor, permitting, bridge development report, bridge superstructure design, signalization, QC of all plans
Kimley-Horn and Associates	3.1, 3.2, 4.1.1, 4.1.2, 4.2.1, 4.2.2, 7.2	Roadway plans, drainage conveyance, signing & marking plans, lighting, MOT (Floresta to US1) substructure design
CAPTEC Engineering, Inc.	3.1, 3.2, 7.1	Roadway plans, drainage conveyance, signing & marking plans, MOT (Manth to Floresta)
Culpepper & Terpening	8.2, 8.2, 8.4	Control survey, topographic survey, and mapping, utility coordination for corridor
Ardaman & Associates, Inc.	9.1, 9.2, 9.3, 9.4.1, 9.4.2	Geotech (Floresta to US 1)
Anderson Andre Consulting	9.1, 9.2, 9.4.1	Geotech (Manth to Floresta)
Cotleur & Hearing, Inc.	15.0	Landscape design for corridor
Masuen Consulting LLC	15.0	Irrigation design for corridor
JCA Engineering, LLC	4.1.1, 4.1.2	Bridge construction means and methods
Currie Sowards Aguila Architects	14.0	Bridge aesthetics

FDOT Prequalifications Key
3.1 – Minor Highway Design
3.2 – Major Highway Design
4.1.1 – Miscellaneous Structures
4.1.2 – Minor Bridge Design
4.2.1 – Major Bridge Design-Concrete
4.2.2 – Major Bridge Design -Steel
7.1 – Signaling, Pavement Marking and Channelization
7.2 – Lighting
7.3 – Signalization
8.1 – Control Surveying
8.2 – Design, Right-of Way & Construction Surveying
8.4 – Right-of-Way Mapping
9.1 – Soil Exploration
9.2 – Geotechnical Classification
Laboratory Testing
9.3 – Highway Material Testing
9.4.1 – Standard Foundation Studies
9.4.2 – Non-Redundant Drilled Shaft Bridge Foundation Studies
11.0 – Engineering Contract Administration and Management
14.0 – Bridge Architect
15.0 – Landscape Architect



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# MANAGEMENT

- Team of professionals
- Know each other
- Worked together previously
- Enjoy working together
- Worked in concert in PSL for decades

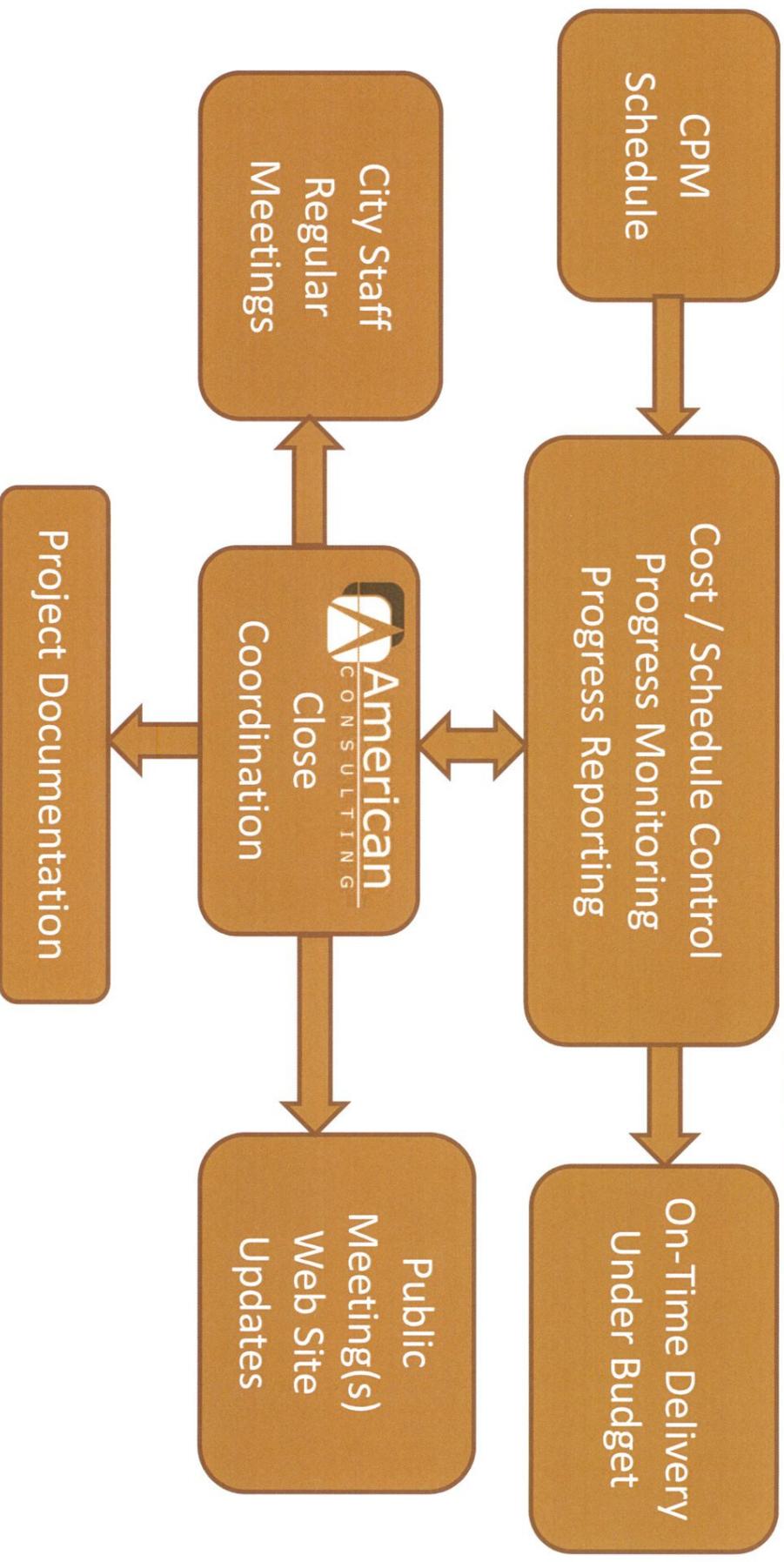




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# MANAGEMENT

## Milestone Management



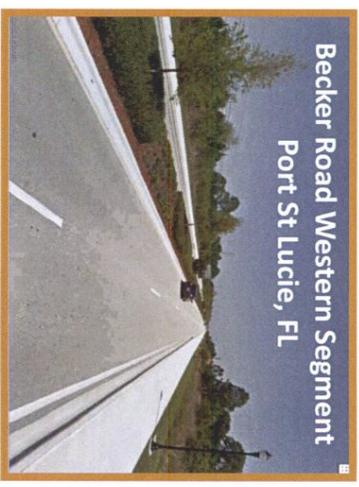
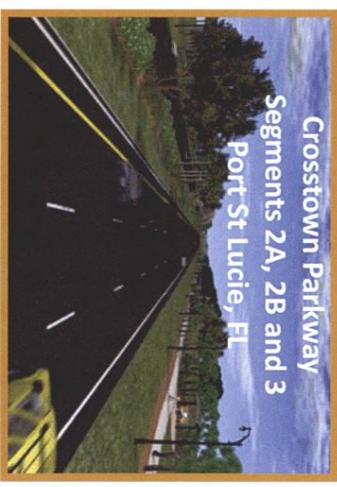
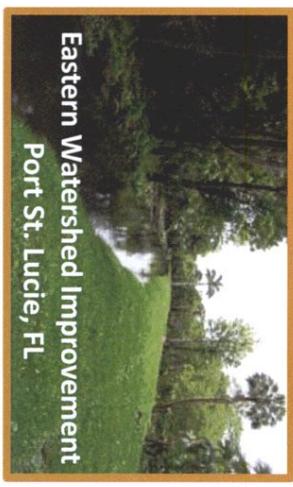


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# LOCAL PROJECT EXPERIENCE

- **Team has completed 150+ Projects within the Local Area**

- Floresta Drive Widening from Southbend B
- Port St Lucie Miscellaneous Structural
- I-95 Guardrail Installation Design/Build
- Port St Lucie Boulevard at SW Paar Drive
- I-95 / St Lucie West Project Management
- Gatlin Blvd/Tradition Parkway Interchange
- I-95 Bridge Deck Replacement over C-24
- I-95 / Becker Road Interchange / Becker
- Crosstown Parkway Corridor Extension
- SR76 (Kanner Hwy), W of CR711 to E of Co
- D/W Drainage Studies & Env Permits
- Crosstown Parkway Proprietary Mitigation
- Crosstown Regulatory Mitigation Plan
- Cashmere Boulevard and Heatherwood Boulevard
- Crosstown Parkway Extension PD&E Study Manth to US1
- Port St. Lucie Transportation Plan
- St. Lucie County Toll Road Revenue Review
- St. Lucie County Traffic Impact Analyses
- Traffic Development Monitoring Program
- Winter Garden Parkway/Tunrpike Feeder Road



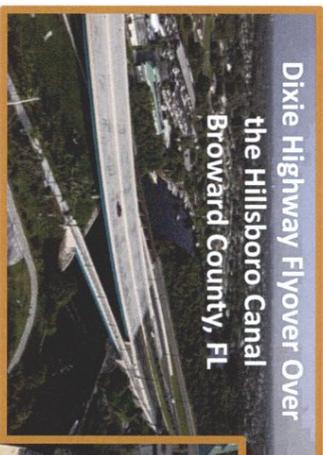


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# FDOT PROJECT EXPERIENCE

- **150+ FDOT Projects  
 (including multiple DB  
 Criteria Packages)**

- Gandy Boulevard Design
- Holmes County Bridge Replacements
- I275 at Bridge No 130090 Bridge Deck Pan
- I-75 (SR93) from SR50 to Hernando/Sunter
- I-75 at SR884 (Colonial Blvd)Interchange
- I75 Cable Barrier Install N of Universit
- I-75 from Moccasin Wallow Rd to S of US
- I75 WIM Stations in Hamilton County
- I-75, N of SR951 to S Golden Gate Pkwy
- I-75, SR78 to Charlotte County Line
- Park Road, I-4 (SR400) to Sam Allen Road
- Southbound Weigh-In-Motion Station
- SR 21, Old Jennings Road to Knight Boxx
- SR10 (US90) over Perdido River
- SR10 over Macavis Bayou Bridge Replacement
- SR123 N of Turkey Creek to SR85 N
- SR30A (US98) Heather Dr to W of SR30
- SR4 / SR10
- SR54 E of CR577(Curley Rd) to E of CR579
- SR54 PD&E Study, Curley Road to Morris B
- SR70 at US441 Intersection
- SR76/Kanner Hwy, W of I-95 to Monterey
- SR77, CR276 (Clayton Road) to North of B



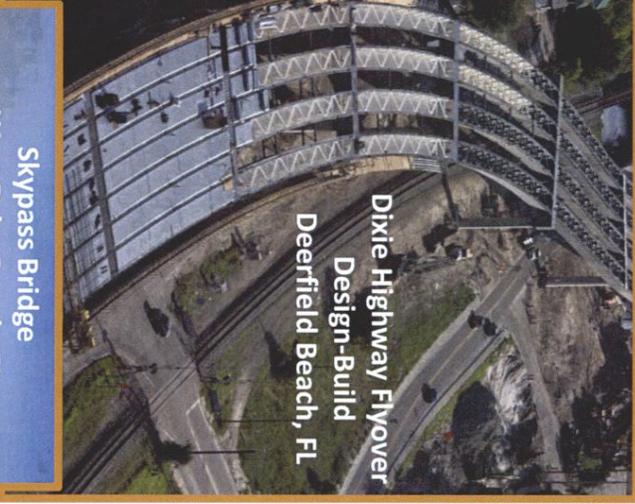
Dixie Highway Flyover Over  
 the Hillsboro Canal  
 Broward County, FL



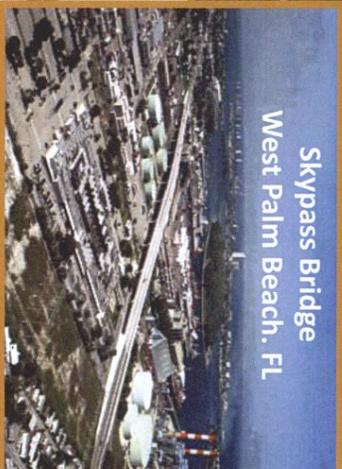
Royal Park Bridge  
 Palm Beach and  
 West Palm Beach, FL



Flagler Memorial Bridge  
 Replacement  
 Palm Beach and  
 West Palm Beach, FL



Dixie Highway Flyover  
 Design-Build  
 Deerfield Beach, FL



Skypass Bridge  
 West Palm Beach, FL

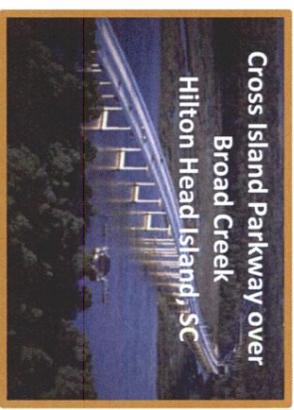
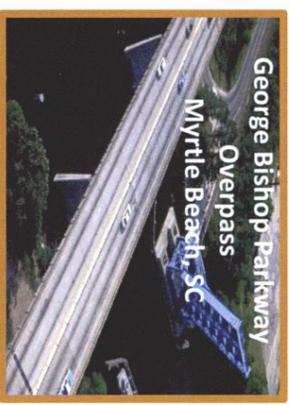
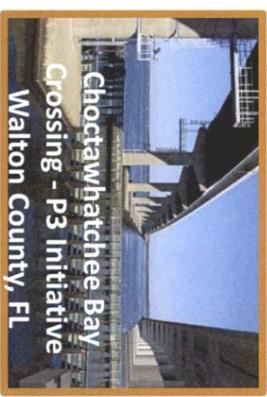
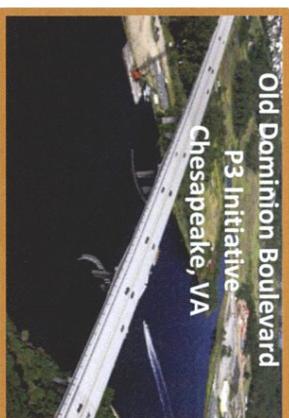


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# ENVIRONMENTAL SENSITIVE AREA EXPERIENCE

- **30+ Environmental Sensitive Projects (including P3 and DB)**

- Howard Frankland Bridge Study
- US 90 over Perdido River
- US 90 over Macavis Bayou
- DuPont Bridge
- I75 over Salt Marsh
- I75 over Withlacoochee river adjacent to the Withlacoochee state forest
- Four US 19 bridges over Cross Bayou
- Suncoast Parkway over South Branch of the Anclote River – Florida’s Turnpike
- Michael Kosinski Bridge Replacement
- Tom Adams Bridge Rehab
- Edgewater Bridge Replacement and Widening
- Anne Merry Bridge Replacement
- Coral Creek Bridge Replacement and Widening
- Harborview Bridge Rehab
- Park Shore Bridge Rehab
- Galleon Drive over Lantern Lake
- Five Siesta Key Bridge Replacements





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## SCOPE OF WORK

- Phase 1 –the preparation and completion of the topographic and control survey for the proposed roadway, right-of-way mapping and geotechnical
  - *November 30, 2012* - Design team begins survey, mapping and geotechnical exploration tasks upon assurance of NTP. Exploration in preserve begins once DEP grants City access
  - *March 25, 2013*- Parcel sketches and legal descriptions completed
- Phase 2 - the preparation and completion of the 30% design documents using either:
  - Option 1- conventional Design Method
  - Option 2 Construction Management at Risk
- Phase 3 - the preparation and completion of the 59% design documents using either:
  - Option 1- conventional Design Method
  - Option 2 Construction Management at Risk
- Phase 4 - one of the following options:
  - Option 1 – Prepare and submit permit applications and complete the design documents, or
  - Option 2 – Prepare a design/build criteria package and assist the City in the selection of a firm to complete the design, permitting and construction of the project

*July 1, 2013* - Earliest ROW acquisition tasks can begin

*July 20, 2015* - Earliest construction of segment from Floresta Drive to US 1 can begin





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# MANAGEMENT

- **Alternative Processes**
  - **CM at Risk:**
    - City Authorizes 30% Design
    - City Selects Contractor on Qualifications
    - Operation is centralized under a single contract
    - Engineer and CM work together to cultivate and access the design
    - CM provides City a guaranteed maximum price
    - Engineer hired separately from the CM at-risk
  - **Design-Build:**
    - City authorizes 59% design
    - Prepare Design-Build Criteria Package
    - Select Design-Build Team, Technical & Price Proposals
  - **Design-Bid-Build:**
    - Traditional Process
    - 100% design
    - Obtain permits
    - Project open to all qualified contractors to bid







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# DB SCHEDULE

## Crosstown Master Schedule -- D/B after 59 percent

ID	Task Name	2012				2013				2014				2015				2016				2017			
		Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	
1	Regulatory Mitigation Initiative																								
11	Proprietary Mitigation Initiative																								
39	EIS Initiative																								
53	Survey Mapping and Geotechnical																								
60	30% Constr Plans																								
79	59 1/2% Plans Manth to Floresta																								
90	59 1/2% Plans Floresta - US 1																								
102	Permitting Manth to Floresta																								
108	Permitting Floresta to US 1																								
119	ROW Acquisition- Title Search and Appraisal																								
120	Obtain Titles and Appraisals																								
121	Property acq Manth - Floresta & W Pond																								
122	Property acq - Floresta - US 1																								
123	Design Build Selection Process																								
127	Design Build Contract																								
130	100% Plans Manth to Floresta																								
143	100% Plans Floresta to US 1																								
157	Construction Manth to Floresta																								
160	Construction Floresta to US 1																								



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# DBB SCHEDULE

## Crosstown Master Schedule -- Design Bid Build

ID	Task Name	2012				2013				2014				2015				2016				2017			
		Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	
1	Proprietary Mitigation Initiative																								
11	EIS Initiative																								
39	Survey Mapping and Geotechnical																								
53	30% Constr Plans																								
60	59 1/2% Plans Manth to Floresta																								
79	59 1/2% Plans Floresta to US 1																								
90	Permitting Manth to Floresta																								
102	Permitting Floresta to US 1																								
108	ROW Acquisition Appraisals and titles																								
119	Property acq Manth - Floresta & W Pond																								
121	Property acq - Floresta - US 1																								
122	100% Plans Manth to Floresta																								
123	Bid and Award Contr Manth to Floresta																								
136	Construction to Floresta																								
139	100% Plans Floresta to US 1																								
142	Bid and Award Contr Floresta to US 1																								
156	Construction to US 1																								
159	Construction to US 1																								





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## KEY PROFESSIONALS

### Brian Mirson PE, AICP, Project Director

- 35 years of project management for large multidisciplinary infrastructure projects
  - Ambassador Bridge / I-75 Multi-level Interchange Preliminary Design MDOT
  - SW120th Street Extension and Turnpike Interchange Preliminary & Final Design FDOT
  - US 41/SR 826 Palmetto Expressway widening & Interchange Final Design FDOT
  - SR 80 Southern Boulevard Widening & Turnpike Interchange Final FDOT
  - Westport Road/Watterson Expressway widening & (I-75) Interchange Final Design KTC
  - SR 60/US 27 Interchange Final Design FDOT
  - SR112/I-95 HOV Fly-over Final Design FDOT
  - Campbell Dr./Turnpike Interchange Final Design FDOT
  - Turnpike Widening Final Design FDOT
  - Southern Blvd. Widening Final Design FDOT
  - Crosstown Parkway Segment III Final Design City of Port St. Lucie
  - Tamiami Trail Widening Final Design FDOT





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# KEY PROFESSIONALS

**Chris O'Reilly, PE**

**Deputy Project Manager**

- 26 years of managing highway design, specifications, and project management projects for FDOT
- Crosstown Parkway Corridor Segment III (Bridge over Florida's Turnpike) City of Port St. Lucie
- Improvements to Floresta Drive (from the C-24 (Southbend) Canal to the Elkcama Canal) City of Port St. Lucie
- Gatlin Boulevard/Tradition Parkway Interchange On/Off-Ramp and Signalization Improvements City of Port St. Lucie



**Kenneth Jackson, PE**

**Roadway Design**

- 26 years of experience for transportation and transportation-related improvements
- CR 712 (Midway Road) Design and Reconstruction FDOT
- I-595 Corridor Roadway Improvement Project (Design, Build, Operate, Maintain) FDOT
- MDX Design for SR 874 from Kendall Drive to SR 826 City of Miami





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# KEY PROFESSIONALS

**Scott Korpi, PE, SE**

**Bridge Design Lead**

- 21 years of project management, structural design, repairs and inspection experience
- Crosstown Parkway Corridor Extension City of Port St. Lucie
- West Virginia over Florida's Turnpike St. Lucie County
- Downtown Viaduct Improvement Tampa Hillsborough County Expressway Authority



**Thomas Farnan, PE**

**Structural Engineer**

- 31 years of bridge design, construction, scour analysis, and inspection experience
- Crosstown Bridge/C-24 Canal Bridges City of Port St. Lucie
- Dixie Highway Flyover Design-Build FDOT
- I-595 Corridor Roadway Improvement Project (Design, Build, Operate, Maintain) Broward County
- Skypass Bridge over the Port of Palm Beach FDOT





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# KEY PROFESSIONALS

**William Adams, PE**

## Drainage and Hydraulics

- 16 years of design experience in civil engineering projects specializing in drainage, roadway, site, and utilities design
- Crosstown Parkway Corridor Extension City of Port St. Lucie
- I-95/St. Lucie West Project Management City of Port St. Lucie
- I-95/Becker Road Interchange Re-Design City of St. Lucie
- Improvements to Floresta Drive City of Port St. Lucie



**Anna Peterfreund, CWB**

## Environmental Permitting

- 13 years of managing and permitting projects on the state, federal and local levels, including all water management districts, ACOE, FDEP, SHPO, and FWCC
- Crosstown Parkway Corridor Extension City of Port St. Lucie
- I-95/St. Lucie West Project Management City of Port St. Lucie
- I-95/Becker Road Interchange Re-Design City of St. Lucie





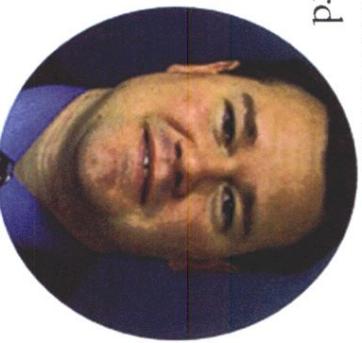
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## KEY PROFESSIONALS

**Daniel Zrallack, PE**

**Geotechnical Engineer**

- 15 years of roadway and geotechnical experience responsible for various aspects of project design and construction
- SR A1A Improvements from Blue Heron Boulevard to SR 5 Fort Pierce City of St. Lucie
- Becker Road Improvements City of Port St. Lucie
- Green River Parkway from Jensen Beach Boulevard to Wright Boulevard Martin County



**Michael Kolodziejczyk, PLS**

**Project Surveyor**

- 41 years of surveying experience for transportation projects
- Crosstown Parkway Segments II, IV, and V City of Port St. Lucie
- Biotech Corridor City of Port St. Lucie
- Port St. Lucie Watermain Repair City of Port St. Lucie





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# BUDGET

- Project Cost Estimate = \$153.7M (8/22/12)
- Project Budget = \$150.4M
- Shortfall of \$3.3M
  - Cost savings through innovative ideas
  - 13 ideas
- Additional funding sources
  - Potential landscape grants, FDOT Bold Vision Plan
  - TIFIA Funding
  - Capture of Reversionary funds from donor states annually

FHWA / FDOT	\$63m
FHWA / FDOT (Mitigation)	\$8.2m
<b>City Bond</b>	<b>\$71m</b>
Subtotal	\$142.2m
City Carry-Forward	\$3.5 m
Utilities	\$4.7 million
<b>Project Total</b>	<b>\$150.4 million</b>

<u>Item</u>	<u>EIS</u>	<u>Updated LRE</u>
Construction	\$104m	\$88.2m
Design	\$10.4m	\$10.4m
Right-of-Way	\$18.6m	\$18.6m
Utility Relocation	\$4.7m	\$4.7m
CEI	\$15.6m	\$15.6m
Mitigation	\$8.2m	\$8.2m
Subtotal Project Cost	\$161.5m	\$145.7m
Carrying Cost	\$8.0m	\$8.0m
<b>Total Cost</b>	<b>\$169.5m</b>	<b>\$153.7m</b>





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## INNOVATION/COST SAVINGS

1. Expedite construction to Floresta
2. Modification of horizontal curve through Floresta, allows for removal of superlevation, including drain structures and pipes
3. May utilize excess material from Platt's Creek, if ROW completed early
4. Reduction of Floresta typical, removes the need to acquire eight properties and placement of signal mast arms at Floresta, eliminates need for supplemental heads and mast arms
5. Reduction of roadway typical to 11 ft lanes between Floresta and US 1, reduces pavement quantities
6. Western pond configuration eliminates need for two ponds and reduces ROW needs
7. Shift of alignment to the south across the preserve, removes need to acquire six properties
8. Reduction of shoulder widths on structure
9. Shifting of alignment to southern edge of the easement allows for multiple bridge configurations construction methods to be considered
10. Implementation of pile bents in waterways, reduced span lengths, structure depth and cost
11. Introduction of median lighting, reduces number of poles needed on bridge; architectural enhancements only at bridge abutments and railings; and LED lighted railings, reduces operating cost and minimizes intrusion into environment
12. Minor alignment modification just west of US 1, allows for western shift of horizontal curve and allowing for superlevation transition to end before US 1. This eliminates need to reconstruct US 1 intersection
13. Modifications to the existing stormwater system to eliminate land acquisition





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# #1 INNOVATION/COST SAVINGS EXPEDITED CONSTRUCTION

- Expedited Construction of Crosstown – Manth to Floresta
  - Accelerate construction takes advantage of favorable bidding climate
  - Visual Proof of Progress



ID	Task Name	2012	2013	2014	2015	2016	2017
134	100% Plans Manth to Floresta	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2
147	100% Plans Floresta to US 1	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2
161	Construction to Floresta						
164	Construction to US 1						



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# INNOVATION/COST SAVINGS

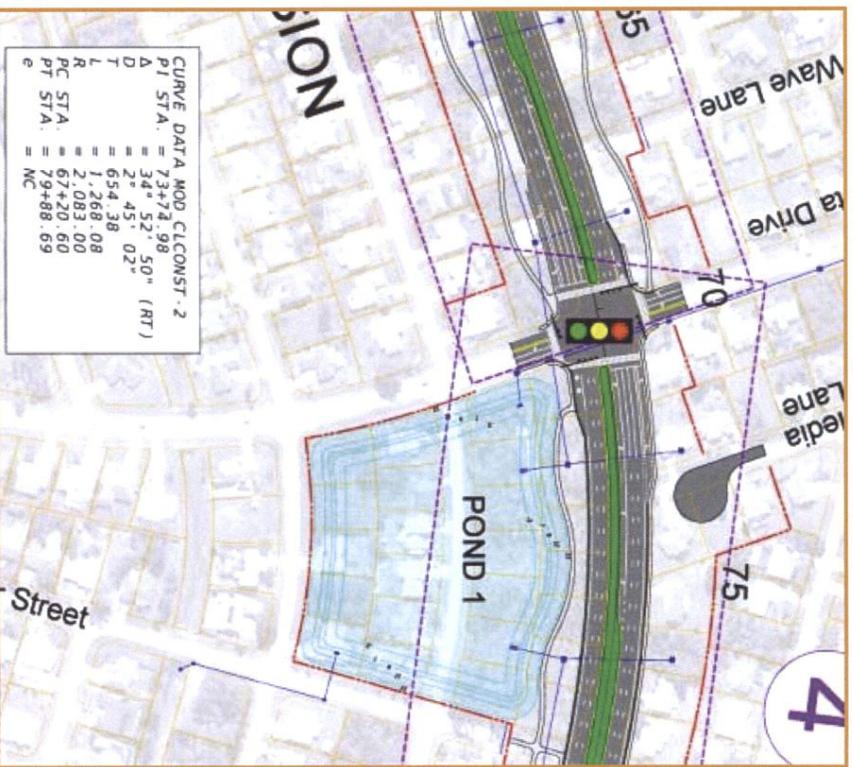
## #2

MODIFICATION OF HORIZONTAL CURVE

- Modification of horizontal curve through Floresta, allows for removal of superelevation, including drainage structures and pipes
- Eliminate structures in median

```

CURVE DATA MOD CLCONST-2
P I STA. = 73+74.98
Δ D = 34° 52' 50" (RT)
T L = 2° 45' 02"
L = 654.38
L = 1,268.08
R = 2,083.00
PC STA. = 67+20.60
PT STA. = 79+88.69
e = MC
  
```



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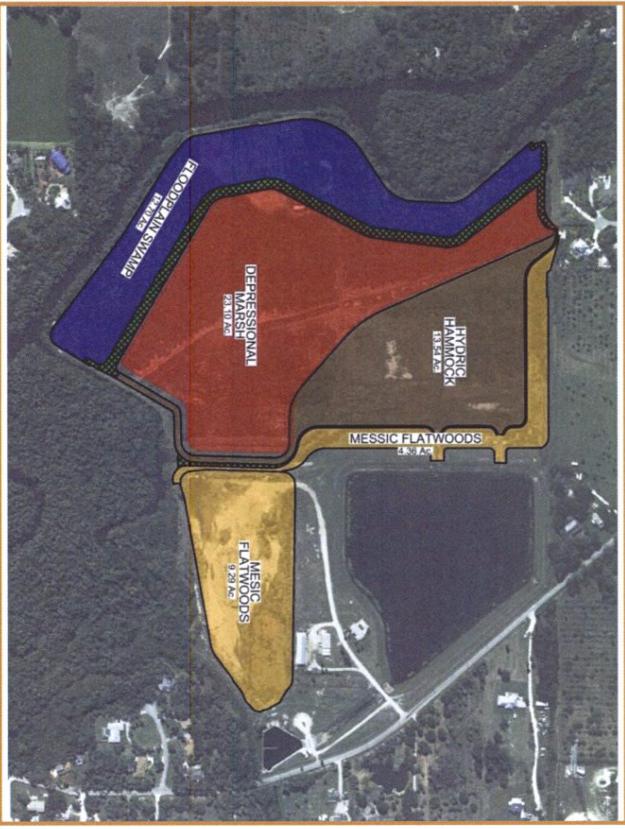
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R = 2,083.00
PC STA. = 67+20.60
PT STA. = 79+88.69
e = MC
  
```



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# #3 INNOVATION/COST SAVINGS EXCAVATED MATERIAL

- Utilize excess material from Platt's Creek (230,000 CY), EWIP, and western pond







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#5

## INNOVATION/COST SAVINGS

REDUCED CROSSTOWN TYPICAL

- Reduction of roadway typical to four 11 ft lanes and two 12 ft lanes between Floresta and US 1, reduces pavement quantities, fill and pond size
- Varying median width, provides integration with bridge typical



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## #6

# INNOVATION/COST SAVINGS

## WESTERN POND MODIFICATION

- Western pond configuration eliminates need for two ponds and reduces ROW needs
- Reduction in pond size
  - Refine performance curve
  - Reduces lane width to 11ft (east of Floresta)
  - Elimination of bridge shoulders
  - Profile adjustments (west of Floresta)
  - Maintain two points of discharge





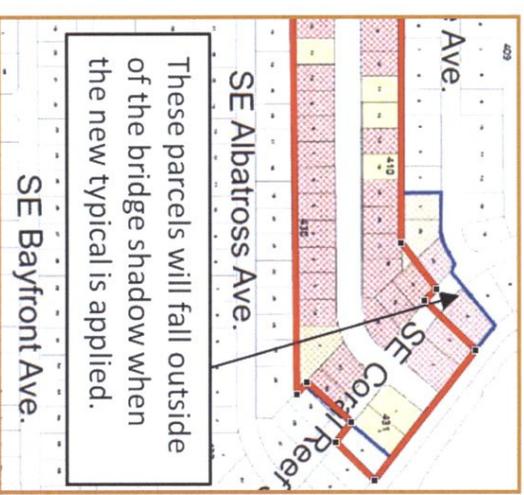
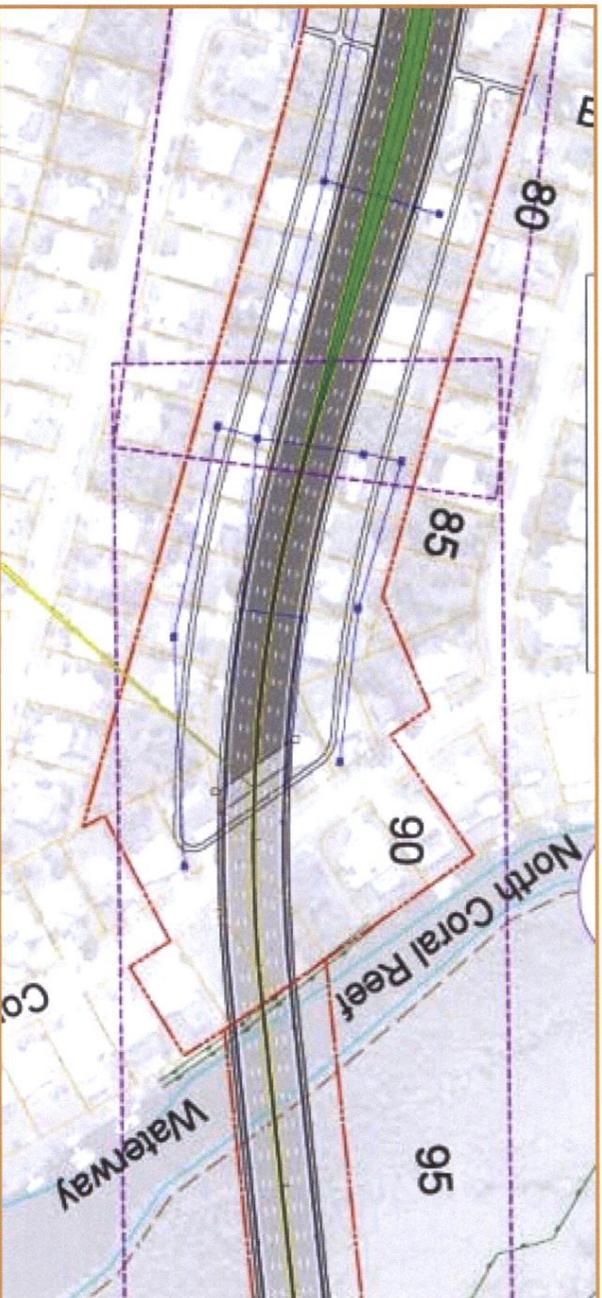
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#7

# INNOVATION/COST SAVINGS

## SOUTH ALIGNMENT SHIFT

- Shift of alignment to south, across preserve, narrowing median, removes need to acquire three properties



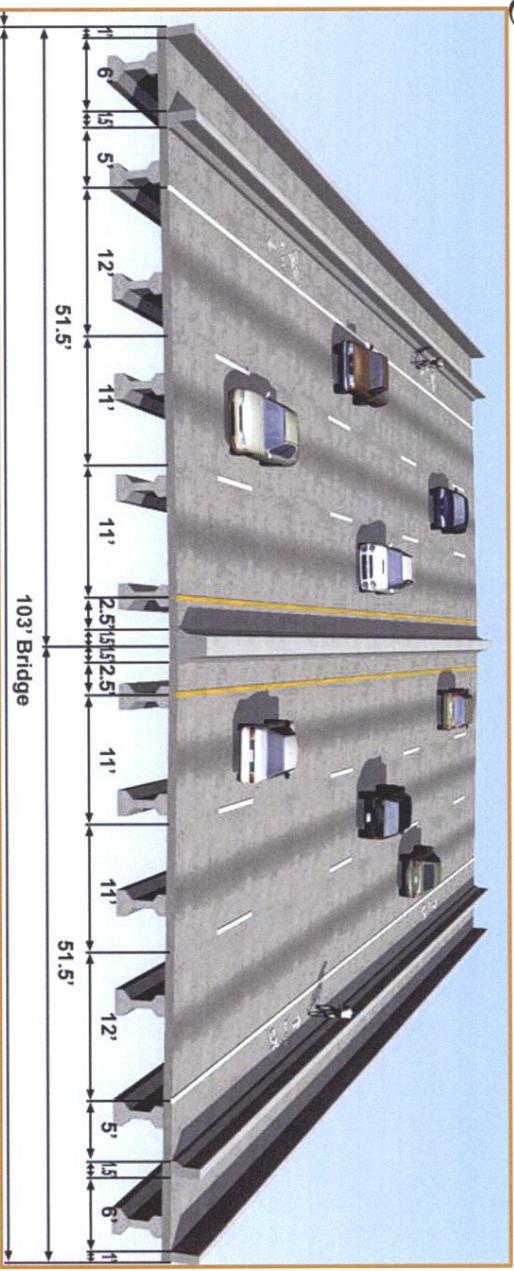
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## #8 INNOVATION/COST SAVINGS SHOULDER WIDTH REDUCTION

- Reduction of shoulder widths on structure
  - From 36' to 15' shoulder
  - Reduces structure 17%
  - Recently negotiated with NMFS, USEFWS and USACE







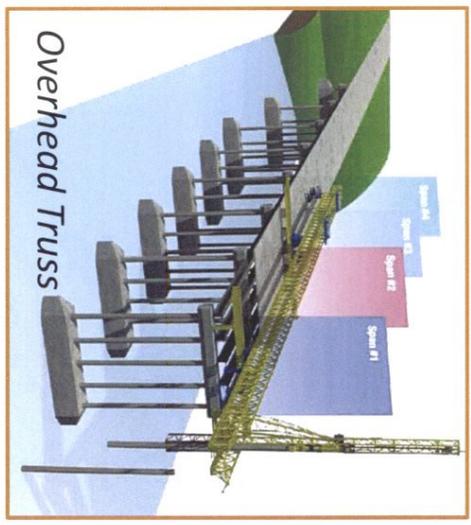
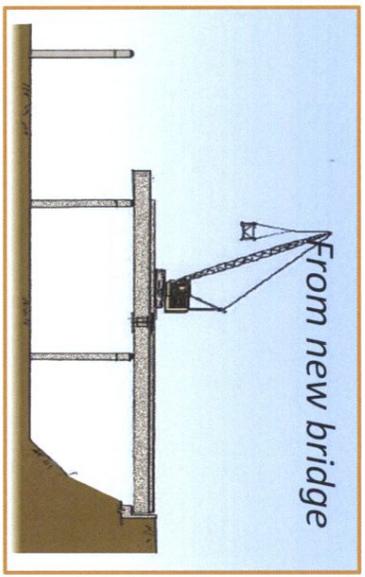
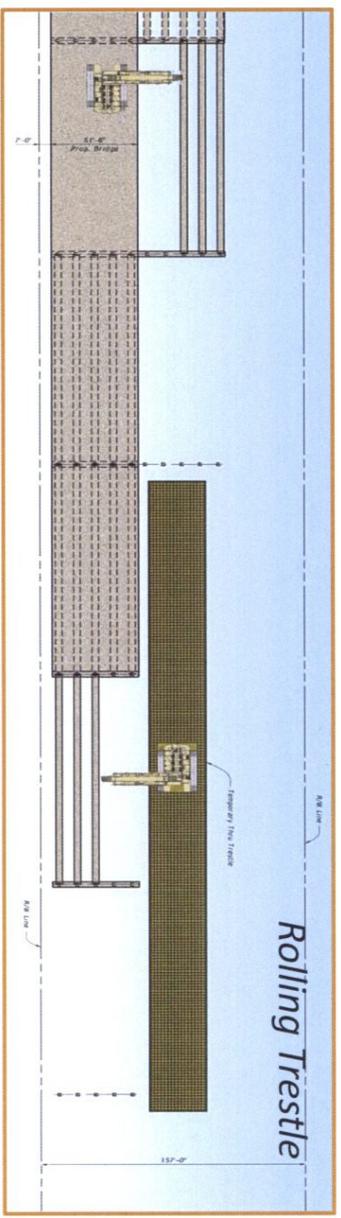
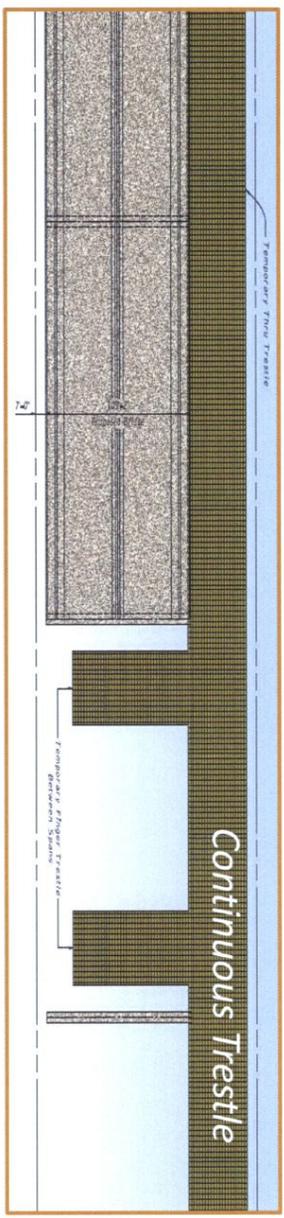
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#9

# INNOVATION/COST SAVINGS

## SOUTHERN SHIFT IN 157' EASEMENT

- All methods permissible
- Alternative Means and Methods



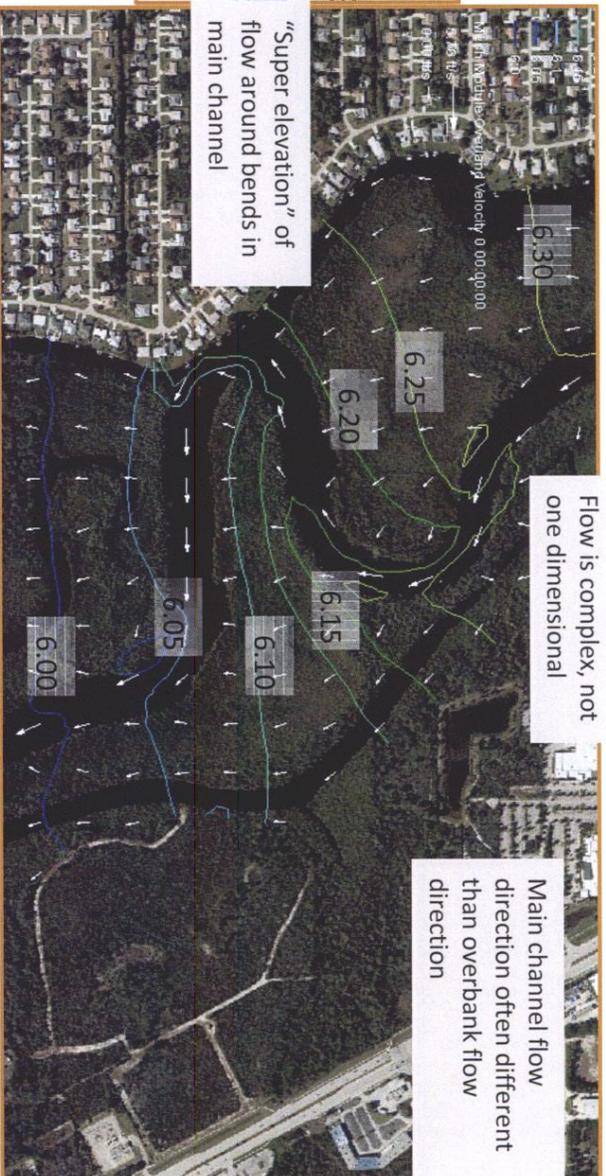
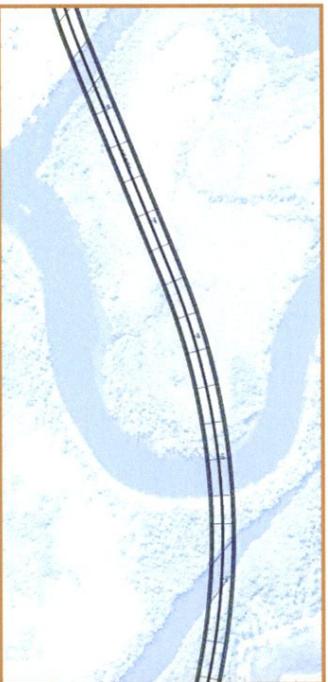


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# #10 INNOVATION/COST SAVINGS

## REDUCED SPAN LENGTH REQUIREMENTS

- Implementation of pile bents in waterways, reduced span lengths, structure depth and cost
- Minimum vertical 18.6' / Minimum horizontal 75'
- Reduction from over 200' over waterway
- All pile bent configurations to be evaluated hydrologically to minimize impact to waterflow





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# INNOVATION/COST SAVINGS

## #10 REDUCED SPAN LENGTH REQUIREMENTS

### • Superstructure Options

Superstructure Type	Practical Maximum Span Length (ft.)	Estimated Minimum No. Substructural Element
Cast-in-Place Flat Slab	40'	100
PPC Slab Units	65'	60
AASHTO or FIB's	180'	22
FUB's	150'	27
Steel Plate	270'	15
Steel Box	270'	15
Segmental	200'	20



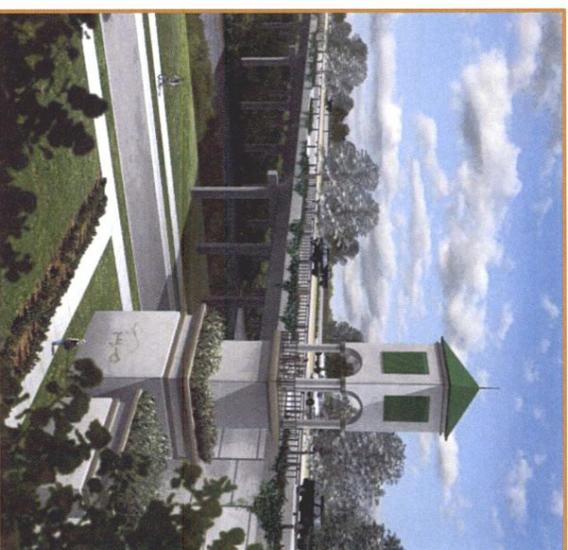
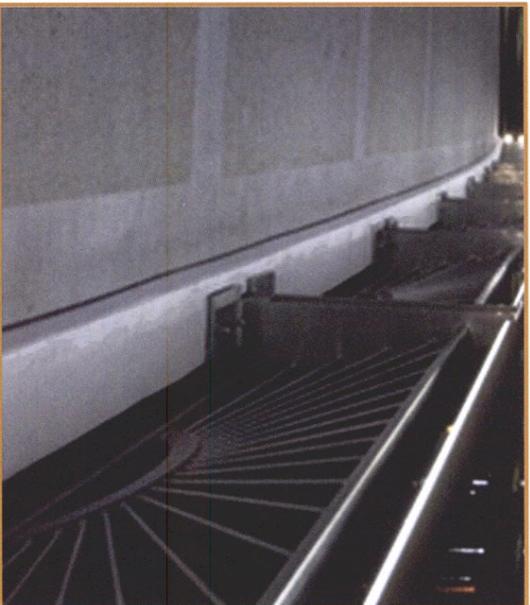


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#11

## INNOVATION/COST SAVINGS TARGETED ARCHITECTURAL ENHANCEMENTS

- **Architectural enhancements only at bridge abutments**
  - LED illuminated railing and median roadway lighting
  - Towers provide sense of place with minimal cost
  - Possible inclusions of water color paintings by local artist
  - Median lighting reduces the # of poles



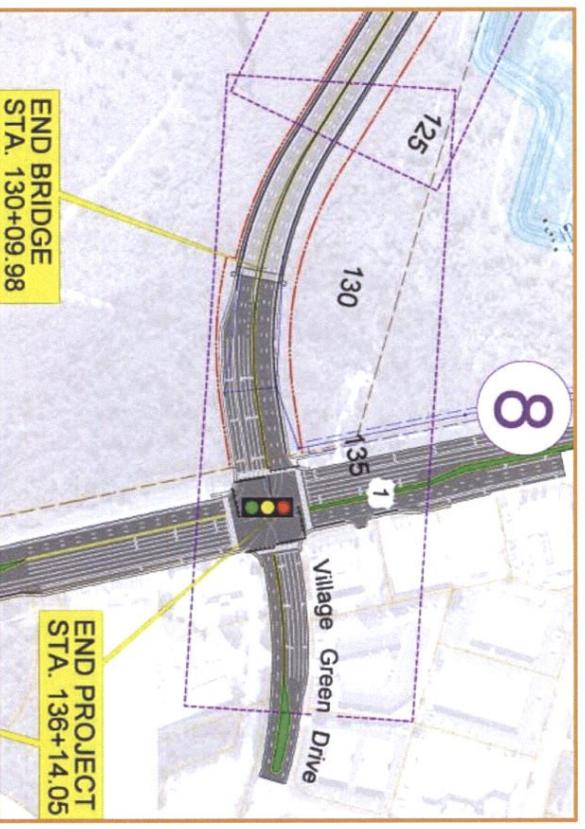
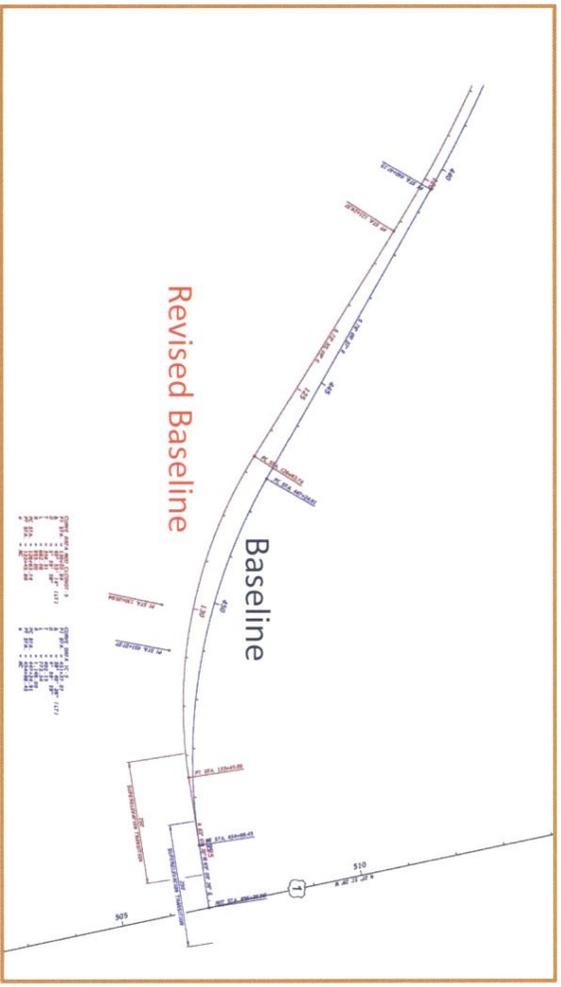


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# INNOVATION/COST SAVINGS

## #12 ALIGNMENT MODIFICATION WEST OF US1

- Minor alignment modification just west of US 1, allows for western shift of horizontal curve and allowing for superelevation transition to end before US 1
- Eliminates need to reconstruct US 1 interchange, while still staying within perimeters of DEP





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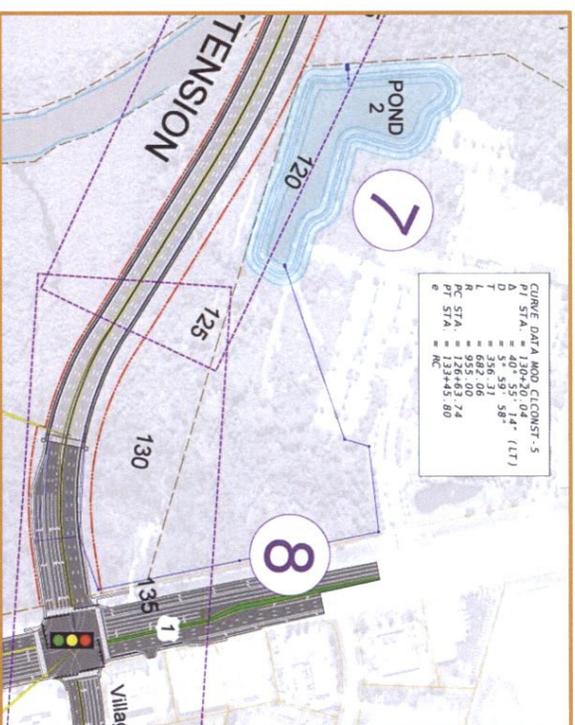
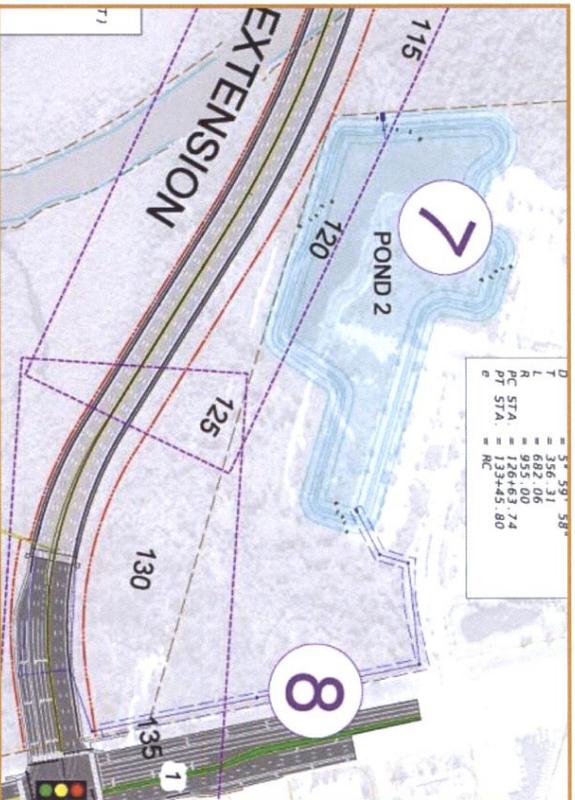
# INNOVATION/COST SAVINGS

## #13

### MODIFY POLYMEDICA POND

## • Modifications to Existing Stormwater System

- Eliminate 4.5 acres land acquisition
- Modify existing City/Polymedica easement agreement
- Increase berm height, adjust weir, and overlay parking lot eliminates need to expand pond
- Modify conveyance with swale and added outfall to reduce costs





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# INNOVATION/COST SAVINGS

1. Expedite construction to Floresta - \$1.69M
2. Modification of horizontal curve through Floresta, allows for removal of super-elevation, including retaining wall structures and pipes - \$225k
3. May utilize excess material from Plat's Creek, if ROW completed early - \$40K
4. Reduction of Floresta typical, removes the need to acquire eight properties and placement of signal mast arms at Floresta, eliminates need for supplemental heads and mast arms - \$2.95M
5. Reduction of roadway typical to 11 ft lanes between Floresta and US 1, reduces pavement quantities - \$150k
6. Western pond configuration eliminates need for two ponds and reduces ROW needs - \$1.2M
7. Shift of alignment to the south across the preserve, reduces need to acquire six properties - 3 parcels only \$350k
8. Reduction of shoulder widths on structure - \$84M (already included in revised cost estimate)
9. Shifting of alignment to southern edge of the segment allows for multiple bridge configurations construction methods to be considered – potential for savings
10. Implementation of pile bents in waterways, reduced span lengths, structure depth and cost - \$2.6M
11. Introduction of median lighting reduces number of poles needed on bridge; architectural enhancements only at bridge abutments and railings; and LED lighted railings, reduces operating cost and minimizes intrusion into environment - \$250K
12. Minor alignment modification just west of US 1, allows for western shift of horizontal curve and allowing for super-elevation transition to end before US 1. This eliminates need to reconstruct US 1 intersection - \$2.2M
13. Modifications to the existing stormwater system to eliminate land acquisition - \$843K

**\$125 Million in additional cost savings**





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## WHY THE AMERICAN TEAM?

- Integrated team with national expertise and local anchorage
- During the preliminary engineering and environmental process we served as advisory role and permitting/mitigation lead
- In-depth knowledge of the EIS, developed cost savings solutions without jeopardizing process integrity
- PM understands this project and is committed to do whatever it takes
- Experience with CM, DB and conventional DBB provides insight on how each process can be implemented
- Thorough understanding of permit requirements
- Significant experience with FDOT and contractors on similar projects
- Long, successful history of working in the City
- Understand our reputation depends on the project's timely and successful completion

