REQUEST FOR QUALIFICATIONS

RFQ # 18-001

GENERAL TRAFFIC ENGINEERING SERVICES

FEBRUARY 28, 2018

PREPARED BY: CARLOS FRANCIS, PE, PTOE / CHOICE ENGINEERING CONSULTANTS, INC.

Choice
Engineering Consultants

February 28, 2018

Ms. Cheri Smith, MMC, CPM
City Clerk
City of Key West
1300 White Street
Key West, FL 33040

Re: Request for Qualifications for General Traffic Engineering Services.
RFQ No. 18-001

Dear Ms. Smith and Selection Committee Members:

Choice Engineering Consultants, Inc. (**Choice**) is pleased to submit this qualification package for the above referenced project to provide Traffic Engineering Services for the City of Key West. We look forward to providing these services to the City as described in the "Scope of Services" section of the referenced RFQ. We appreciate your consideration to review our qualifications and experience.

Choice is a State certified DBE and Small Business Firm. **Choice** is currently prequalified by the Florida Department of Transportation in Traffic Engineering Studies (6.1), Traffic Signal Timing (6.2), as well as Minor Highway Design (3.1), Signing, Pavement Marking, & Channelization Design (7.1), Lighting Design (7.2), Signalization Design (7.3), Subarea/Corridor Planning (13.5), and Transportation Statistics (13.7). We are a full-service engineering consulting firm with staff specializing in transportation planning, engineering, analysis, and design of roadways. Our expertise is broad and has a strong foundation in transportation engineering. **Choice** staff has been providing transportation infrastructure services to public agencies in South Florida for over 25 years. Our office is located at 12855 SW 132nd Street, Suite 200, in Miami, Florida, 33186. For additional support of specialized services, we have teamed up with Metric Engineering.

We trust the information provided in this RFQ gives you an in-depth understanding of our technical and managerial experience and look forward to the opportunity to assist the City to meet its goals. We have provided detailed information related to our staff quality, quantity, and availability. As you will see, we can offer the City a very high level of availability of our traffic/transportation/planning staff. The **Choice** Team has prepared this qualification statement based upon our understanding of the major requirements and contract description issues. We have structured our team to meet and exceed each aspect of this project. The technical qualifications and experience of the staff selected, matches the requirements of this contract. We are committed to the highest standards of excellence and will provide the services required, surpassing the levels of satisfaction expected by the City.

We bring the local knowledge of traffic analysis within the City and awareness of the City's goals for its residents and visitors alike. We are aware of the issues to be faced in providing the services required by the proposed scope, and are ready, willing, and able to meet the challenge.

Sincerely,

Carlos Francis, P.E., PTOE
President - Choice Engineering Consultants, Inc.
cfrancis@choiceeng.com
Cell: 786-556-3323

Section 1 – Summary of Expertise & Technical Competence

Choice Engineering Consultants Inc. is a proud DBE, SBE company serving South Florida. **Choice** is a Civil Engineering firm specializing in Roadway and Traffic Engineering. Our engineering team provides design solutions in Minor Roadway Design, Traffic Engineering and Operations Studies, Traffic Safety Analysis, Traffic Operations Design (signing, pavement marking, and channelization, roadway lighting and signalization), ADA compliance support, and Planning (Subarea/Corridor Planning and Transportation Statistics). We provide minor to complex roadway design, maintenance of traffic design, traffic engineering studies, traffic micro-simulation, signal systems/signal timing services, plan reviews, and construction site reviews.

At **Choice**, our goals and objectives revolve around creating sound processes and designs, as well as enhancing safety and operations for all roadway users, whether vehicular, pedestrian, or bicyclist. **Choice** is dedicated to building success, and is focused on innovation and purpose-built solutions that precisely address all project needs.

Our office is located within southern Miami-Dade County and this is the office location from which the work is to be performed for the City. Our professionals (5 PE's), from each of our divisions, carry varied and extensive experience (some over 30 years), which will ensure the successful completion of all assigned work through this contract.

Mr. Carlos Francis, PE, PTOE will be the Consultant Project Manager and point of contact. Mr. Francis has more than 25 years of experience ranging from traffic engineering and minor design to construction inspection. Mr. Francis' availability is high given that several of our current contracts are winding down and our staff has grown substantially over the past 3 years. Carlos is committed and will always be available to the City's Project Manager, Mr. James Bouquet.

The organizational structure proposed for this contract has Carlos as the Project Manager and he will be supported by Erik Echezabal, PE as Deputy Project Manager, and highly trained and experienced support staff. We understand the role of the project manager in this type of contract and we assure the City's Project Manager that all tasks will be handled in the most efficient way to guarantee the successful completion of this project. For this project, we will:

- Assign the staff which has a strong technical knowledge in the required disciplines.
- Adhere to the project schedule and budget.
- Establish and maintain the public and government agencies involved.
- Maintain the necessary level of coordination with City staff prior to submittals.
- Perform constructability reviews of all alternatives.
- Evaluate the quality of all deliverables prior to all submittals.

We have partnered with Metric Engineering to further enhance our redundancy and provide a Team capable of meeting and exceeding the City's Traffic Engineering needs. We have structured our team to meet and exceed each aspect of this project. In

assembling our team, we not only considered the special capabilities of each individual, but also the current and projected workload and availability of each team member. The technical qualifications and experience of the staff selected, matches the requirements of this contract. We are committed to the highest standards of excellence and will provide the services required, surpassing the expectations of the City.

Scope of Services Proposed

The scope for this contract requires expertise in providing traffic engineering consulting services such as, but not limited to, the following:

1. Traffic Studies
2. Traffic Signal System Design
3. Physical (Field) Timing of Traffic Signals
4. Traffic Signal Detection Systems
5. Roadway Capacity Calculations and Studies
6. Roadway Signage - Warrants, Design/Siting
7. Traffic Counting
8. Florida DOT "Green Book"
9. Bicycle and Pedestrian Planning
10. Parking Studies
11. Wayfinding Sign Program

Our approach to every task begins by achieving a thorough understanding of our client's needs, which allows us to complete projects that meet our client's expectations. The **Choice** Team is keenly aware of the importance to properly collect, review, and process highway and traffic data in a timely manner because data is the cornerstone of all engineering endeavors. **Choice** has a seasoned staff of professionals well versed in the principles and procedures associated, not only with the collection and processing of highway and traffic data, but also with analysis of this data. Moreover, our staff strives to develop feasible recommendations that will improve the client's performance. Furthermore, our staff is well versed and acquainted with conducting engineering studies or roadway designs in a task work order mode. We also understand that much of this work will be time sensitive, in response to emergency or quick response requests. Given that we have in-house data collection capabilities, we will be able to meet the client's most critical schedule. The following is a brief discussion of the aforementioned scope of services, as to the **Choice** Team's expertise and technical competence for each of the identified work types.

1. Traffic Studies

The **Choice** Team has performed countless traffic studies for the Florida Department of Transportation (FDOT), County, and municipal clients. The **Choice** professional staff includes five professional engineers, two of which also have PTOE certifications. Our support staff includes ten technicians, designers, and clerical staff accustomed to performing (and supporting) these kinds of studies. The common types of traffic studies performed are normally either for intersections or stretches of arterials. Studies associated with intersections can include Sight Distance Studies, Signal Warrant Studies, Qualitative Assessments, Traffic Calming Studies, etc. Whereas, studies associated with

arterials, are more likely to be Speed Studies, Signal Retiming Studies, Pedestrian or Bicycle Pathway Studies, etc. The **Choice** Team has performed these studies and understands the steps required to successfully complete a traffic study. These steps consist of the following:

a. Clearly identify the request/complaint
b. Collect necessary existing data (could include traffic, crash, and geometric)
c. Assess operations (normally via field reviews)
d. Perform operational analysis (as needed)
e. Perform engineering analysis (review data, observations, and analysis to identify deficiency and causes)
f. Develop improvement recommendations (could be text based or conceptual drawings)
g. Identify impacts and benefits (costs, utility, R/W and crash/delay reductions)
h. Formalize findings and recommendation in a report format

Considering the extensive experience of both **Choice** and its subconsultant Metric, the team has successfully performed well over 500 traffic studies for numerous public-sector agency clients.

2. Traffic Signal System Design

Choice has developed signal plans for several intersections related to reconstruction, RRR projects, and pushbutton type projects. During the development of signalization plans, it is critical to not only have the hardware expertise to properly design for the necessary operation, but it is necessary to understand the existing limitations in the field to properly locate the signal infrastructure (both vehicular and pedestrian users), given limited R/W and existing utilities. Some of our most recent efforts include the preparation of signalization plans for the intersections of:

- SR 5/Overseas Highway at MacDonald Avenue (new 2070LX controller, UPS, special elevated foundation, etc.)
- SR 5/Overseas Highway at College Road (new 5-section signal head & controller modification)
- SR 5/S. Dixie Highway from east of SR 9/SW 27 Avenue to SR 9A/I-95 (3 signalized intersections)
- SR 826/Palmetto Expressway at SR 823/Red Road (entire interchange)
- SR 953/LeJeune Road at Alhambra Circle and Andalusia Avenue (installation of audible pedestrian signals (APS))
- SR 94/Kendall Drive from east of SW 132 Avenue to east of SW 122 Avenue (3 signalized intersections)

3. Physical (Field) Timing of Traffic Signals

Choice is the current Signal Retiming Consultant for FDOT and we have been successfully serving in this capacity for the last three years. **Choice** is tasked with performing signal retiming of all the urban signalized intersections on State Roads over a 3-year period. By this summer, **Choice** will have successfully retimed over 1200 signalized intersections within Miami-Dade and Monroe Counties. These efforts defined

here are based on field reviews (i.e., partial retiming). Our current scope consists of the following:

- Data Gathering / Coordination Maintaining Agency Staff. We have coordinated with the Area Engineer(s) to identify operational deficiencies along the coordinated sections, and we have collected all the latest signal timing plans, KITS MOE reports, lane configuration, turn bay lengths, signal spacing, loop count data to be provided by the Maintaining Agency, and RITIS data for each corridor.
- Review Timing Plans and Prepare Coordinated Section Timing Diagrams: We have reviewed and evaluated the timing plans collected. This data, along with geometric data such as lane configurations, signal spacing, and turn bay lengths of each corridor, was used to prepare individual coordinated section timing diagrams per corridor, showing information such as green time allocation, distance between signals, TOD plans, offsets, etc.
- Field Reviews: the field review task was performed mainly based on actual extended field visits during AM Peak (approximately 6 AM to 9 AM) and PM Peak (approximately 4 PM to 7 PM). The field reviews included Travel Time Runs (minimum 6 runs per direction) for each time period to assess the corridor progression and readily apparent bottleneck locations. Individual intersections were observed for operations during each time period, including notable queue build up and interaction with adjacent intersections/driveways/openings.
- Recommendations for Improvements: From the results of the previous tasks, recommendations for signal timing adjustments were identified. These adjustments may include the following:
    - Adjustments to signal offsets and splits.
    - Adjustments to timing parameters (extension, min green, recall modes, etc.)
    - Development of timing plans to account for peak shoulder periods.
    - Adjustment to TOD schedule.
    - “Double cycling” some intersections.
    - Appropriate change/clearance interval (FDOT Traffic Engineering Manual)
    - Serving a movement twice during the same cycle.
    - Skipping a movement during a plan.
    - Modifying the “flashing” operations times for intersections.
- Coordinate Implementation: **Choice** coordinated the recommendations with the maintaining agency for implementation and fine-tuning as needed.
- Fine Tuning of Recommendations: **Choice** reviewed field operations, after implementation of all changes, to assess the need for any necessary minor adjustments to maximize effects of the recommendations. This effort included travel time runs for the “after” condition.
- Before & After (RITIS based) Evaluation: **Choice** performed a before and after evaluation to compare the before and after travel times and speed along the section. This evaluation was based on available data from Ritis.org and the field collected travel time data (before and after the fine tuning implementation).
- Documentation: The products of previous tasks within this study were documented collectively in a formal report.

In addition, the **Choice** Team has extensive experience with traditional retiming efforts. The benefit of traditional/full retiming is that traffic models (e.g., Synchro) aid to perform operational and coordination analysis. We do not simply use the “optimize” feature to determine the optimized cycle length, splits, and offsets. We understand the limitations of Synchro, and we use our field knowledge (e.g., left-turn spillbacks, saturated and underutilized green, queues, weaving, driver behavior, etc.) to drive our timing decisions. The proposed signal timing will consist of cycle lengths, splits, offsets, and relevant signal controller parameters (e.g., force-off type, etc.). On the other hand, partial retiming (current cost effective, field-based approach) is based on an iterative observation-and-adjustment based approach by fine tuning the splits and offsets.

Moreover, we have in-depth knowledge of the existing signal system within the City of Key West (e.g., NEMA TS1 and Caltrans cabinets). The **Choice** staff has an adept understanding of the various types of signal controllers and software, including NEMA TS1 (e.g., Transyt 1880EL, TCT, etc.) and TS2 controllers (e.g., Peek 3000, Peek 3000E, etc.), McCain 170E, McCain 2070E, and McCain ATC controllers (2070LX and NEMA). Our staff has successfully implemented and coordinated corridors with various type controllers. We have assisted with the standardization of signal equipment by converting to primarily McCain 2070E controllers, and we access to Transparity IMS to maintain McCain controller databases. Moreover, we have been in the forefront of addressing citizen complaints and troubleshooting. We have an excellent working relationship with McCain and regularly coordinate with their staff for hardware integration. Some of **Choice’s** recent retiming efforts (full/partial) include:

- Stock Island Retiming (joint effort by City of Key West and Monroe County): **Choice** retimed 5 signalized intersections during the AM, MD, and PM peak periods to mitigate 2017 “snowbird” seasonal congestion.
- SR 5/Overseas Highway at Atlantic Blvd (Key Largo) and Ocean Blvd (Tavernier): Developed and programmed seasonal plans into McCain 2070E controllers.
- SR 5/Overseas Highway at Emerald Dr (Big Coppitt Key), Jo-Jean Way (Tavernier Key), East Dr (Key Largo), and CR 905 (Key Largo): Coordinated with local fire department to optimize preemption operations, programmed new preemption sequence into McCain 2070E controllers, updated vehicular clearances, and field integrated.
- SR 5/Overseas Highway at Key Deer Blvd (Big Pine Key): Evaluated opportunities to optimize the signal operating plan, and field implemented the new sequence, which included modification of the signal cabinet assembly. Moreover, **Choice** is supporting Monroe County with replacement of the existing McCain 2070E controller (installed as part of Hurricane emergency replacement) with a McCain 2070LX controller (i.e., ATC) to reimplement dynamic max operations.
- Stock Island Retiming (FDOT D6): **Choice** is tasked to retime 5 signalized intersections during the AM, MD, and PM peak periods as part of the FDOT retiming program.
- SR 5/Overseas Hwy at N Roosevelt Blvd/S Roosevelt Blvd (i.e., Triangle): **Choice** was tasked to evaluate the feasibility of implementing flashing red arrow operations for the exclusive right-turns. This effort also included the support to program the signal sequence and coordination timings, bench test, and field integration.

4. Traffic Signal Detection Systems

The **Choice** Team has comprehensive experience with traffic signal detection systems, from hands-on experience to the development of signalization plans, special details, and technical special provisions. Traffic signal detection systems include both pedestrian and vehicular modes. Pedestrian detection systems consist of standard pushbutton installations and passive detection, such as thermal technology. Vehicle detection systems include Inductive Loops, Video Vehicle Detection System (VVDS), and Microwave Vehicle Detection Systems (MVDS) to name a few. Generally, the most commonly deployed vehicle detection systems in the City of Key West are inductive loops and VVDS. Although not traditional, wireless (e.g., GPS, radio, etc.) and interconnected (e.g., pushbutton) are forms of vehicle detection to initiate preemption operations at signalized intersection. **Choice** engineers have participated with the deployment, programming, troubleshooting of the various VVDS equipment (e.g., FLIR/Traficon, and Iteris) that is deployed throughout the City at multiple intersections. Our in-depth knowledge of currently deployed cabinet installations (e.g., NEMA TS1 and Caltrans 332 and 336, etc.) allows our team to properly select feasible and deployable equipment. Notable efforts related to traffic signal detection systems include:

- SR 5/Overseas Hwy and College Rd: Oversaw and directed the signalization contractor to reconfigure loop connections for the College Rd approach, specifically, to separate the right-turn and left-turn lane detection inputs. This allowed our engineers to program a delay and mitigate false-calls from vehicles performing right-turns, which consequently caused the traffic signal to cycle for a movement without vehicles.
- SR 5/Overseas Hwy at Key Deer Blvd (Big Pine Key) and Atlantic Blvd (Key Largo): Performed troubleshooting of nonfunctional detection and assisted the contractor with installation of video detector processors, reprogramming, and reconfiguration of detector hook-ups.
- SR 5/Overseas Hwy at Ocean Blvd: Performed inspection of the signal controller assembly, which consisted of fully actuated operation by inductive loops, including stop-bar and advance loops (type A). The main objective was to ensure proper labeling, termination, and isolator configuration for operable volume density operations.
- SR 5/Overseas Hwy at Emerald Dr (Big Coppitt Key), Jo-Jean Way (Tavernier Key), East Dr (Key Largo), and CR 905 (Key Largo): Performed troubleshooting and diagnosis of non-operable preemption operations. Coordinated and assisted with the replacement of damaged radio antennas, fire station pushbuttons, and communication devices.
- Conducted numerous feasibility studies to deploy ADA complaint audible pedestrian signals (APS) throughout Miami-Dade County
- Assisted the FDOT D6, the District Traffic Design Engineer in the development and updates of the video detection systems details, including a technical special provision for controller assembly modify.

5. Roadway Capacity Calculations and Studies

The **Choice** Team has successfully conducted roadway capacity analysis at numerous locations (intersection and corridor level). In fact, the majority of our traffic studies performed, not only included operational analysis for Level of Service (LOS), but also considered capacity deficiencies and improvement needs. We are proficient with various traffic engineering software for evaluation of both LOS and capacity needs. Whether it is CORSIM, HCS, or Synchro, we have successfully completed numerous analysis efforts to evaluate the need for capacity improvements, such as additional travel lanes, additional turn lanes, expanded intersections, extension of turn lanes, etc. We understand the limitations of traffic engineering software such as Synchro, and we use our field knowledge (e.g., left-turn spillbacks, saturated green, underutilized greens, early release, pedestrian phase controller corrections, start-up, queues, weaving, lane utilization, driver behavior, etc) to ensure an accurate model depiction of the existing conditions and proper analysis and reporting of benefits related to proposed capacity improvements.

6. Roadway Signage – Warrants, Design/Siting

Virtually all roadway projects require the use of traffic signs as part of the general improvements. The intent of roadway signage is to present information to its users, vehicular and pedestrian alike. The **Choice** team has successfully been involved in the planning, study, design, review, and construction phases of multiple projects involving the use of traffic signs on major and local roads. Our staff has served as Engineer of Record as well as Professional Traffic Operations Engineers in the design and analysis of over one-hundred projects in Monroe and Miami-Dade Counties. The **Choice** Team is intimately familiar with the MUTCD as well as FDOT's standards and its governing criteria, including the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, commonly known as the "Florida Greenbook. Some of our staff has been involved in the review and acceptance of final signage configurations during the construction phase, for FDOT Traffic Operations Office and is currently involved in the review of FDOT projects (currently in the design phase). As part of our review process, we evaluate the operational effectiveness, placement, conflicts, and possible clustering of all signage, prior to and after installation in the field. While this review is primarily done during the design process, it also plays an important role during the post construction process in analyzing the public's reaction to new signage patterns.

Warrants for signage can include regulatory signage such as speed limit, reduced speed, stop and yield conditions, and sometimes ahead (advance) warning signage. As a Traffic Engineering and Highway Design firm, **Choice**, currently provides, the FDOT and private clients alike, services that include traffic studies, sign warrants, and the design of such recommendation(s) resulting from such studies.

7. Traffic Counting

The **Choice** Team can and has successfully conducted traffic counting efforts, such as volume counts, classification counts, turning movement counts, pedestrian/bicycle counts, travel time & delay collection, and origin-destination counts, as required. We are well known for providing high quality and accurate data collection services. We will field monitor each counter for a minimum of thirty minutes to ensure that it is accurately recording data by comparing it to manual counts. Our team will also field check equipment

regularly to detect any problems or potential failure. Processing the traffic data includes identifying large variations that occur from day-to-day as well as annual variations (>10%) that are outside normal trends. Counts are scheduled based on the needs and operating conditions at the count site (e.g., typical Tuesday-Thursday, non-holiday weeks during peak season, and when schools are in sessions, etc.). Placement of traffic count equipment involves a review of surrounding conditions, such as construction zones, new developments, or special events that could impact the data results. Results will be compared to historical data when available for further quality control (QC). Outputs will undergo an extensive QA/QC process before the final report is presented to the Client.

8. Florida DOT "Green Book"

The Manual of Uniform Minimum Standards for Design, Construction and Maintenance (Florida Greenbook) is used as the primary design for local public streets, roads, highways, bridges, sidewalks, curbs and curb ramps, crosswalks, bicycle facilities, underpasses, and overpasses used by the public for vehicular and pedestrian travel. We understand that the city uses this manual as a basis for design and recommendations on local roads under the City's jurisdiction. **Choice** is currently working on three off-State system road projects that use this manual as the basis for design. Our Team staff is intimately familiar with this manual through their wealth of project experience with local municipalities and agencies; designing over twenty (20) corridors using the Florida Greenbook as the basis for design.

9. Bicycle and Pedestrian Planning

The **Choice** Team has the qualified personnel with experience to conduct pedestrian and bicycle planning studies. There are several essential components to be considered for these types of studies, some of these include, goals and objectives (e.g., community needs assessment), bicycle/pedestrian network plan, design guidelines, maintenance policies and procedures, project costs and timing implementation, support programs (e.g., safety education and law enforcement), on-going monitoring of facility, and ensuring the integration of the Four E's (Education, Encouragement, Enforcement, and Evaluation). Bicycling and walking are increasingly recognized as a viable means of transportation. Walking and cycling improvements are critical for creating more livable communities, such as in the City of Key West. Some of these principles were applied by our firm for the SR A1A/Collins Avenue, Haulover Park, Feasibility Study for sidewalk and bicycle lane improvements. The study evaluated existing pedestrian/bicyclist operations and the feasibility of providing sidewalks and bicycle lanes along both sides of SR A1A throughout the limits of Haulover Park. A challenge of this study was to incorporate the pedestrian/bicyclist improvements while maintaining the integrity of the Haulover Park. We are aware that one of the objectives of the City's Bicycle and Pedestrian Master Plan is to reduce injuries and fatalities for pedestrians/bicyclists. We have reviewed hundreds of fatal crash reports and produced disposition reports to identify safety issues and provide feasible improvements. In addition, we have performed numerous Road Safety Audits in Miami-Dade and Monroe Counties for pedestrian/bicyclist safety. This has giving us a deep understanding of the pedestrian/bicyclist behavior that leads to conflicts with vehicular traffic, such as crossing at undesignated midblock locations, alcohol intoxication, not crossing during the "walk" signal indication, and not yielding the right-of-way to traffic. The incorporation of the applicable principles for the characteristics of the

area for a pedestrian and bicycle planning study, and the awareness of the factors contributing and jeopardizing their safety when dealing with studies on a regular basis are essential with identifying their needs of today to better understand and plan for their needs for tomorrow through a planning study.

10. Parking Studies

We have the qualified personnel with experience to conduct parking studies, including curb parking and off-street parking in lots and garages within a study area. Typically, the need for parking studies originate when merchants or residents complain that parking demand exceeds the parking supply. A comprehensive study requires a team of field observers to periodically (usually every 15 minutes) circulate around the study area and record data on the vehicles parked in each space. The **Choice** Team has successfully used the license plate survey method of collecting data, which consists of recording the last three (3) digits of a vehicle license plate parked in each space; when the same vehicle was found parked for more than one period, it is simply indicated by a check mark for each successive period. We find that this method is the most accurate and efficient way to keep records of the parked vehicles, especially in larger parking lots. Ultimately, parking demand is determined by calculating the parking accumulation, occupancy, duration, and turnover rate. If it is determined that demand exceeds the existing parking supply, additional parking spaces may be recommended if right-of-way is available. If right-of-way is not easily attainable, a possible solution to increase vehicle turnover is to implement a time restraint for parking.

11. Wayfinding Sign Program

A comprehensive wayfinding signage program is vital to a tourist–oriented community, assisting visitors to navigate and orient themselves, to take advantage of what the City of Key West has to offer. A wayfinding program can route travelers to points of interest and link neighborhoods to one another, and it can address pedestrian needs and provide information to drivers.

The key in the design phase is stakeholder input from community groups, steering committees, regulatory agencies, design/historic review board, as well as the Chamber of commerce. Based on the data gathered, a design concept is developed, fine-tuned, and the preferred design is presented to the governing body for approval. It is crucial to identify the funding and develop a detailed scope of the project, so that development of the construction plans for the Wayfinding signage program can be seamless. Of course, funding must include cost for long turn maintenance. The construction phase should be headed by a key person that will follow the project from beginning to end. The maintenance phase has to include funding for long-term maintenance. This phase should include components for sign storage, equipment, and staffing along with a detailed operations plan that addresses all aspects of maintenance; from annual cleaning and inspections to replacement procedures.

The **Choice** Team has successfully managed the engineering, construction and maintenance of a Wayfinding Signage Program in an island setting such as Key West.

Section 2 – Professional Qualifications, Certifications, and Capacity of Staff

As mentioned before, **Choice** is a full-service engineering consulting firm located within Miami-Dade County. We have attached our professional licenses/certifications from both Miami-Dade County and the State of Florida at the end of this section. **Choice** is a State certified Disadvantaged Business Enterprise (DBE) and Small Business (SB) Firm. We are currently prequalified by the Florida Department of Transportation in Traffic Engineering Studies (6.1), Traffic Signal Timing (6.2), as well as Minor Highway Design (3.1), Signing, Pavement Marking, & Channelization Design (7.1), Lighting Design (7.2), Signalization Design (7.3), Subarea/Corridor Planning (13.5), and Transportation Statistics (13.7). Our expertise is broad and has a strong foundation in transportation engineering. **Choice** staff has been providing transportation infrastructure services to public agencies in South Florida for over 25 years. For additional support of specialized services, we have teamed up with Metric Engineering.

Table 1, below, offers a brief description of the experience gained by the **Choice** Team staff on similar open-ended, public sector continuing services contracts.

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Table 1: Choice Team Experience

TEAM MEMBERS

CHOICE ENGINEERING	CLASSIFICATION	EXPERIENCE (YRS)	EDUCATION	PM EXPERIENCE	GIS	TRAFFIC STUDIES	SIGNAL DESIGN	FIELD SIGNAL TIMING	SIGNAL DETECTION	ROADWAY CAPACITY	ROADWAY SIGNAGE	TRAFFIC COUNTS	FDOT GREEN BOOK	PED - BICYCLE	PARKING STUDIES	WAYFINDING PROGRAM	HCS - SYNCHRO	SIMULATION	CRASH ANALYSIS	PLANNING	TRAFFIC CALMING	SPECIAL EVENTS OPS	DESIGN
				EXPERIENCE TYPE																			
Carlos Francis, PE, PTOE	Project Manager	25	BSCE	■	■	■	■	■		■	■	■		■	■	■	■	■	■	■	■	■	
Rafael S. Aguilar, PE	Sr. Roadway Engineer	19	BSCE	■		■	■		■		■		■										■
Eugenio Lopez, PE	Sr. Traffic Engineer	15	MSCE	■	■	■		■	■	■	■	■		■	■	■	■	■	■	■	■	■	
Alexander Socarras, PE, PTOE	Traffic Engineer	10	BSCE			■	■	■	■	■	■	■		■	■	■	■	■	■	■	■	■	
Erik Echezabal, PE	Project Engineer	7	MSCE		■	■	■	■	■	■	■	■	■	■			■	■	■	■		■	■
Alejandro Ortega, EI	Traffic Signal Retiming	7	MSCE		■	■		■		■	■	■			■		■	■	■		■	■	■
Leonardo Francis, CGC	Sr. Roadway Designer	32	BSCM	■	■	■					■	■		■		■			■		■	■	■
Horacio Lopez	Roadway Designer	10	HS			■	■				■	■	■										■
Abel Sierra	Engineer Technician	1	HS									■											
Justo Espinales	Engineer Technician	3	AA									■											
Jorge Montecino	Engineer Technician	1	HS									■											■
Alexander Seoane	Engineer Technician	1	AACE									■											
Josue R. Aguilar	CADD Technician	3	BS Bio			■	■					■											■
Junior Casas	CADD Technician	2	BSID									■											
METRIC ENGINEERING																							
Sonia Shreffler-Bogart, PE, PTOE	Sr. Traffic Engineer	25	BSCE	■		■				■	■	■		■	■	■	■		■	■	■	■	
Stefan Escanes, PE	Traffic Engineer	7	BSCE	■		■	■	■	■	■	■	■		■		■	■	■	■	■	■	■	
Alex Gorgas, PE	Sr. Roadway Engineer	20	BSCE	■		■				■	■		■								■		■
Armando Aguiar, PE	Roadway Engineer	7	BSCE			■				■	■										■		■
Sijong Jo, PhD	Sr. Traffic Engineer	22	PHD		■	■				■		■		■			■	■	■	■			
Simone Babb, GIS	GIS	18	BSCE		■																		
Carlos Rodriguez, PE	Transportation Planner	14	BSCE	■						■	■	■		■	■				■	■	■		
Eduardo Monteagudo	Data Collection Technician	6	BA			■						■											
Chris Dew, PE	Traffic Signal Retiming	8	BSCE	■		■	■	■	■		■	■						■				■	■

Legend:

■ Applicable Experience

Project Manager Experience
In order to serve the City in the most efficient manner, we have designated a single point of contact to maintain communication with the City and provide the necessary services as needed.

Mr. Carlos Francis, PE, PTOE will be the Project Manager and point of contact. Carlos has more than 25 years of experience ranging from traffic engineering and minor design to construction inspection. The first 10 years of experience were acquired at the FDOT District 6 as a PE Trainee, Traffic Operations Engineer, and ultimately as the District Safety Engineer. The subsequent 15+ years have been acquired through the private sector as a consultant. He is experienced in project management, technical analysis, peer reviews, report preparation, plans preparation, and technical writing. His technical expertise includes traffic engineering, operations and safety analysis, planning, modeling, traffic control systems, traffic modeling, traffic signal timing coordination/analysis/implementation, and minor design. He has also participated on many occasions on presentations to City/County Officials and at community meetings to garner support for engineering projects. Carlos has served as project manager on numerous projects for clients such as FDOT, Monroe County, City of Miami Beach, City of South Miami, and Miami-Dade County. Some of these projects include:

- FDOT District 6, Districtwide Traffic Operations Safety Studies
- FDOT District 6, Districtwide Public Transportation Consultant
- FDOT District 6, ADA District-wide Compliance Consultant
- FDOT District 6, Signal Retiming Consultant
- FDOT District 6, Kendall Drive RRR Project
- FDOT District 6, ITS-General Engineering Consultant
- Monroe County, Signal Timing Engineering Services
- City of Key West, Signal Timing Efforts (jointly w/Monroe County)
- City of Miami Beach, Traffic Engineering Consultant
- City of South Miami, Traffic Engineering Consultant

Key Staff Bio
Rafael S. Aguilar, PE
Rafael is an F.I.U. graduate with a Bachelor's of Science degree in Civil Engineering. He brings with him over 19 years of experience in Highway & Infrastructure Design. His career has been focused on roadway design, traffic control, signing and pavement markings, lighting, and signalization design. Through his career, Rafael has served as technical advisor, ADA specialist, senior roadway engineer, and as project manager for numerous roadway projects and districtwide push-button contracts. As project manager, Rafael has managed contracts for several types of projects, including ADA, minor and major reconstruction projects, RRR, POP, ROP and Safety Improvement Only. Rafael served as the interim ADA Coordinator for the FDOT District 6 and currently serves as the District's ADA Consultant. He was key in District 6 ADA transition Plan during the inventory and implementation phase of "ADA Only" projects. Currently, Rafael serves as the company's Highway Engineering Lead and ensures the timely delivery of context driven quality projects.

Eugenio S. Lopez, PE
Eugenio has 15 years of experience in the field of transportation engineering with the last 8 years as a licensed engineer. His experience includes the development and preparation of safety and operations studies for arterials, freeways, and composite roadway networks for FDOT District 6, District 4, and MDX. Specific studies included, road safety audits, feasibility, traffic impact, speed, before/after, travel time/delay, left-turn warrant, qualitative assessments, fatal disposition reports, and signal retiming studies. He has been involved in the process and development of planning studies, and the preparation and execution of project presentations and public outreach. He is proficient in HCS, SYNCHRO, and CORSIM.

Alexander Socarras, PE, PTOE
Alexander has over 10 years of experience in the field of transportation engineering. He began his career in traffic and safety engineering in 2007. Alexander has successfully completed numerous traffic operations/safety projects for the FDOT Districts 4 & 6, including 3 Interchange Operational Analysis Reports, 1 Interchange Justification Report for District 4, and a District-wide Traffic Operations Safety contract for District 6. He is proficient using the HCS, Synchro, and CORSIM simulation software's used to perform traffic analyses. He is familiar with the methodologies of the latest Highway Capacity Manual, the Manual on Uniform Traffic Control Devices (MUTCD), the Traffic Engineering Manual (TEM), the Manual on Uniform Traffic Studies (MUTS), and the Project Traffic Forecasting Handbook. Alexander has worked for 6 months alongside FDOT District 6 staff as an in-house consultant in the traffic operations unit.

Erik Echezabal, MSCE, PE
Erik has a BSCE and MSCE in Civil Engineering from Florida International University (FIU) with emphasis in Transportation Engineering. He has over seven years of transportation engineering experience including Resurfacing, Restoration and Rehabilitation (3R) safety reviews, traffic operations analysis, safety analysis, signal warrant studies, qualitative assessments, traffic impact studies, pedestrian mid-block evaluations, and traffic signalization plans development. Erik gained arterial management experience through his work on various active arterial and work zone management projects for FDOT. He supported design projects with conceptual design, development of signal operating plans and Traffic Control Plans (TCP) refinements. Erik has hands-on experience with intersection and corridor level signal timing optimization, through development of signal coordination plans and special events timing. He has programmed 2070 signal controllers (e.g., ATC and 2070E, etc.), 170 signal controllers (operating with 233 intersection software, including BiTran and MC1 firmware), and NEMA signal controllers (e.g., ATC, TS1, and TS2 type controllers). He is knowledgeable with Kimley Horn and Associates KITS (Miami-Dade County's central signal system server/software), McCain Transparity and QuicLoad laptop software, and has experience in traffic engineering software applications, including CORSIM, SYNCHRO and SimTraffic. Erik has personally retimed over 500 signalized intersections in District 6. He is also IMSA Traffic Signal Senior Field Tech Level III and IMSA Traffic Signal Inspector Level I certified, and well acquainted with the City of Key West, City of Marathon, Monroe County, and Miami-Dade County traffic signal system. Moreover, Erik has personally retimed all

the traffic signals along SR 5 and SR A1A in the City of Key West, and he was the one that recommended the replacement of outdated traffic controller assemblies to standardize the equipment along the state road system in Key West. Furthermore, he performed the feasibility analysis to integrate flashing red arrow operations at the "Triangle" to mitigate congestion along the exclusive right-turn movements. He was responsible for programming of the innovative flashing red arrow operations and coordination timing, bench testing, and will be onsite to ensure a successful deployment.

Alejandro Ortega, MSCE, EI

Alejandro has a BSCE and MSCE in Civil Engineering from FIU with emphasis in Transportation Engineering. He has 7 years of experience in the field of transportation engineering, he has been involved in the preparation of traffic safety and impact studies, and projects for the FDOT Traffic Operation Office, including the review and update of roadway inventory. His experience includes the development and preparation of safety and operations studies for arterials, freeways, and composite roadway networks for FDOT District 6. Specific studies included traffic impact, speed, before/after travel time/delay, traffic warrant analysis, qualitative assessments, and fatal disposition reports. He has also been involved in FDOT rail crossing tasks that included updating and maintaining the Railroad/Highway Crossing Inventory Database and related sources, including documents and tools used by FDOT's Central Office, Federal Highway Administration, Federal Railroad Administration, local governments, and other railroad companies. He also has been involved in the preparation and execution of project presentations and public outreach. He has experience in HCS, SYNCHRO, CORSIM, and ARCGIS.

Horacio Lopez

Horacio M. Lopez, has more than 10 years of professional experience; with his first 7 years managing all phases of CADD project components-from field to submittal for the Traffic Operations group. His experience encompasses a range of field data collection tasks as well as CADD production during the preliminary, final, and post-design stages. His project background is comprised of multiple traffic safety and operational improvement initiatives. Horacio currently serves as a lead designer and Production Manager with the roadway and traffic group. Horacio is proficient in CADD software, including 3D corridor modeling. Horacio has been the lead designer for local road projects including two off-system roads following Florida Greenbook criteria.

Leonardo Francis, CGC

Leo is an F.I.U. graduate with degrees in Construction Management and Architectural Technology. He brings with him over 32 years of experience in Municipal Civil Engineering & Infrastructure Plans Production, Design, and Construction for the City of Miami Beach Public Works Dept. He led the transition of the Public Works Department's Civil Engineering Plans Production from paper to CADD. Developed and implemented the Department's CADD standards, trained staff in the use of, and managed the department's CADD system. He was responsible for plans production along with QA/QC of all construction drawing for the department's infrastructure projects. As a Special Projects Coordinator, he implemented the City's Infrastructure Management System (CityWorks), including its integration with the City's Geographic information system and

coordinated the CityWorks training efforts for the entire Public Works Operations staff. Additionally, he managed the replacement, construction and expanded the citywide Transit Bus Stop Shelters, the installation of the Transit Bus Stop benches and bicycle parking stations. Supervised inspection activities in the construction and retrofitting of intersection improvements for ADA compliance. Managed the installation of the city's uniquely branded Citywide Wayfinding Signage System, which included both vehicular and pedestrian signage. He enhanced the city record drawing filing and management systems, including advancing quality control of the as-built documents as they are migrated into the geographic information systems. The last 2 years, his focus has been in Signal Retiming Studies, Traffic Impact Studies, Traffic Operations Plans, and Roadway Safety Audits.

SONIA SHERFFLER-BOGART, PE, PTOE
Ms. Shreffler-Bogart experience includes assignments related to project management of traffic/transportation engineering and transportation planning/site development projects. Tasks include working closely with other disciplines on multi-discipline projects; establishing methodologies and performing analyses; writing technical reports; communicating findings with staff; giving presentations of findings to clients, agencies and the public. Projects completed were in private and public sectors at international, state, regional and local levels.

STEFAN ESCANES, PE
Mr. Escanes currently serves as Project Engineer for transportation planning and traffic operations projects. Responsibilities include performing traffic analyses; writing technical reports; communicating findings with design and planning staff and giving presentations of findings to clients.

ALEXANDER M. GORGAS, PE
Mr. Gorgas has extensive and valuable experience in the design of major engineering projects including plans preparation, cost estimates, QA/QC reviews. His experience includes Highway Design, Mass Transit Design, and Tunnel Design.

ARMANDO AGUIAR, PE
Mr. Aguiar is experienced in a wide variety of engineering areas. He has seven (7) years of experience working with design procedures utilizing plans, architects sketch, codes, and standards. Proficient with FDOT Plan Preparation Manual (PPM), FDOT Design Standards, and Construction Specifications and Construction Project Administration Manual-CPAM, MDWASD Standard specifications, Florida Building Code, and other state and local municipalities design standards and construction specifications. Developed and prepared contract plans, ensured plans and specifications were in accordance with design criteria, policies, and procedures.

In addition, below are single page resumes of key **Choice** Team members.

Prof. Registration: PE No. 51364, 1997
Prof. Traffic Operations Engineer, 2003
Education: BS in Civil Engineering, UF 1991
Years of Exp: 25

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Miami, FL 33186
Email: cfrancis@choiceeng.com
Tel. (786) 556-3323

CHOICE ENGINEERING CONSULTANTS - APRIL 2015 TO PRESENT

TRAFFIC OPS / SAFETY STUDIES (FDOT – D6)
FM No.: 414052-2-32-01
Districtwide (07/2016-Present)
Client PM: LeeFang Chow
(305) 470-5335

Project Engineer providing traffic engineering services to produce safety studies, fatal crash review (both office and field based), RRR safety reviews, and traffic engineering studies (including traffic data collection) to support the Hazard Reduction Program, the Safe Routes To School Program, and further the Strategic Highway Safety Plan. May represent the Traffic Operations Office for the Rail Diagnostic field reviews and study development.

SIGNAL RETIMING SERVICES CONSULTANT (FDOT D6)
FM No.: 435201-2-32-01
Districtwide (11/2015-Present)
Client PM: Jacques Defrant, PE
(305) 470-5335

Serving as the Project Manager responsible for the overall management and performance of signal retiming services for the nearly 1300 signalized intersection on the State Highway System utilizing multiple subconsultants. These efforts include extensive data collection efforts, coordination with the multiple maintaining agencies, development of traffic models using Synchro, field fine tuning, and performing before & after analysis using RITIS data and documentation.

CH PEREZ & ASSOCIATES - JANUARY 2006 TO APRIL 2015

City of South Miami - Traffic Calming Report FM No.: N/A
(10/2013 to 08/2014)
Client PM: Ricardo Ayala:
(305) 403-2063

Project Manager responsible for conducting a Traffic Calming Study to evaluate the existing traffic & operational conditions of the CocoPlum Terrace Area between Sunset Dr and SW 64 St from SW 62 Ave to SW 67 Ave and identify improvements to mitigate speeding and traffic intrusion within the neighborhood. Responsibilities included traffic data collection, field reviews, traffic operational analyses using SYNCHRO software, summarizing results and recommendations in report format.

TRAFFIC OPS PLANS & PERMIT REVIEWS (FDOT–D6)
FM No.: 415239-2-32-01
District wide (09/2014-4/2015)
Client PM: Jacques Defrant , PE
(305) 470-5335

Served as a sub-consultant Sr. Traffic Engineer providing plans review, permit reviews of both traffic impact studies and plans, traffic report review, scoping report review from a traffic operations perspective. Also performed miscellaneous studies to address Citizens complaints including an operational analysis to evaluate the need for a U-turn restriction at a signalized intersection.

DMJM HARRIS, INC - MARCH 2002 TO DECEMBER 2005

ITS / General Engineering Consultant (FDOT – D6)
Districtwide (06/2002 - 12/2005)
Client PM: Omar Meitin:
(305) 470-5335

Project Manager providing general engineering services such as system integration, ITS operation, preparation of construction plans for ITS elements, traffic engineering analysis, ITS plans review, I-95 Ramp Metering Project Deployment support, & public involvement. Also, Managed the video development and grand opening event for the Sunguide TMC.

FDOT D6, TRAFFIC OPERATIONS ENGINEER - JUNE 1992 TO MARCH 2002

Initiated professional career within the Traffic Operations Office as a Traffic Operations Engineer addressing citizen concerns about operational issues associated with the State Highway System. Performed numerous data collection efforts, operational analysis using both HCS and SYNCHRO software, developed improvements which included physical changes to the roadway and signal timing/phasing changes. As the District Safety Engineer, managed consultants on traffic engineering studies and roadway design projects. Developed Scope of Services, Contract Negotiations and Request for Proposal to establish consultant services.

Choice Engineering Consultants

Prof. Registration: PE No. 74068, 2012
Education: BS in Civil Engineering, FIU 1998
Advanced Traffic Control Certified
Years of Experience: 19

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Miami, FL 33186
Email: rsaguilar@choiceeng.com
Tel. (305) 310-6914

CHOICE ENGINEERING CONSULTANTS – APRIL 2015 TO PRESENT

SR 94 KENDALL DR – RRR
FM No.: 431170-1-52-01 / 431170-2-52-01
Miami-Dade (02/2016-Present)
Client PM: Adriana Manzanares (305) 470-5283

Lead Senior Project Engineer responsible for implementing all scoped improvements to this 2.25-mile urban segment of Kendall Drive, in Miami-Dade County including milling and resurfacing, minor widening, minor drainage improvements, bridge pier protection, signing and pavement markings, ADA compliance, minor lighting improvements and pedestrian signal improvements. This project required significant maintenance of traffic coordination with adjacent projects, MDX, CSX, Baptist Hospital and Dadeland Mall.

ADA COMPLIANCE CONSULTANT – (FDOT – D6)
FM No.: 418064-1-32-03
Districtwide (10/2015-Present)
Client PM: Elizabeth Stacy, PE (305) 470-5308

Serving as Project Manager responsible for the implementation/review of ADA improvements performed by the District, ADA Plan Reviews, preparation of construction plans for ADA only improvements to be constructed through the Work Program, technical memos addressing citizen and municipality complaints. Assisted the Department as an in-house consultant supporting the Intermodal Systems Development Office in the coordination of all ADA related activities.

SR 5 US-1 – RRR & SAFETY (FDOT – D6)
FM No.: 433455-4-52-01
Miami-Dade (05/2017-Present)
Client PM: Adriana Manzanares (305) 470-5283

Sub-Consultant – Serving as Lead Project Engineer responsible for the implementation of signalization improvements to this segment of US-1, in Miami-Dade County. This project includes four (4) signalized intersections all which are to be upgraded to video detection. This project required major coordination with the maintaining agency due to the implementation of video detection on existing traffic signal controllers.

HNTB CORPORATION – APRIL 2014 TO APRIL 2015

SR 968 W Flagler Street – Reconstruction (FDOT – D6)
FM No.: 418091-1-52-01
Miami-Dade (04/2014-04/2015)
Client PM: Adriana Manzanares (305) 470-5283

Specifically hired as representing Project Manager of this contract. Responsible for the implementation of scoped improvements to this 2-mile urban segment of W Flagler Street in Miami-Dade County including milling and resurfacing, new signing & marking, new lighting, a new signalized intersection and the upgrade of seven (7) existing signalized intersection, drainage improvements, ADA compliance (reconstruct substandard ramps, remove obstructions from sidewalk, and provide missing ramps), and the implementation of several traffic safety studies.

CH PEREZ & ASSOCIATES – JUNE 2006 TO APRIL 2014

TRAFFIC OPERATIONS PUSH-BUTTON DESIGN – (FDOT D6)
FM No.: 250629-2-32-01
Districtwide (06/2008-04/2014)
Client PM: Miguel Caldera, PE (305) 470-5335

Project Manager involved in the management of the contract and preparation of roadway construction plans for the implementation of traffic safety and operational improvements which included: new signalized intersections and existing signalizations improvements, addition of left turn lanes, extension of storage capacity, signing and pavement marking improvements throughout Miami-Dade County. 78 work orders completed under this contract.

Choice Engineering Consultants

Prof. Registration: PE No. 68213, 2008
Education: BS in Civil Engineering, FIU 2002
MS in Civil Engineering, FIU 2004
Years of Exp: 15

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Miami, FL 33186
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Tel. (786) 237-8249

CHOICE ENGINEERING CONSULTANTS – JANUARY 2016 TO PRESENT

TRAFFIC OPS / SAFETY STUDIES (FDOT – D6)
FM No.: 414052-2-32-01
Districtwide (07/2016-Present)
Client PM: LeeFang Chow
(305) 470-5335

Project Manager providing traffic engineering services to produce safety studies, office based fatal crash review, field based fatal crash reviews, RRR safety reviews, Road Safety Audits, Signal Warrant Analysis, Qualitative Analysis reports, Technical Memorandums, and overall traffic engineering studies (including traffic data collection) to support the Hazard Reduction Program, the Safe Routes To School Program, and further the Strategic Highway Safety Plan.

SR 94 KENDALL DR – RRR
FM No.: 431170-1-52-01 / 431170-2-52-01
Miami-Dade (02/2016-Present)
Client PM: Adriana Manzanares
(305) 470-5283

Project Engineer responsible for supporting the implementation of scoped improvements to this 2.25-mile urban segment of Kendall Drive, in Miami-Dade County including milling and resurfacing, minor widening, minor drainage improvements, bridge pier protection, signing and pavement markings, ADA compliance, minor lighting improvements and pedestrian signal improvements. This project required significant maintenance of traffic coordination with adjacent projects, MDX, CSX, Baptist Hospital and Dadeland Mall.

SIGNAL RETIMING SERVICES CONSULTANT (FDOT D6)
FM No.: 435201-2-32-01
Districtwide (01/2016-Present)
Client PM: Jacques Defrant, PE
(305) 470-5335

Serving as the Project Engineer responsible for the support of the management and performance of signal retiming services for the nearly 1300 signalized intersection on the State Highway System. These efforts include, coordination with the maintaining agencies, field fine tuning, and before & after analysis using the RITIS information, documentation of improvements, Active Arterial Management Studies, various TSM&O/ITS studies, & plans development.

RS & H – JUNE 2014 TO DECEMBER 2015

TRAFFIC OPS STUDIES CONSULTANT, (FDOT-D6)
Districtwide (06/2014 - 12/2015)
Client PM: Denis Denis, EI, PSM
(305) 470-5188

Transportation Engineer. Professional services for various traffic operation and safety studies, including Road Safety Audits at locations throughout the District. The work addresses safety concerns identified through reviews of FDOT's Crash Analysis Reporting System as well as requests from citizens or elected officials.

CH PEREZ & ASSOCIATES – DECEMBER 2006 TO JUNE 2014

TRAFFIC OPERATIONS STUDIES (FDOT – D6)
FM NO.: 409521-3-32-01
Districtwide (02/2013 - 06/2014)
Client PM: Pedro Nunez
(305) 470-5335

Served as a sub-consultant Traffic Engineer providing traffic engineering and data collection services to produce operational studies, to support the Traffic Operations Office Citizen Tracking Program.

TRAFFIC OPS / SAFETY STUDIES (FDOT – D6)
FM NO.: 249796-3-32-01
Districtwide (10/2011 - 06/2014)
Client PM: Miguel Caldera
(305) 470-5335

Traffic Engineer providing traffic engineering services to produce safety studies, plans review, and traffic engineering studies (including traffic data collection) to support the Hazard Reduction Program and the Safe Routes To School Program. RRR Safety Reviews were performed at multiple locations. Represent the Traffic Operations Office for the Rail Diagnostic field reviews and study development.

Choice Engineering Consultants

Prof. Registration: PE No. 80510, 2015
Prof. Traffic Operations Engineer, 2017
Education: BS in Civil Engineering, FIU 2011
Years of Experience: 10

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Miami, FL 33186
Email: agsocarras@choiceeng.com
Tel: (305) 582-2820

CHOICE ENGINEERING CONSULTANTS – JUNE 2017 TO PRESENT

TRAFFIC OPS / SAFETY STUDIES (FDOT – D6)
FM No.: 414052-2-32-01
Districtwide (06/2017-Present)
Client PM: LeeFang Chow
(305) 470-5335

Responsible for providing traffic engineering services to produce safety studies, fatal crash review, and traffic engineering studies (including traffic data collection) to support the Hazard Reduction Program and the Safe Routes To School Program. RRR Safety Reviews may be performed at multiple locations. May represent the Traffic Operations Office for the Rail Diagnostic field reviews and study development.

ADA COMPLIANCE CONSULTANT – (FDOT – D6)
FM No.: 418064-1-32-03
Districtwide (06/2017-Present)
Client PM: Elizabeth Stacy, PE
(305) 470-5308

This project includes the review of all ADA improvements performed by the District, ADA Plans Review, preparation of construction plans for ADA only improvements and assisting the Department in the preparation of documents required for the settlement of ADA related lawsuits against the Department. Serving as a traffic engineer providing planning and traffic engineering services to produce planning level studies, conceptual improvements, plans review, pedestrian safety studies, to support the Intermodal Systems Development.

SIGNAL RETIMING SERVICES CONSULTANT (FDOT D6)
FM No.: 435201-2-32-01
Districtwide (06/2017-Present)
Client PM: Jacques Defrant, PE
(305) 470-5335

Serving as the Project Engineer responsible for the performance of signal retiming services for the nearly 1300 signalized intersection on the State Highway System. These efforts include extensive data collection efforts, coordination with the multiple maintaining agencies, development of traffic models using Synchro, field fine tuning, and performing before & after analysis using RITIS data.

TRAFFIC OPS / SAFETY STUDIES (FDOT D6)
FM No.: 249796-6-32-01
Districtwide (06/2017-Present)
Client PM: Miguel Calderas
(305) 470-5335

Responsible for providing traffic engineering services to produce safety studies and traffic engineering studies (including traffic data collection) to support the Hazard Reduction Program and the Safe Routes To School Program. RRR Safety Reviews may be performed at multiple locations. May represent the Traffic Operations Office for the Rail Diagnostic field reviews and study development.

RJ BEHAR & COMPANY. INC. – JUNE 2007 TO JUNE 2017

TRAFFIC OPERATIONS STUDIES (FDOT – D6)
FM No.: 423629-3-32-01
Districtwide (07/2013 - 06/2017)
Client PM: Khalil Maarouf
(305) 470-7550

Traffic Operations/Safety Engineer – Responsible for providing services including the development of safety and traffic operations studies. Tasks include traffic data collection and analysis, field review, traffic operation analysis, crash analysis, cost-benefit analysis, and providing improvement alternatives. Served as in-house consultant at the District's Traffic Operations unit for six months.

Prof. Registration: PE No. 82215, 2017
Education: BS in Civil Engineering, FIU 2010
MS in Civil Engineering, FIU 2012
Years of Exp: 7

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Email: eechezabal@choiceeng.com
Tel. (305) 877-6979

CHOICE ENGINEERING CONSULTANTS – JULY 2016 TO PRESENT

TRAFFIC OPS / SAFETY STUDIES (FDOT – D6)
FM No.: 414052-2-32-01
Districtwide (06/2016-Present)
Client PM: LeeFang Chow
(305) 470-5335

Responsible for providing traffic engineering services to produce safety studies, fatal crash review, and traffic engineering studies (including traffic data collection) to support the Hazard Reduction Program and the Safe Routes To School Program. RRR Safety Reviews may be performed at multiple locations. May represent the Traffic Operations Office for the Rail Diagnostic field reviews and study development.

SIGNAL RETIMING SERVICES CONSULTANT (FDOT D6)
FM No.: 435201-2-32-01
Districtwide (6/2016-Present)
Client PM: Jacques Defrant, PE
(305) 470-5335

Responsible for supporting the overall performance of signal retiming services for the nearly 1300 signalized intersection on the State Highway System utilizing multiple subconsultants. These efforts include extensive data collection efforts, coordination with the multiple maintaining agencies, development of traffic models using Synchro, field fine tuning, and performing before & after analysis using RITIS data, documentation of improvements, Active Arterial Management Studies, various TSM&O/ITS studies, & plans development.

HNTB CORPORATION – APRIL 2014 TO JULY 2016

SR 5/NORTH ROOSEVELT BOULEVARD (FDOT D-6)
KEY WEST, FL
Client PM: Evelin Legcevic, PE
(305) 470-5335

Transportation Engineer responsible for coordinating meetings with the construction team and building a SYNCHRO model used to provide signal timing and lane configuration for 13 signalized intersections (170, 2070 & NEMA). Provided in-field support, for signal timing adjustments during transition of MOT phases and evaluated alternatives for phase modification, developed signal operation plans, time-of-day (TOD) plans and signal timing plans to accommodate the traffic demand. Responsible for programing three 2070E controllers (2033 software) and reprogramming five relocated D170E (233 software), as well fine tuning the TOD plans and coordination plans.

ADVANCED TRANSPORTATION ENGINEERING CONSULTANTS (ATEC)
JULY 2012 TO APRIL 2014

SR 5/OVERSEAS HIGHWAY FROM MM 99.6 TO MM 106.3 (FDOT D-6), KEY LARGO, FL
Client PM: Charlie Phinizy
(305) 481-0064

Engineering Intern responsible for providing signal timing and in-field implementation support to the construction team. Programmed the controller logic to operate weekend and special event Time of Day (TOD) functions to increase the mainline green interval for specific TOD schedules.

CITYWIDE SIGNAL RETIMING, FDOT D-6, Marathon, FL
Client PM: Evelin Legcevic, PE
(305) 470-5335

Engineering Intern responsible to optimize signal timing and operations for seven signalized intersections, coordinate data collection, develop SYNCHRO model and implement signal timing adjustments. Programmed the controller logic for both NEMA and 170 controller firmware (233-MC1 software) to operate multiple TOD schedules. This included modification of detector parameters to eliminate operational inefficiencies with right-turn-on-red (RTOR). Coordinated the efforts to standardize the controller firmware for five signalized controllers. Also, programmed special controller logic for Advance Warning Beacon (AWB) operations.

Choice
Engineering Consultants

Prof. Reg.: CGC No. 052786 (Inactive), 1991
Education: BS in Architectural Tech., FIU 1985
BS in Construction Management, FIU 1987
Years of Exp: 32

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CHOICE ENGINEERING CONSULTANTS - MARCH 2016 TO PRESENT

ADA COMPLIANCE CONSULTANT – (FDOT – D6)
FM No.: 418064-1-32-03
Districtwide (03/2016-Present)
Client PM: Elizabeth Stacy, PE
(305) 470-5308

This project includes the implementation/review of all ADA improvements performed by the District, ADA Plans Review, preparation of construction plans for ADA only improvement and assisting the Department in the preparation of documents required for the settlement of ADA related lawsuits. Serving as a senior designer providing planning and traffic engineering services to produce planning level studies, conceptual improvements, plans review, pedestrian safety studies, and traffic engineering studies.

SIGNAL RETIMING SERVICES CONSULTANT (FDOT D6)
FM No.: 435201-2-32-01
Districtwide (03/2016-Present)
Client PM: Jacques Defrant, PE
(305) 470-5335

Serving as a Senior Designer supporting the performance of signal retiming services for the nearly 1300 signalized intersection on the State Highway System. These efforts include extensive data collection efforts, coordination with the maintaining agencies, development of traffic models, and field fine tuning. Additional efforts include, documentation of improvements, Active Arterial Management Studies, various TSM&O/ITS studies, & plans development.

CITY OF MIAMI BEACH, PUBLIC WORKS DEPARTMENT - DECEMBER 1985 TO MARCH 2016

WAYFINDING SIGNAGE SYSTEM INSTALLATION
CITY OF MIAMI BEACH
(02/2015 - 02/2016)
Client PM: Bruce Mower, PE
(305) 673-7000

Served as Project Manager/Designer responsible for redesign of the Wayfinding signs, identifying appropriate placement locations and coordinating the assembly and installation of the Wayfinding Signs following the recent FDOT roadway reconstruction project along Collins Ave. and Alton Rd.

CITYWIDE WAYFINDING SIGNAGE SYSTEM – MAINTENANCE OF SIGNS
CITY OF MIAMI BEACH
(09/2008 to 02/2016)
Client PM: Richard Saltrick, PE
(305) 673-7000

Project Coordinator responsible for managing the maintenance of the citywide Wayfinding Signage System, which included 359 vehicular signs and 167 pedestrian signs throughout the city. Responsibilities included coordinating the maintenance of the Wayfinding Signage System; removal of damaged signage and reinstalling as needed, resolving resident complaints relating to sign placements and coordinated with cleaning departments to address cleanliness concerns.

CITYWIDE WAYFINDING SIGNAGE SYSTEM – CONSTRUCTION AND INSTALLATION
CITY OF MIAMI BEACH
(08/2006 – 08/2008)
Client PM: Fernando Vazquez
(305) 673-7000

Project Coordinator responsible for managing the contractors responsible for the sign fabrication, foundation construction and installation of the citywide Wayfinding Signage System; which consisted of over 360 vehicular signs and more than 165 pedestrian signs throughout the city. Responsibilities included coordinating the approval of shop drawings with architects, acquiring state, county and local right of way permits, visiting and approving location placement of each sign, coordinating the CEI inspection efforts, resolving resident complaints relating to sign placements, review and approval of contractor request for payments and preparing Letters to Commission (LTC) informing the commission of the project's status.

Choice Engineering Consultants

Prof. Registration: E.I. No. 1100018209, 2014
Education: BS in Civil Engineering, FIU 2008
MS in Civil Engineering, FIU 2011
Intermediate Temporary Traffic Cont.
Years of Exp: 7

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Miami, FL 33186
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Tel. (786) 250-5526

CHOICE ENGINEERING CONSULTANTS – JANUARY 2017 TO PRESENT

ADA COMPLIANCE CONSULTANT – (FDOT – D6)
FM No.: 418064-1-32-03
Districtwide (1/2017-Present)
Client PM: Elizabeth Stacy, PE
(305) 470-5308

This project includes the review of all ADA improvements performed by the District, ADA Plans Review, preparation of construction plans for ADA improvements and assisting in the preparation of documents required for the settlement of ADA related lawsuits. Serving as a traffic engineer providing planning and traffic engineering services to produce planning level studies, conceptual improvements, plans review, and pedestrian safety studies.

TRAFFIC OPS / SAFETY STUDIES (FDOT – D6)
FM No.: 414052-2-32-01
Districtwide (01/2017-Present)
Client PM: LeeFang Chow
(305) 470-5335

Responsible for providing traffic engineering services to produce safety studies, fatal crash review, and traffic engineering studies (including traffic data collection) to support the Hazard Reduction Program and the Safe Routes To School Program. RRR Safety Reviews may be performed at multiple locations. May represent the Traffic Operations Office for the Rail Diagnostic field reviews and study development.

SIGNAL RETIMING SERVICES CONSULTANT (FDOT D6)
FM No.: 435201-2-32-01
Districtwide (1/2017-Present)
Client PM: Jacques Defrant, PE
(305) 470-5335

Responsible for supporting the overall performance of signal retiming services for the nearly 1300 signalized intersection on the State Highway System utilizing multiple subconsultants. These efforts include extensive data collection efforts, coordination with the multiple maintaining agencies, development of traffic models using Synchro, field fine tuning, and performing before & after analysis using RITIS data, documentation of improvements, Active Arterial Management Studies, various TSM&O/ITS studies, & plans development.

TRAFFIC OPS / SAFETY STUDIES (FDOT D6)
FM No.: 249796-6-32-01
Districtwide (03/2017-Present)
Client PM: Miguel Calderas
(305) 470-5335

Responsible for providing traffic engineering services to produce safety studies and traffic engineering studies (including traffic data collection) to support the Hazard Reduction Program and the Safe Routes To School Program. RRR Safety Reviews may be performed at multiple locations. May represent the Traffic Operations Office for the Rail Diagnostic field reviews and study development

CH PEREZ & ASSOCIATES – JUNE 2012 TO DECEMBER 2016

TRAFFIC OPERATIONS STUDIES (FDOT – D6)
FM No.: 250093-3-32-01
Districtwide (12/2014 - 12/2016)
Client PM: Khalil Marouf
(305) 470-5335

Responsible for providing traffic engineering services such as traffic engineering studies (including traffic data collection) and plans review to support the Traffic Operations Office.

TRAFFIC OPERATIONS STUDIES (FDOT – D6)
FM No.: 409521-3-32-01
Districtwide (09/2012 - 12/2016)
Client PM: Pedro Nunez
(305) 470-5313

Responsible for providing traffic engineering services to produce studies, plans review, and traffic engineering studies (including traffic data collection) to support the Hazard Reduction Program and the Safe Routes To School Program.

STEFAN ESCANES, PE

Project Engineer

TECHNICAL EXPERTISE

Transportation Planning
Traffic Operations
Traffic Analysis
Noise Analysis

YEARS OF EXPERIENCE

7 Years

EDUCATION

B.S.C.E., Florida International University (2010)

PROFESSIONAL REGISTRATIONS

Professional Engineer – FL # 80578, 2016
FDOT Traffic Noise Analysis Course BT-19-0005
FHWA TNM 2.5

OFFICE LOCATION

Miami, FL

REPRESENTATIVE PROJECTS

Miami Beach Active Traffic Management. As part of this effort, traffic along various key corridors within the City of Miami Beach are being actively monitored for abnormal travel conditions during incidents such as crashes, lane closures, abrupt volume increase, etc. Traffic Operators utilize the CCTV cameras and Bluetooth/WiFi vehicle detection devices to provide travel time reports to City staff and signal engineer in order to evaluate and implement signal timing modifications as appropriate. There are four main objectives for the Active Traffic Management program (1) Minimize traffic impacts. (2) Manage and provide orderly flow of traffic. (3) Minimize the use of police resources for traffic control activities. (4) Relay critical real-time travel information via social media (Twitter) and/or Variable Message Signs (VMS signs). In addition, signal timing patterns were developed for various key corridors to accommodate the traffic flow during special events. The signal timing recommendations were developed using traffic counts, Synchro models and engineering judgment. **Client:** City of Miami Beach, **Contact:** Mr. Josiel Ferrer-Diaz, (305) 673-700, **Begin/End Dates:** June 2014 – Ongoing, **Role:** Project Manager

Districtwide Traffic Operations & Safety Studies Consultant Services: The general purpose of this contract is to provide traffic engineering services through the development of various traffic operations and safety studies that will be identified for intersections, arterials, etc., and related improvement recommendations and evaluations. **Client:** FDOT District 6, **Contact:** Ramon Sierra (305) 470-5336, **Begin/End Dates:** June 2013 – On-going, **Role:** Traffic Engineer

- SR A1A/MacArthur Causeway/5th Street – Arterial Analysis/Signal Retiming
- SR A1A/Indian Creek Drive/Abbott Avenue/Harding Avenue – Arterial Analysis/Signal Retiming
- SR A1A/Collins Avenue at 63rd Street Northbound Loop Detector Installation Evaluation
- SR A1A/Indian Creek Drive at 65th Street – Pedestrian Evaluation

Districtwide Traffic Operations Support Services Contract: This task work order basis contract has been utilized to develop travel time thresholds and monitor travel times for Palmetto Expressway Express Lanes project. A "mobility incentive" is provided for Construction Team to encourage achievement of highest travel time performance during the construction. A penalty is assessed against the "mobility incentive" when the travel time along the corridor exceeds the travel time thresholds. Travel time data is tracked in real time during the construction by Bluetooth/WiFi vehicle detection devices. These devices utilize wireless network equipment to transfer data from the devices to a central server where the data is processed. Travel time reports are provided to the Construction Team on a two-day interval. A monthly summary of penalties against the "mobility incentive" is also prepared and distributed. Grid power from the sign luminaires is utilized for providing power to all the travel time data collection stations. **Client:** FDOT District 6, **Contact:** Jacques Defrant, PE (305) 470-5385, **Begin/End Dates:** June 2014 – Ongoing, **Role:** Traffic Engineer

Districtwide Traffic Operations (Miami-Dade & Monroe Counties, FL): The objective of this contract is to provide traffic engineering reports/studies that will identify and evaluate/analyze the problems at certain intersections, arterials, etc., and recommend appropriate solution(s) based on an analysis of the cost effectiveness of each of the recommended improvements. In addition, highway safety studies/reports identifying and evaluating/analyzing certain problems and recommendations may be included. This job is based on Task Work Orders and included the following in Monroe County:

- SR5 US1 N Roosevelt Blvd. Truman Ave at Simonton St Key West – Qualitative Assessment
- South Roosevelt Blvd. at Seaside Dev Key West – Pedestrian Signal Warrant Analysis
- South Roosevelt at Palm Ave. - Level of Service Analysis
- Overseas Highway @ Anne's Beach – Speed Zone and Pedestrian Crosswalk Evaluation
- Overseas Highway @ Knights Key Blvd – Pedestrian Crosswalk and Left Turn Lane Evaluation

SONIA SHERFFLER-BOGART, PE, PTOE

Senior Traffic Engineer

TECHNICAL EXPERTISE

Traffic/Transportation Engineering

Transportation Planning/Site Development

Traffic Studies / Crash Analysis

Project Management

YEARS OF EXPERIENCE

25 Years

PROFESSIONAL REGISTRATION

- Professional Engineer – FL
  - # 55679, 2000
- Professional Engineer – Ohio
  - #60525

EDUCATION

- B.S.C.E., Ohio State University (1988)

REPRESENTATIVE PROJECTS

Districtwide Traffic Operations & Safety Studies Consultant Services: The general purpose of this contract is to provide traffic engineering services through the development of various traffic operations and safety studies that will be identified for intersections, arterials, etc., and related improvement recommendations and evaluations. Client: FDOT District 6, **Contact**: Ramon Sierra (305) 470-5336, **Begin/End Dates**: June 2013 – On-going, **Role**: Traffic Engineer

- SR A1A/MacArthur Causeway/5th Street – Arterial Analysis/Signal Retiming
- SR A1A/Indian Creek Drive/Abbott Avenue/Harding Avenue – Arterial Analysis/Signal Retiming
- SR A1A/Collins Avenue at 63rd Street Northbound Loop Detector Installation Evaluation
- SR A1A/Indian Creek Drive at 65th Street – Pedestrian Evaluation

Districtwide Traffic Operations Support Services Contract: This task work order basis contract has been utilized to develop travel time thresholds and monitor travel times for Palmetto Expressway Express Lanes project. A "mobility incentive" is provided for Construction Team to encourage achievement of highest travel time performance during the construction. A penalty is assessed against the "mobility incentive" when the travel time along the corridor exceeds the travel time thresholds. Travel time data is tracked in real time during the construction by Bluetooth/WiFi vehicle detection devices. These devices utilize wireless network equipment to transfer data from the devices to a central server where the data is processed. Travel time reports are provided to the Construction Team on a two-day interval. A monthly summary of penalties against the "mobility incentive" is also prepared and distributed. Grid power from the sign luminaires is utilized for providing power to all the travel time data collection stations. **Client:** FDOT District 6, **Contact:** Jacques Defrant, PE (305) 470-5385, **Begin/End Dates:** June 2014 – Ongoing, **Role:** Traffic Engineer

Districtwide Traffic Operations (Miami-Dade & Monroe Counties, FL), FDOT District 6: The objective of this contract is to provide traffic engineering reports/studies that will identify and evaluate/analyze the problems at certain intersections, arterials, etc., and recommend appropriate solution(s) based on an analysis of the cost effectiveness of each of the recommended improvements. In addition, highway safety studies/reports identifying and evaluating/analyzing certain problems and recommendations may be included. This job is based on Task Work Orders and included the following in Monroe County:

- SR5 US1 N Roosevelt Blvd. Truman Ave at Simonton St Key West – Qualitative Assessment
- South Roosevelt Blvd. at Seaside Dev Key West – Pedestrian Signal Warrant Analysis
- South Roosevelt at Palm Ave. - Level of Service Analysis
- Overseas Highway @ Anne's Beach – Speed Zone and Pedestrian Crosswalk Evaluation
- Overseas Highway @ Knights Key Blvd – Pedestrian Crosswalk and Left Turn Lane Evaluation
- Overseas Hwy at College Rd. North – Qualitative Assessment

Client: FDOT District 6, **Contact**: Ramon Sierra, PE, **Start/End Date**: January 2010 - January 2015; **Role:** Traffic Engineer

Section 3 – Experience with Key West, Monroe County, FDOT District 6

The list below offers an extensive listing recent local projects where the **Choice** Team staff have played a prevalent role. These are all projects which are related to specific services identified in the scope of services for this RFQ.

Choice Engineering:

- Districtwide Traffic Ops / Safety Studies Consultant (FDOT – D6) FM No.: 250662-4-32-01 / (7/2016 to Present)
- Districtwide Traffic Operations Signal Retiming Consultant (FDOT – D6) FM No.: 435201-2-32-01 / (11/2015 to Present)
- Districtwide Traffic Operations Plans & Permit Reviews Consultant (FDOT – D6) FM No.: 415239-2-32-01 / (09/2014 to 4/2015)
- Districtwide Traffic Ops / Safety Studies Consultant (FDOT – D6) FM No.: 249796-3-32-01 / (10/2011 to 4/2015)
- NW 74 Street SIS/NHS Connector Planning Study (FDOT – D6) FM No.: 432639-4-22-01 / Miami-Dade Co. (09/2013 to 06/2014)
- Districtwide Public Transportation Office / ADA Compliance Consultant – (FDOT – D6) FM No.: 418064-1-12-01 / (12/2010 to 4/2015)
- Districtwide Public Transportation Consultant – (FDOT – D6) FM No.: 409323-1-12-01 / (01/2007 to 12/2011)
- Districtwide Traffic Ops / Plans Review Consultant (FDOT – D6) / (2/2003 to 12/2005)
- Florida Department of Transportation (FDOT – D6), SR 94/Kendall Drive - RRR – FM No.: 431170-1-52-01 / 431170-1-52-01 / (02/2016 to Present)
- Florida Department of Transportation (FDOT – D6), Districtwide ADA Compliance Consultant – FM No.: 418064-1-32-03 / (10/2015 to Present)
- Florida Department of Transportation (FDOT – D6), SR 968/W Flagler Street - Corridor Reconstruction – FM No.: 418091-1-52-01 / (07/2014 to 6/2015)
- Florida Department of Transportation (FDOT – D6), Districtwide Pushbutton Design Contract / (6/2008 to 07/2014)
- Florida Department of Transportation (FDOT – D6), Americans With Disabilities Act Compliance / (5/2007 to 07/2014)
- Districtwide Intermodal Systems Planning Consultant, (FDOT-D6), Miami-Dade and Monroe Counties. (06/2014 to 12/2015)
- Districtwide Traffic Ops / Plans Review Consultant (FDOT – D6) 2/2003 to 12/2005
- Districtwide Traffic Ops / Safety Studies Consultant (FDOT – D6) FM No.: 250662-4-32-01 / (6/2012 to 12/2016)
- Districtwide Utility Coordination Services (FDOT- D6) 01/08 to 11/09

Metric Engineering:

- Districtwide Traffic Ops Studies Consultant (FDOT – D6) FM No.: 249726-2-32-01 / (1/2010 to 1/2015)
- City of Key West - South Roosevelt Boulevard (US 1) from Bertha Street to Sta. 41+10 Reconstruction / (04/2005 to Present)
- Florida Department of Transportation (FDOT – D6), SR 5/Overseas Hwy - RRR – FM No.: 425600-1-52-01 / (01/2011 to 01/2014)

Section 4 – Responsiveness, Location, and Availability of Project Manager & Staff

Choice Engineering Consultants has its principal office located within southern Miami-Dade County at the following address:

12855 SW 132nd Street, Suite 200
Miami, FL. 33186
Office: 786-250-5526

This is the office location from which the work is to be performed for the City. Professionals from each of our divisions carry varied and extensive experience, some over 30 years, which will ensure the successful completion of all assigned work through this contract. Currently, our staff includes 12 full-time and three part-time employees, of which five are Florida Professional Engineers (PE's), two are Professional Traffic Operations Engineers (PTOE's), 1 is an Engineer In Training (EI), two are designers, four are engineering technicians, and we have one office administrator.

It is understood that in many cases there will be a time constraint on City staff due to the nature and scale of the work. The **Choice** Team has all the necessary local staff for the specializations required under this RFQ, which affords us the ability to quickly respond to requests for services. Given our extensive experience with work order driven term contracts, we understand the need to respond quickly to the City's requests and develop a budget and schedule quickly. These will be provided to the City Project Manager immediately after being given the assignment. **Choice** is committed to providing the City with a level of responsiveness support that will far exceed the City's expectations. In order to reach this high level, **Choice** has established a methodology and approach, which consists of obtaining a sound understanding of the scope of work, getting well acquainted with existing conditions and criteria to be used, developing a quality product, and maintaining close communication with the City's Project Manager. We understand that under this contract, we may or may not be part of a pool of Consultants for which work can be assigned by way of Task Work Orders and the types of projects can vary depending on the expertise that is required by each of the assignments. Our first step will always be to conference with the City staff to clearly develop a scope of services to address the City's need(s) and provide the necessary analysis, documentation to produce a work product, which will lead to a timely and successful project. Overall, our project management approach consists of six main areas of focus, all critical to maintaining a high level of responsiveness, while keeping quality maximized. They are as follows:

Project Work Plan: We develop a Project Work Plan (PWP) before any work commences. It provides a full description of the scope of services, and unique issues such as permit requirements, list of deliverables, schedule, budget, and lines of communication. It also identifies the staff that will perform the analysis or design and quality control functions for the project staff. The PWP will list these commitments and will be distributed to all staff at the kick-off meeting.

Kick-off Meeting: Once NTP is obtained, a kick-off meeting will be held with the key project staff, including the City Project Manager (if desired). The agenda items will include the

key project issues as well as review and acceptance of the PWP. Tasks and task managers will be identified.

Coordination Meetings: Carlos Francis will conduct regular coordination meetings (depending on the length of the schedule, these may be weekly or biweekly) with the task managers. During these meetings, work progress will be discussed and any issues that need to be resolved will be addressed. Furthermore, it will be Mr. Francis' responsibility to coordinate with the appropriate task managers regarding their work efforts. Mr. Francis will keep the City Project Manager informed of all key project issues and any other issues to the extent desired. Other coordination to be performed will consist of ensuring that all stakeholders are kept aware of the project, including its schedule.

Control of Project Schedule: The project schedule is an integral part of the Project Work Plan. We will prepare a project schedule showing the major project milestones, allowance for quality control reviews, and City review periods. Upon NTP, our Project Manager, Carlos Francis will submit a full detailed schedule including all project activities for City approval. He will meet with the City Project Manager to ensure that all parties are in agreement with the schedule and the relationships between project tasks. On a regular basis, Mr. Francis will update the project schedule with input from the task managers and submit it to the City Project Manager. The project progress and completion dates will be monitored against the baseline master schedule. He will monitor the progress of the work effort and review scope changes that could affect production.

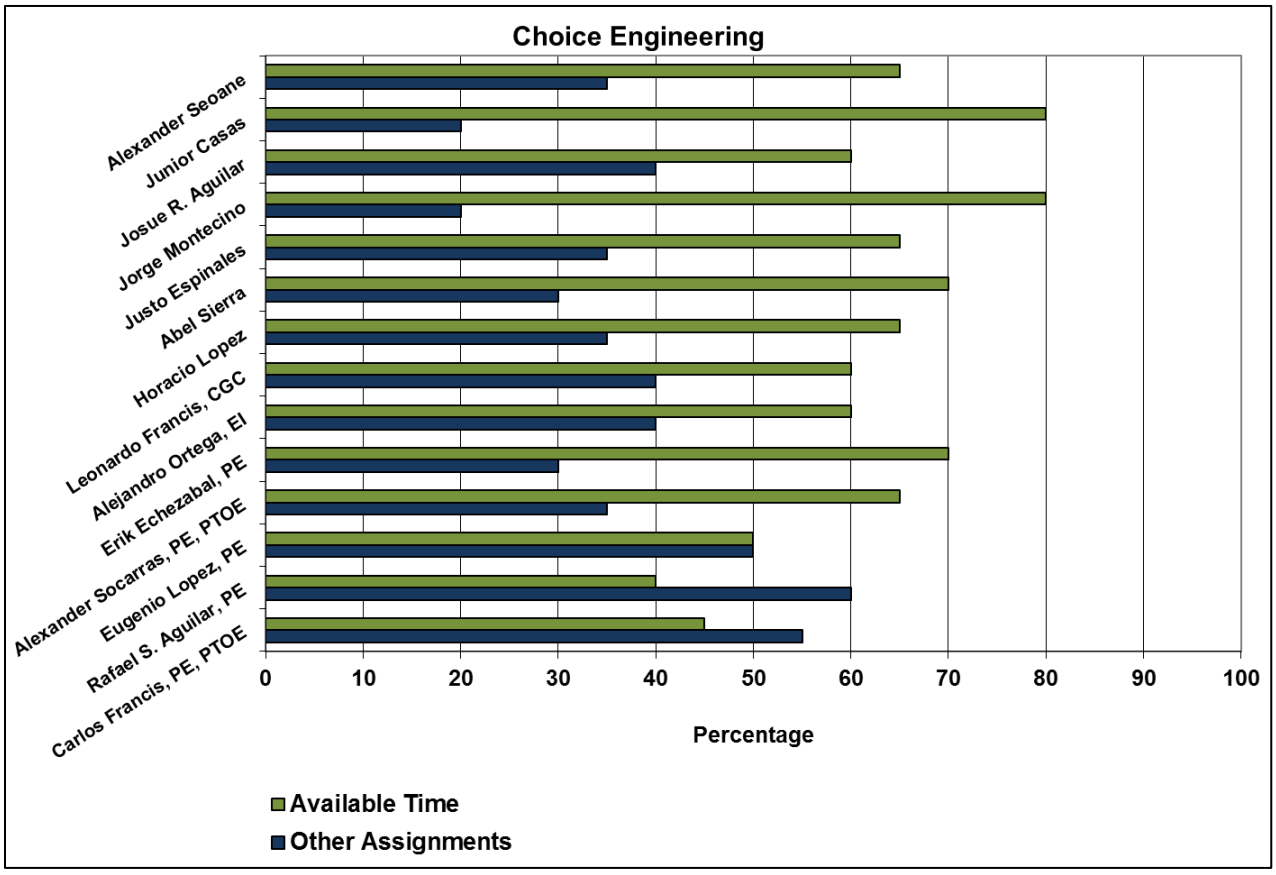
Control of Project Budget: To further monitor and control costs, Mr. Francis will utilize the earned value method to compare project expenditure to progress on a real time basis to ensure compliance with task budgets. At weekly intervals, each task manager will evaluate the progress of their task(s) and designate the progress as a percentage of the task's budgeted value, resulting in an 'earned value' for this task. The earned value of each task will then be compared to the actual cost expended on that task to accurately determine the relationship between the level of effort expended to achieve the progress and the status of work product. This comparison will allow our team to adjust our resources and task management approach to ensure that project costs are held in check. This effort allows us to accommodate minor changes in our scope without the need for supplemental agreements.

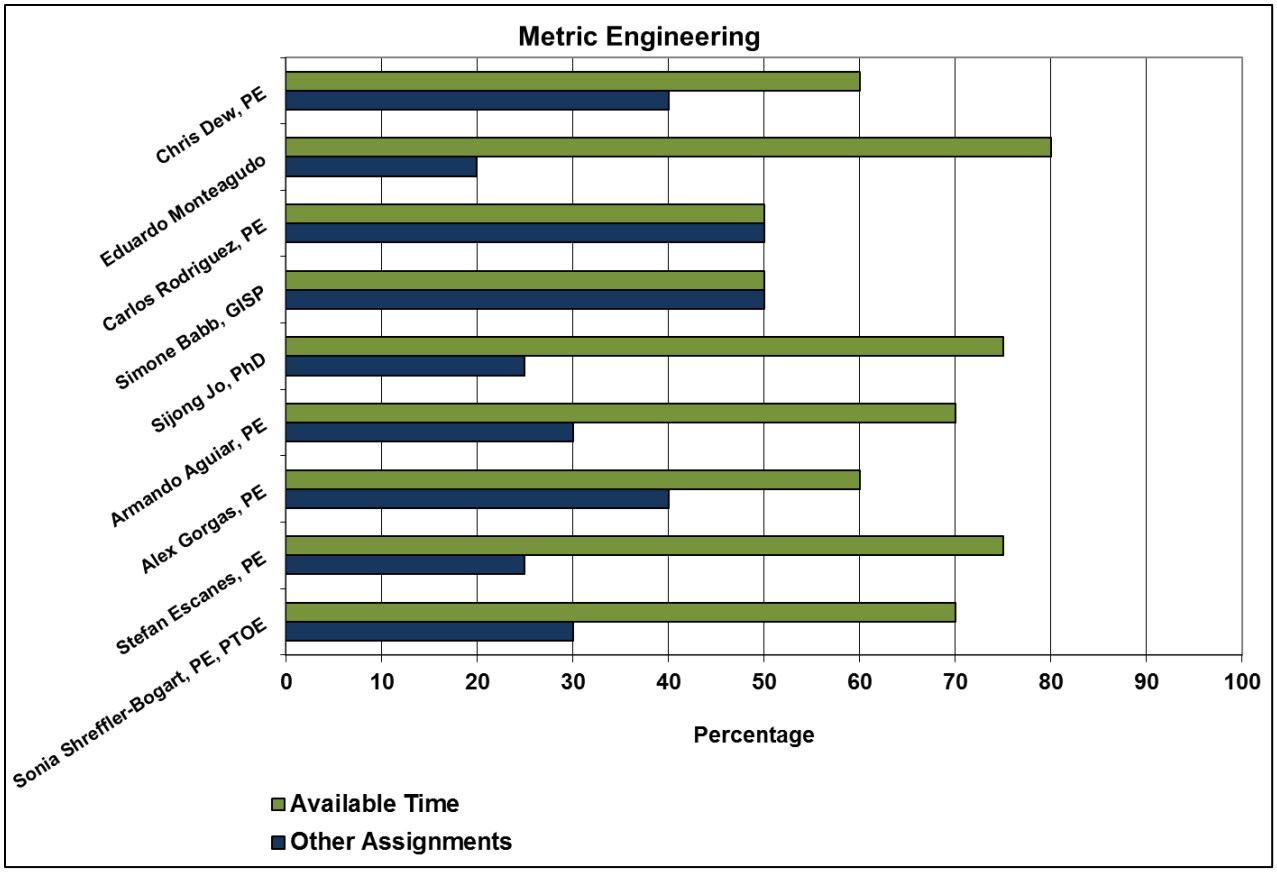
Innovation: Another aspect of staying responsive to the client is to constantly strive to utilized innovation to save the client time and money. At **Choice**, we pride ourselves in staying abreast of ever changing technology and innovating every aspect of our business. We have full GIS capabilities with an extensive library of information that can be used to streamline data collection efforts. Over the last few years, both smart phones and tablets have become prevalent in our society and they also have numerous uses in our industry. We regularly use Iphones or Ipads to take georeferenced photographs. They are useful in complicated intersection and/or segments making it easy to identify location where photographs were taken. The photographs can be quickly emailed to office for immediate use. There are applications already available on the market for the collection of Turning Movement Counts. This is very useful for quick access to data collected in the field via email/internet. They can be used for spot counts to immediately verify a specific

condition. All of our field vehicles are equipped with dash cams which record field conditions while driving through study sites and can also be used for spot counts. These are just some of examples of how we use our innovation to save the client time and money.

Availability of Project Team

The availability of the key **Choice** staff and Metric staff is shown on the graphic(s) below. As can be seen, the depth and availability of the entire team is significant and sufficient to handle the workload needed for the City.





Section 5 – Internal Peer Review Procedures

Quality Assurance Process

Choice follows a complete Quality Management System (QMS), which provides the tools and culture to ensure quality is a day to day activity in the office. There are two kinds of quality activities. The first is Quality Control (QC), which occurs daily by those working on the assigned tasks. Before they finish their work, they review their product and ensure it's ready for the next person to use in the work flow. Prior to advancing internal work products, a peer review is performed by staff of the same category (i.e., a technician reviewing technician's work or an engineer reviewing engineer's work), not involved in the development of that work product. This ensures that the review is performed with the understanding of the context of the work. This process continues until the work product has been brought to a draft stage. At this point, an independent engineer reviews the draft product. Subsequently, the second kind of quality activity, Quality Assurance (QA), can begin. QA is the step-by-step documentation effort of all the QC that occurred during the development of the work product prior to releasing it to the client. This is, in essence, a failsafe effort which ensures that extensive and appropriate QC was performed. In order for QA to be effective, there has to be accountability and an established process with custom checklist (depending on the work product) that ensures the appropriate level of QC has occurred and all comments have been addressed. A number of things will be involved in our QA program. Our process is built to make sure three things are accomplished:

- Meet All Criteria/Regulations: Use of experts to ensure appropriate engineering or proper documentation of variations
- Accurate Recommendations: Use of professionals with the broadest experience for reviews
- Impacts Identified: Use different disciplines to review and properly identify impacts
- Costs Are Appropriate: Ensure cost estimates accurately reflect the magnitude of work required
- Ensure Quality: Use qualified staff (engineers, designers, technicians, etc.) not involved in the project for peer review

All of these efforts are performed under an extensive documentation process, which ensures all submittals have gone through the QC/QA process prior to leaving the office. The QA/QC review process will be managed by Mr. Rafael S. Aguilar, P.E., a principal in the firm.

Section 6 – Reference Projects

The list below, offers a brief description of several recent (within last 5 years) **Choice** Team projects completed or ongoing, which are related to specific services identified in the scope of services for this RFQ. We have included a project description, name of client, client contact information, assigned staff, and design services fee (as appropriate).

Project #	Client/Contact	Assigned Staff	Dates of Service	Fee Amount
1	FDOT District 6 Jacques Defrant, PE 305-470-5335 jacques.defrant@dot.state.fl.us	C. Francis E. Echezabal E. Lopez L. Francis A. Socarras A. Ortega J. Espinales J. Casas A. Sierra A. Seoane	11/2015 to Present	$4,956,000
Project Description: Districtwide Signal Retiming Consultant. Serving as the Prime Consultant responsible for the overall management and performance of signal retiming services for the nearly 1300 signalized intersection on the State Highway System utilizing multiple subconsultants. These efforts include extensive data collection efforts, coordination with the multiple maintaining agencies, field based retiming approach, development of traffic models using Synchro, field fine tuning, and performing before & after analysis using RITIS data/field collected travel time & delay data, and documentation. In addition, provided miscellaneous services, such as MOT support, signalization plans development, signal controller programming and integration, and addressed citizen request(s) related to signal timing.				

Project #	Client/Contact	Assigned Staff	Dates of Service	Fee Amount
2	Monroe County Judith Clark, PE 305-295-4329 clarke-judith@monroecounty-fl.gov	C. Francis E. Echezabal	07/2016 to Present	$19,393

Project Description:

Serving as a traffic signal support Consultant to Monroe County, Choice was responsible for implementing signal timing into various types of controllers and operating softwares, managing the signal timing databases, addressing and supporting with citizen complaints, troubleshooting detection (video and loop) malfunctions, implementing seasonal plans, updating preemption operations, identifying signal operational issues, signal database conversions from McCain 170E to McCain 2070E, oversaw the standardization of Caltrans type controllers (e.g., 170E to 2070E), supported the replacement of wireless/radar communication systems at two fire stations, inspected new traffic cabinet installations, coordinated with the signal contractor to address vehicle detection systems and/or damaged signalization equipment, and optimized the signal coordination within Stock Island for 5 signalized intersections (3 City of Key West and 2 Monroe County). Currently, tasked with uploading all signal controller databases onto Transparity IMS and supporting with the recent cabinet assembly replacement in Big Pine Key (converting from 2070E to 2070LX signal controller).

Project #	Client/Contact	Assigned Staff	Dates of Service	Fee Amount
3	FDOT District 6 LeeFang Chow, PE 305-470-5335 Leefang.chow@dot.state.fl.us	C. Francis E. Echezabal E. Lopez L. Francis A. Socarras J. Espinales A. Seoane	07/2016 to Present	$614,736

Project Description:

Districtwide Traffic Ops Safety Studies Consultant.

Serving as the Prime Consultant providing traffic engineering services to produce safety studies, fatal crash review (both office and field based), RRR safety reviews, and traffic engineering studies (including traffic data collection) to support the Hazard Reduction Program, the Safe Routes To School Program, and further the Strategic Highway Safety Plan. Also, serve as representative for the Traffic Operations Office for the Rail Diagnostic field reviews and study development.

Project #	Client/Contact	Assigned Staff	Dates of Service	Fee Amount
4	FDOT District 6 Elizabeth Stacey 305-470-5308 elizabeth.stacey@dot.state.fl.us	R.S. Aguilar C. Francis E. Echezabal E. Lopez L. Francis J. Casas H. Lopez	10/2015 to Present	$321,784

Project Description:

Districtwide ADA Compliance Consultant.

Serving as the Prime Consultant responsible for review of all ADA improvements performed by the District, ADA Plans Review, preparation of construction plans for ADA only improvements, and assisting the Department in the preparation of documents required for the settlement of ADA related lawsuits against the Department. In addition, provided planning and traffic engineering services to produce planning level studies, conceptual improvements, plans review, pedestrian safety studies, to support the Intermodal Systems Development.

Project #	Client/Contact	Assigned Staff	Dates of Service	Fee Amount
5	FDOT District 6 Adriana Manzanares, PE 305-470-5283 adriana.manzanares@dot.state.fl.us	R.S. Aguilar C. Francis E. Echezabal E. Lopez L. Francis J. Casas H. Lopez	02/2016 to Present	$569,192

Project Description:

RRR of SR 94/Kendall Drive from SW 102 Avenue to SW 79 Avenue

Serving as the Prime Consultant of this contract responsible for implementing scoped improvements to this 2.25 mile urban segment of SR 94 in Miami-Dade County, including milling and resurfacing, signing and pavement markings, ADA compliance (reconstruct substandard ramps, remove obstructions from sidewalk, and provide missing ramps), median safety modifications, and pedestrian signal improvements. This project required significant maintenance of traffic coordination with adjacent projects, MDX, CSX, Baptist Hospital and Dadeland Mall. Project Letting is February 2018.

The required State of Florida services license(s) and qualifications follow:

009365

Local Business Tax Receipt

Miami–Dade County, State of Florida

–THIS IS NOT A BILL – DO NOT PAY

LBT

7185506

BUSINESS NAME/LOCATION
FRANCIS CARLOS PE
12855 SW 132 ST STE 200
MIAMI FL 33186

RECEIPT NO.
RENEWAL
7466331

EXPIRES
SEPTEMBER 30, 2018
Must be displayed at place of business
Pursuant to County Code
Chapter 8A – Art. 9 & 10

OWNER
FRANCIS CARLOS PE
C/O CHOICE ENGINEERING CONSULTANTS INC

SEC. TYPE OF BUSINESS
212 PROFESSIONAL
PE51364

PAYMENT RECEIVED BY TAX COLLECTOR
$100.00 07/19/2017
CHECK21–17–069120

This Local Business Tax Receipt only confirms payment of the Local Business Tax. The Receipt is not a license, permit, or a certification of the holder´s qualifications, to do business. Holder must comply with any governmental or nongovernmental regulatory laws and requirements which apply to the business.

The RECEIPT NO. above must be displayed on all commercial vehicles – Miami–Dade Code Sec 8a–276.

For more information, visit www.miamidade.gov/taxcollector

009364

Local Business Tax Receipt

Miami–Dade County, State of Florida

–THIS IS NOT A BILL – DO NOT PAY

LBT

7185502

BUSINESS NAME/LOCATION
CHOICE ENGINEERING CONSULTANTS INC
12855 SW 132 ST STE 200
MIAMI FL 33186

RECEIPT NO.
RENEWAL
7466327

EXPIRES
SEPTEMBER 30, 2018
Must be displayed at place of business
Pursuant to County Code
Chapter 8A – Art. 9 & 10

OWNER
CHOICE ENGINEERING CONSULTANTS INC
C/O CARLOS FRANCIS
Employee(s) 1

SEC. TYPE OF BUSINESS
212 P.A./CORP/PARTNERSHIP/FIRM
31116

PAYMENT RECEIVED BY TAX COLLECTOR
$75.00 07/19/2017
CHECK21–17–069124

This Local Business Tax Receipt only confirms payment of the Local Business Tax. The Receipt is not a license, permit, or a certification of the holder´s qualifications, to do business. Holder must comply with any governmental or nongovernmental regulatory laws and requirements which apply to the business.

The RECEIPT NO. above must be displayed on all commercial vehicles – Miami–Dade Code Sec 8a–276.

For more information, visit www.miamidade.gov/taxcollector

State of Florida
Department of State

I certify from the records of this office that CHOICE ENGINEERING CONSULTANTS, INC. is a corporation organized under the laws of the State of Florida, filed on March 9, 2015, effective March 5, 2015.

The document number of this corporation is P15000022359.

I further certify that said corporation has paid all fees due this office through December 31, 2017, that its most recent annual report/uniform business report was filed on July 3, 2017, and that its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Third day of July, 2017

Ken Detzner

Secretary of State

Tracking Number: CC0645264202

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

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

State of Florida
Board of Professional Engineers
Choice Engineering Consultants Inc.

Has satisfied the requirements of Section 471.023, Florida Statutes. In recognition thereof, the Board of Professional Engineers hereby authorizes this firm to offer engineering services in the State of Florida in accordance with Chapter 471, Florida Statutes, and the rules of the Board.

Witness the Seal of the Board and the Signature of the Board's duly authorized Chair this 1 day of May , 2015.

FBPE

CA LIC No: 31116

Chair

FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

June 21, 2017

Carlos Francis, President
CHOICE ENGINEERING CONSULTANTS, INC.
12855 SW 132nd Street, Suite 200
Miami, Florida 33186

Dear Mr. Francis:

The Florida Department of Transportation has reviewed your application for qualification package and determined that the data submitted is adequate to technically qualify your firm for the following types of work:

Group 3 - Highway Design - Roadway

3.1 - Minor Highway Design

Group 6 - Traffic Engineering and Operations Studies

6.1 - Traffic Engineering Studies
6.2 - Traffic Signal Timing

Group 7 - Traffic Operations Design

7.1 - Signing, Pavement Marking and Channelization
7.2 - Lighting
7.3 - Signalization

Group 13 - Planning

13.5 - Subarea/Corridor Planning
13.7 - Transportation Statistics

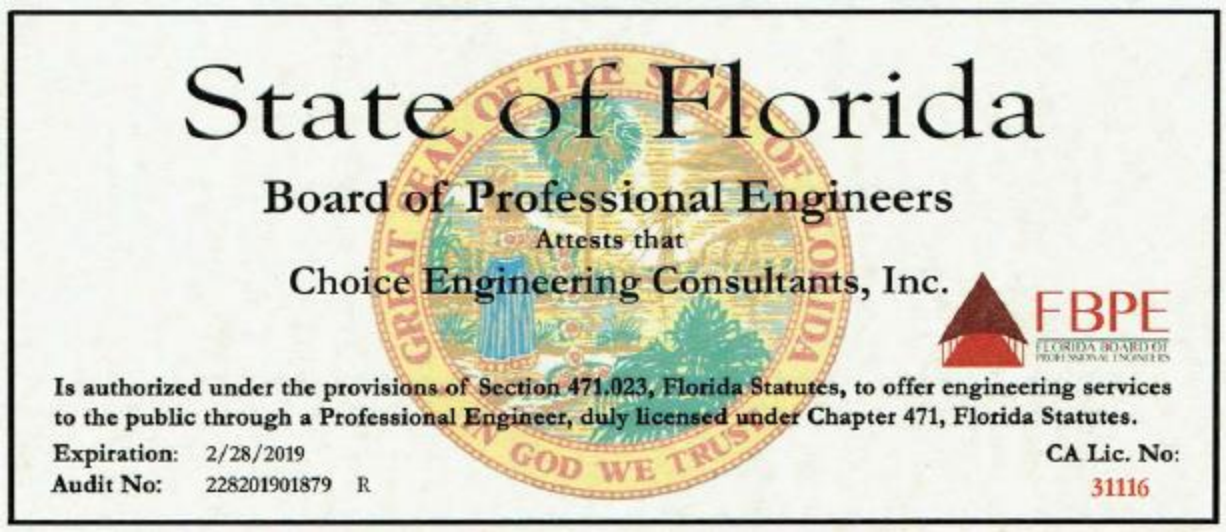
Your overhead audit has been accepted, enabling your firm to compete for Professional Services projects advertised at the unlimited level, with estimated fees of any dollar amount. This status shall be valid until June 30, 2018 for contracting purposes.

	Home/Branch Office	Facilities Capital Cost of Money	Overtime Premium	Direct Expense
Indirect Cost	190.94%	0.225%	Reimbursed	1.50% (Home)

Should you have any questions, please feel free to contact me by email at carliayn.kell@dot.state.fl.us or by phone at 850-414-4597.

Sincerely,

Carliayn Kell
Professional Services
Qualification Administrator



State of Florida

Board of Professional Engineers

Attests that

Choice Engineering Consultants, Inc.

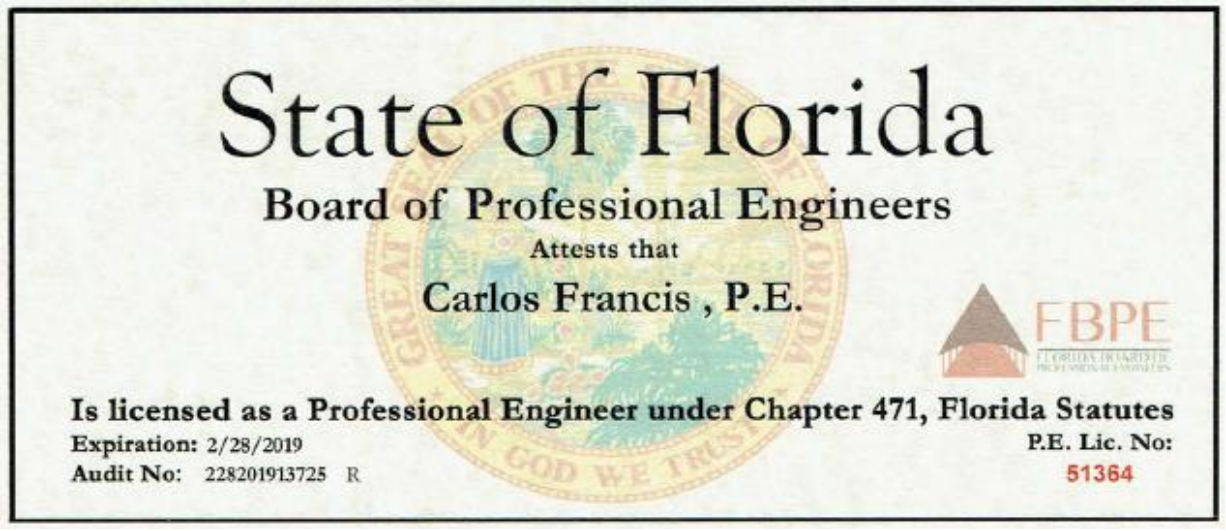
FBPE

Is authorized under the provisions of Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statutes.

Expiration: 2/28/2019

Audit No: 228201901879 R

CA Lic. No: 31116



State of Florida

Board of Professional Engineers

Attests that

Carlos Francis , P.E.

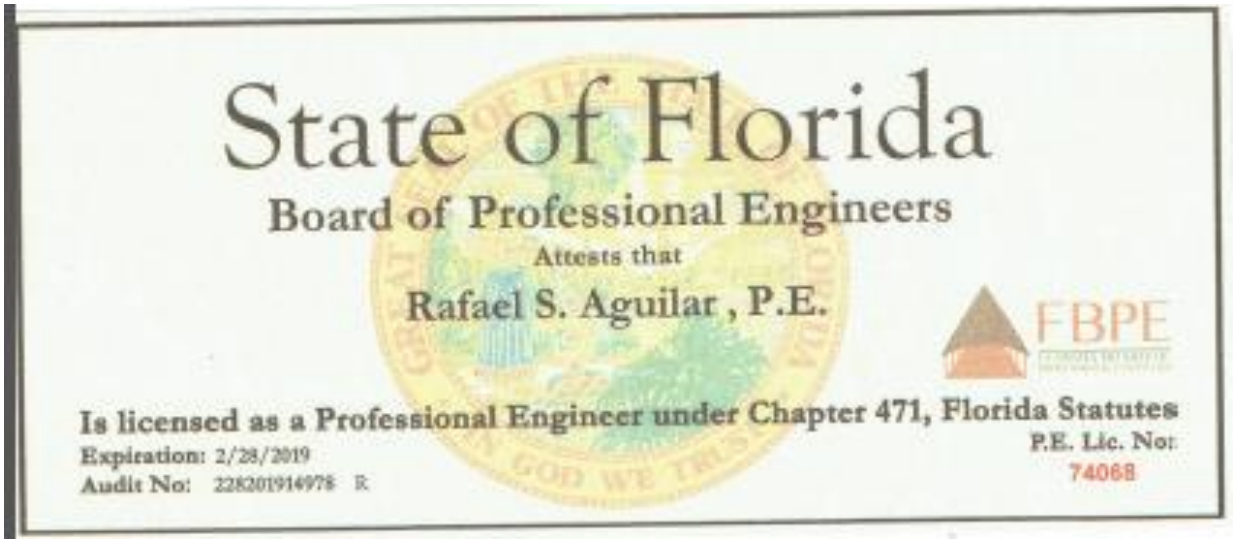
FBPE

Is licensed as a Professional Engineer under Chapter 471, Florida Statutes

Expiration: 2/28/2019

Audit No: 228201913725 R

P.E. Lic. No: 51364



State of Florida

Board of Professional Engineers

Attests that

Rafael S. Aguilar , P.E.

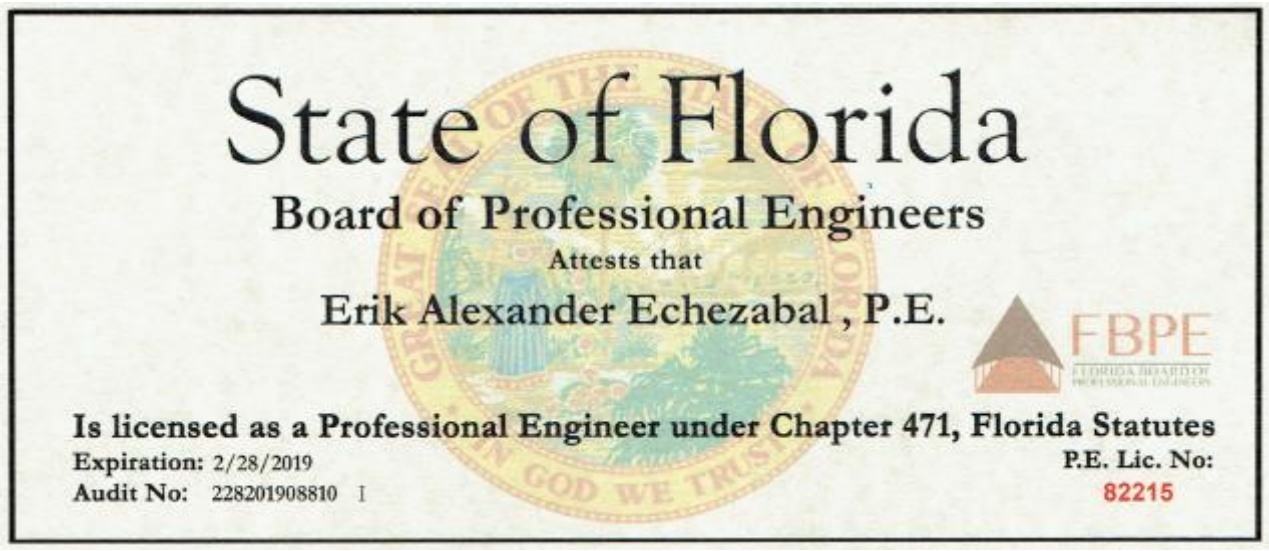
FBPE

Is licensed as a Professional Engineer under Chapter 471, Florida Statutes

Expiration: 2/28/2019

Audit No: 228201914978 R

P.E. Lic. No: 74068



State of Florida

Board of Professional Engineers

Attests that

Erik Alexander Echezabal , P.E.

FBPE

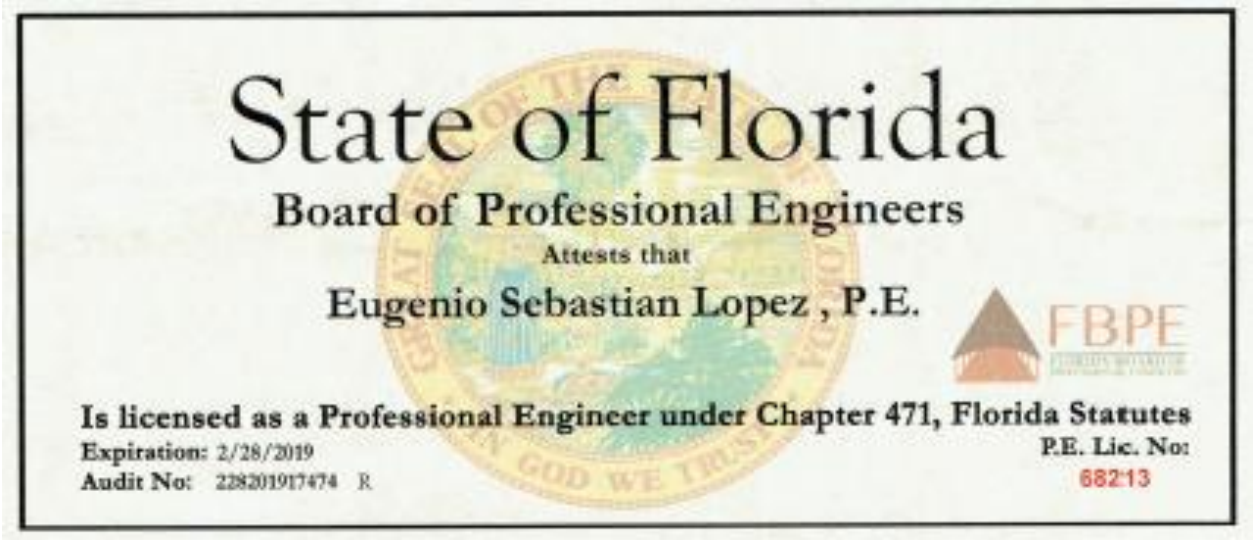
Is licensed as a Professional Engineer under Chapter 471, Florida Statutes

Expiration: 2/28/2019

Audit No: 228201908810 I

P.E. Lic. No:

82215



State of Florida

Board of Professional Engineers

Attests that

Eugenio Sebastian Lopez , P.E.

FBPE

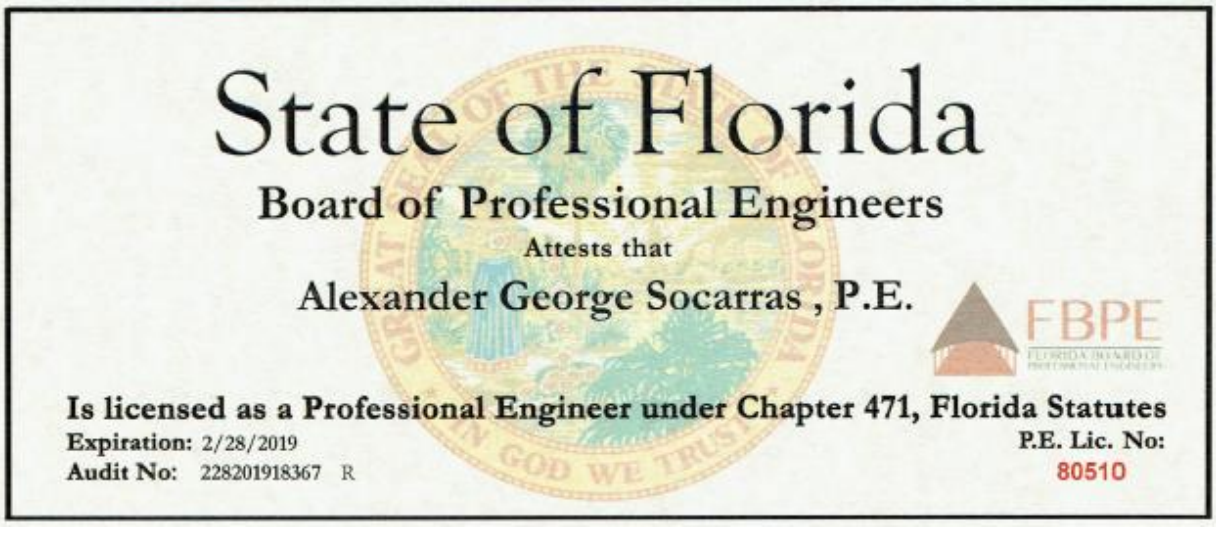
Is licensed as a Professional Engineer under Chapter 471, Florida Statutes

Expiration: 2/28/2019

Audit No: 228201917474 R

P.E. Lic. No:

68213



State of Florida

Board of Professional Engineers

Attests that

Alexander George Socarras , P.E.

FBPE

Is licensed as a Professional Engineer under Chapter 471, Florida Statutes

Expiration: 2/28/2019

Audit No: 228201918367 R

P.E. Lic. No:

80510


CERTIFIED
IMSA
PUBLIC SAFETY TECHNICIAN
Traffic Signal Renewal Program
Erik A. Echezabal
is hereby certified as a
Traffic Signal Inspector Level I
on 10/4/2016
Valid Thru 10/4/2019
Douglas M. Aiken - Executive Director


CERTIFIED
IMSA
PUBLIC SAFETY TECHNICIAN
Traffic Signal Renewal Program
Erik A. Echezabal
is hereby certified as a
Traffic Signal Senior Field Technician Level III
on 10/4/2016
Valid Thru 10/10/2019
Douglas M. Aiken - Executive Director

PART 2

FORMS AND AFFIDAVITS

ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA)
: SS
COUNTY OF MONROE)

I, the undersigned hereby duly sworn, depose and say that no portion of the sum herein bid will be paid to any employees of the City of Key West as a commission, kickback, reward or gift, directly or indirectly by me or any member of my firm or by an officer of the corporation.

By: _____
Carlos Francis, PE, PTOE

Sworn and subscribed before me this

27th day of February, 2018.

_____
NOTARY PUBLIC, State of Florida at Large

EUGENIO LOPEZ
MY COMMISSION # FF 156445
EXPIRES: October 30, 2018
Bonded Thru Budget Notary Services

My Commission Expires: October 30th, 2018

NON-COLLUSION AFFIDAVIT

STATE OF FLORIDA)

: SS

COUNTY OF MONROE)

I, the undersigned hereby declares that the only persons or parties interested in this Proposal are those named herein, that this Proposal is, in all respects, fair and without fraud, that it is made without collusion with any official of the Owner, and that the Proposal is made without any connection or collusion with any person submitting another Proposal on this Contract.

By: _____
Carlos Francis, PE, PTOE

Sworn and subscribed before me this

27th day of February, 2018.

_____
NOTARY PUBLIC, State of Florida at Large

EUGENIO LOPEZ
MY COMMISSION # FF 156445
EXPIRES: October 30, 2018
Bonded Thru Budget Notary Services

My Commission Expires: October 30th, 2018

SWORN STATEMENT UNDER SECTION 287.133(3)(a) FLORIDA STATUTES ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICE AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted with Bid, Bid or Contract No. RFQ# 18-001 for General Traffic Engineering Services

2. This sworn statement is submitted by Choice Engineering Consultants, Inc.
(Name of entity submitting sworn statement)

whose business address is 12855 SW 132 Street, Suite 200, Miami, Florida 33186

and (if applicable) its Federal Employer Identification Number (FEIN) is F473395906-001 (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement.)

3. My name is Carlos Francis, PE, PTOE and my relationship to
(Please print name of individual signing)

the entity named above is President.

4. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including but not limited to, any Bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, material misrepresentation.

5. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(l)(b), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication guilt, in any federal or state trial court of record relating to charges brought by indictment information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

6. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, means

    1. A predecessor or successor of a person convicted of a public entity crime: or

    2. An entity under the control of any natural person who is active in the management of t entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

7. I understand that a "person" as defined in Paragraph 287.133(1)(8), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which Bids or applies to Bid on contracts for the provision of goods or services

let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

8. Based on information and belief, the statement, which I have marked below, is true in relation to the entity submitting this sworn statement. (Please indicate which statement applies.)

X Neither the entity submitting this sworn statement, nor any officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, nor any affiliate of the entity have been charged with and convicted of a public entity crime subsequent to July 1, 1989.

___The entity submitting this sworn statement, or one or more of the officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989, AND (Please indicate which additional statement applies.)

___There has been a proceeding concerning the conviction before a hearing of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer did not place the person or affiliate on the convicted vendor list. (Please attach a copy of the final order.)

___The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer determined that it was in the public interest to remove the person or affiliate from the convicted vendor list. (Please attach a copy of the final order.)

___The person or affiliate has not been put on the convicted vendor list. (Please describe any action taken by or pending with the Department of General Services.)

_____
(Signature)

_____
(Date)

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

PERSONALLY APPEARED BEFORE ME, the undersigned authority,

Carlos Francis, PE, PTOE
(Name of individual signing)

who, after first being sworn by me, affixed his/her signature in the space provided above on this 27th day of February, 2018.

My commission expires: October 30th, 2018
NOTARY PUBLIC

EUGENIO LOPEZ
MY COMMISSION # FF 156445
EXPIRES: October 30, 2018
Bonded Thru Budget Notary Services

INDEMNIFICATION

To the fullest extent permitted by law, the CONSULTANT expressly agrees to indemnify and hold harmless the City of Key West, their officers, directors, agents, and employees (herein called the "indemnitees") from liabilities, damages, losses and costs, including, but not limited to, reasonable attorney's fees and court costs, such legal expenses to include costs incurred in establishing the indemnification and other rights agreed to in this Paragraph, to persons or property, to the extent caused by the negligence, recklessness, or intentional wrongful misconduct of the CONSULTANT, its Sub-consultants or persons employed or utilized by them in the performance of the Contract. Claims by indemnitees for indemnification shall be limited to the amount of CONSULTANT's insurance or $1 million per occurrence, whichever is greater. The parties acknowledge that the amount of the indemnity required hereunder bears a reasonable commercial relationship to the Contract and it is part of the project specifications or the bid documents, if any.

The indemnification obligations under the Contract shall not be restricted in any way by any limitation on the amount or type of damages, compensation, or benefits payable by or for the CONSULTANT under workers' compensation acts, disability benefits acts, or other employee benefits acts, and shall extend to and include any actions brought by or in the name of any employee of the CONSULTANT or of any third party to whom CONSULTANT may subcontract a part or all the Work. This indemnification shall continue beyond the date of completion of the work.

CONTRACTOR: Choice Engineering Consultants, Inc.

SEAL:

12855 SW 132 St, Suite 200, Miami, FL 33186
Address

Signature

Carlos Francis, PE, PTOE
Print Name

President
Title

02/27/2018
Date

NOTARY PUBLIC STATE OF FLORIDA

EUGENIO LOPEZ
MY COMMISSION # FF 156445
EXPIRES: October 30, 2018
Bonded Thru Budget Notary Services

EQUAL BENEFITS FOR DOMESTIC PARTNERS AFFIDAVIT

STATE OF FLORIDA)
: SS
COUNTY OF MONROE)

I, the undersigned hereby duly sworn, depose and say that the firm of Choice Eng. Consultants, Inc. provides benefits to domestic partners of its employees on the same basis as it provides benefits to employees' spouses per City of Key West Ordinance Sec. 2-799.

By: _____
Carlos Francis, PE, PTOE

Sworn and subscribed before me this

27th day of February, 2018.

_____
NOTARY PUBLIC, State of Florida at Large

My Commission Expires: October 30th, 2018

EUGENIO LOPEZ
MY COMMISSION # FF 156445
EXPIRES: October 30, 2018
Bonded Thru Budget Notary Services

City Ordinance Sec. 2-799
Requirements for City Contractors to Provide Equal Benefits for Domestic Partners

(a) Definitions. For purposes of this section only, the following definitions shall apply:

(1) ***Benefits*** means the following plan, program or policy provided or offered by a contractor to its employees as part of the employer's total compensation package: sick leave, bereavement leave, family medical leave, and health benefits.

(2) ***Bid*** shall mean a competitive bid procedure established by the city through the issuance of an invitation to bid, request for proposals, request for qualifications, or request for letters of interest.

(3) ***Cash equivalent*** means the amount of money paid to an employee with a domestic partner in lieu of providing benefits to the employee's domestic partner. The cash equivalent is equal to the employer's direct expense of providing benefits to an employee for his or her spouse.

The cash equivalents of the following benefits apply:

a. For bereavement leave, cash payment for the number of days that would be allowed as paid time off for the death of a spouse. Cash payment would be in the form of the wages of the domestic partner employee for the number of days allowed.

b. For health benefits, the cost to the contractor of the contractor's share of the single monthly premiums that are being paid for the domestic partner employee, to be paid on a regular basis while the domestic partner employee maintains such insurance in force for himself or herself.

c. For family medical leave, cash payment for the number of days that would be allowed as time off for an employee to care for a spouse who has a serious health condition. Cash payment would be in the form of the wages of the domestic partner employee for the number of days allowed.

(4) ***Contract*** means any written agreement, purchase order, standing order or similar instrument entered into pursuant to the award of a bid whereby the city is committed to expend or does expend funds in return for work, labor, professional services, consulting services, supplies, equipment, materials, construction, construction related services or any combination of the foregoing.

(5) ***Contractor*** means any person or persons, sole proprietorship, partnership, joint venture, corporation, or other form of doing business, that is awarded a bid and enters into a covered contract with the city, and which maintains five (5) or more full-time employees.

(6) ***Covered contract*** means a contract between the city and a contractor awarded subsequent to the date when this section becomes effective valued at over twenty thousand dollars ($20,000).

(7) ***Domestic partner*** shall mean any two adults of the same or different sex, who have registered as domestic partners with a governmental body pursuant to state or local law authorizing such registration, or with an internal registry maintained by the employer of at least one of the domestic partners. A contractor may institute an internal registry to allow for the provision of equal benefits to employees with domestic partner who do not register their partnerships pursuant to a governmental body authorizing such registration, or who are located in a jurisdiction where no such governmental domestic partnership

registry exists. A contractor that institutes such registry shall not impose criteria for registration that are more stringent than those required for domestic partnership registration by the City of Key West pursuant to Chapter 38, Article V of the Key West Code of Ordinances.

(8) ***Equal benefits*** mean the equality of benefits between employees with spouses and employees with domestic partners, and/or between spouses of employees and domestic partners of employees.

(b) Equal benefits requirements.

(1) Except where otherwise exempt or prohibited by law, a Contractor awarded a covered contract pursuant to a bid process shall provide benefits to domestic partners of its employees on the same basis as it provides benefits to employees' spouses.

(2) All bid requests for covered contracts which are issued on or after the effective date of this section shall include the requirement to provide equal benefits in the procurement specifications in accordance with this section.

(3) The city shall not enter into any covered contract unless the contractor certifies that such contractor does not discriminate in the provision of benefits between employees with domestic partners and employees with spouses and/or between the domestic partners and spouses of such employees.

(4) Such certification shall be in writing and shall be signed by an authorized officer of the contractor and delivered, along with a description of the contractor's employee benefits plan, to the city's procurement director prior to entering into such covered contract.

(5) The city manager or his/her designee shall reject a contractor's certification of compliance if he/she determines that such contractor discriminates in the provision of benefits or if the city manager or designee determines that the certification was created, or is being used for evading the requirements of this section.

(6) The contractor shall provide the city manager or his/her designee, access to its records for the purpose of audits and/or investigations to ascertain compliance with the provisions of this section, and upon request shall provide evidence that the contractor is in compliance with the provisions of this section upon each new bid, contract renewal, or when the city manager has received a complaint or has reason to believe the contractor may not be in compliance with the provisions of this section. This shall include but not be limited to providing the city manager or

his/her designee with certified copies of all of the contractor's records pertaining to its benefits policies and its employment policies and practices.

(7) The contractor may not set up or use its contracting entity for the purpose of evading the requirements imposed by this section.

(c) Mandatory contract provisions pertaining to equal benefits. Unless otherwise exempt, every covered contract shall contain language that obligates the contractor to comply with the applicable provisions of this section. The language shall include provisions for the following:

(1) During the performance of the covered contract, the contractor certifies and represents that it will comply with this section.

(2) The failure of the contractor to comply with this section will be deemed to be a material breach of the covered contract.

(3) If the contractor fails to comply with this section, the city may terminate the

covered contract and all monies due or to become due under the covered contract may be retained by the city. The city may also pursue any and all other remedies at law or in equity for any breach.

(4) If the city manager or his designee determines that a contractor has set up or used its contracting entity for the purpose of evading the requirements of this section, the city may terminate the covered contract.

(d) Enforcement. If the contractor fails to comply with the provisions of this section:

(1) The failure to comply may be deemed to be a material breach of the covered contract; or
(2) The city may terminate the covered contract; or
(3) Monies due or to become due under the covered contract may be retained by the city until compliance is achieved; or
(4) The city may also pursue any and all other remedies at law or in equity for any breach;
(5) Failure to comply with this section may also subject contractor to the procedures set forth in Division 5 of this article, entitled "Debarment of contractors from city work."

(e) Exceptions and waivers.

The provisions of this section shall not apply where:

(1) The contractor does not provide benefits to employees' spouses.
(2) The contractor is a religious organization, association, society or any non- profit charitable or educational institution or organization operated, supervised or controlled by or in conjunction with a religious organization, association or society.
(3) The contractor is a governmental entity.
(4) The sale or lease of city property.
(5) The provision of this section would violate grant requirement, the laws, rules or regulations of federal or state law (for example, the acquisition services procured pursuant to Chapter 287.055, Florida Statutes known as the "Consultants' Competitive Negotiation Act").
(6) Provided that the contractor does not discriminate in the provision of benefits, a contractor may also comply with this section by providing an employee with the cash equivalent of such benefits, if the city manager or his/her designee determines that either:

a. The contractor has made a reasonable yet unsuccessful effort to provide equal benefits. The contractor shall provide the city manager or his/her designee with sufficient proof of such inability to provide such benefit or benefits which shall include the measures taken to provide such benefits or benefits and the cash equivalent proposed, along with its certificate of compliance, as is required under this section.

(7) The city commission waives compliance of this section in the best interest of the city, including but not limited to the following circumstances:

a. The covered contract is necessary to respond to an emergency. b.

Where only one bid response is received.

c. Where more than one bid response is received, but the bids demonstrate that none of the bidders can comply with the requirements of this section.

(f) City's authority to cancel contract. Nothing in this section shall be construed to limit the city's authority to cancel or terminate a contract, deny or withdraw approval to perform a subcontract or provide supplies, issue a non-responsibility finding, issue a non-responsiveness finding, deny a person or entity prequalification, or otherwise deny a person or entity city business.

(g) Timing of application. This section shall be applicable only to covered contracts awarded pursuant to bids which are after the date when this section becomes effective.

CONE OF SILENCE AFFIDAVIT

STATE OF FLORIDA)
: SS
COUNTY OF MONROE)

I the undersigned hereby duly sworn depose and say that all owner(s), partners, officers, directors, employees and agents representing the firm of Choice Engineering Consultants, Inc. have read and understand the limitations and procedures regarding communications concerning City of Key West issued competitive solicitations pursuant to City of Key West Ordinance Section 2-773 Cone of Silence (attached).

(signature) Carlos Francis, PE, PTOE

2/27/2018
(date)

Sworn and subscribed before me this

27th Day of February, 2018.

NOTARY PUBLIC, State of Florida at Large

My Commission Expires: October 30th, 2018

EUGENIO LOPEZ
MY COMMISSION # FF 156445
EXPIRES: October 30, 2018
Bonded Thru Budget Notary Services

City Ordinance Sec. 2-773. - Cone of silence.

(a) *Definitions.* For purposes of this section, reference to one gender shall include the other, use of the plural shall include the singular, and use of the singular shall include the plural. The following definitions apply unless the context in which the word or phrase is used requires a different definition:

(1) *Competitive solicitation* means a formal process by the City of Key West relating to the acquisition of goods or services, which process is intended to provide an equal and open opportunity to qualified persons and entities to be selected to provide the goods or services. Completive solicitation shall include request for proposals ("RFP"), request for qualifications ("RFQ"), request for letters of interest ("RFLI"), invitation to bid ("ITB") or any other advertised solicitation.

(2) *Cone of silence* means a period of time during which there is a prohibition on communication regarding a particular competitive solicitation.

(3) *Evaluation or selection committee* means a group of persons appointed or designated by the city to evaluate, rank, select, or make a recommendation regarding a vendor or the vendor's response to the competitive solicitation. A member of such a committee shall be deemed a city official for the purposes of subsection (c) below.

(4) *Vendor* means a person or entity that has entered into or that desires to enter into a contract with the City of Key West or that seeks an award from the city to provide goods, perform a service, render an opinion or advice, or make a recommendation related to a competitive solicitation for compensation or other consideration.

(5) *Vendor's representative* means an owner, individual, employee, partner, officer, or member of the board of directors of a vendor, or a consultant, lobbyist, or actual or potential subcontractor or sub-consultant who acts at the behest of a vendor in communicating regarding a competitive solicitation.

(b) *Prohibited communications.* A cone of silence shall be in effect during the course of a competitive solicitation and prohibit:

(1) Any communication regarding a particular competitive solicitation between a potential vendor or vendor's representative and the city's administrative staff including, but not limited to, the city manager and his or her staff;

(2) Any communication regarding a particular competitive solicitation between a potential vendor or vendor's representative and the mayor, city commissioners, or their respective staff;

(3) Any communication regarding a particular competitive solicitation between a potential vendor or vendor's representative and any member of a city evaluation and/or selection committee therefore; and

(4) Any communication regarding a particular competitive solicitation between the mayor, city commissioners, or their respective staff, and a member of a city evaluation and/or selection committee therefore.

(c) *Permitted communications.* Notwithstanding the foregoing, nothing contained herein shall prohibit:

(1) Communication between members of the public who are not vendors or a vendor's representative and any city employee, official or member of the city commission;

(2) Communications in writing at any time with any city employee, official or member of the city commission, unless specifically prohibited by the applicable competitive solicitation.

(A) However, any written communication must be filed with the city clerk. Any city employee, official or member of the city commission receiving or making any written communication must immediately file it with the city clerk.

(B) The city clerk shall include all written communication as part of the agenda item when publishing information related to a particular competitive solicitation;

(3) Oral communications at duly noticed pre-bid conferences;

(4) Oral presentations before publically noticed evaluation and/or selection committees;

(5) Contract discussions during any duly noticed public meeting;

(6) Public presentations made to the city commission or advisory body thereof during any duly noticed public meeting;

(7) Contract negotiations with city staff following the award of a competitive solicitation by the city commission; or

(8) Purchases exempt from the competitive process pursuant to section 2-797 of these Code of Ordinances;

(d) *Procedure.*

(1) The cone of silence shall be imposed upon each competitive solicitation at the time of public notice of such solicitation as provided by section 2-826 of this Code. Public notice of the cone of silence shall be included in the notice of the competitive solicitation. The city manager shall issue a written notice of the release of each competitive solicitation to the affected departments, with a copy thereof to each commission member, and shall include in any public solicitation for goods and services a statement disclosing the requirements of this ordinance.

(2) The cone of silence shall terminate at the time the city commission or other authorized body makes final award or gives final approval of a contract, rejects all bids or responses to the competitive solicitation, or takes other action which ends the competitive solicitation.

(3) Any city employee, official or member of the city commission that is approached concerning a competitive solicitation while the cone of silence is in effect shall notify such individual of the prohibitions contained in this section. While the cone of silence is in effect, any city employee, official or member of the city commission who is the recipient of any oral communication by a potential vendor or vendor's representative in violation of this section shall create a written record of the event. The record shall indicate the date of such communication, the persons with whom such communication occurred, and a general summation of the communication.

(e) *Violations/penalties and procedures.*

(1) A sworn complaint alleging a violation of this ordinance may be filed with the city attorney's office. In each such instance, an initial investigation shall be performed to determine the existence of a violation. If a violation is found to exist, the penalties and process shall be as provided in section 1-15 of this Code.

(2) In addition to the penalties described herein and otherwise provided by law, a violation of this ordinance shall render the competitive solicitation void at the discretion of the city commission.

(3) Any person who violates a provision of this section shall be prohibited from serving on a City of Key West advisory board, evaluation and/or selection committee.

(4) In addition to any other penalty provided by law, violation of any provision of this ordinance by a City of Key West employee shall subject said employee to disciplinary action up to and including dismissal.

(5) If a vendor is determined to have violated the provisions of this section on two more occasions it shall constitute evidence under City Code section 2-834 that the vendor is not properly qualified to carry out the obligations or to complete the work contemplated by any new competitive solicitation. The city's purchasing agent shall also commence any available debarment from city work proceeding that may be available upon a finding of two or more violations by a vendor of this section.

(Ord. No. 13-11, § 1, 6-18-2013)

Choice
Engineering Consultants

12855 SW 132nd Street, Suite 200, Miami, FL 33186 (786) 250-5526 www.choiceeng.com/home/