ATKINS

May 18, 2011

Qualifications for the Design of the **Tarpon Pier Replacement for City Marina at Garrison Bight** in The City of Key West, Florida

RFQ #11-002

formerly PBS&J

Plan Design Enable

Contents

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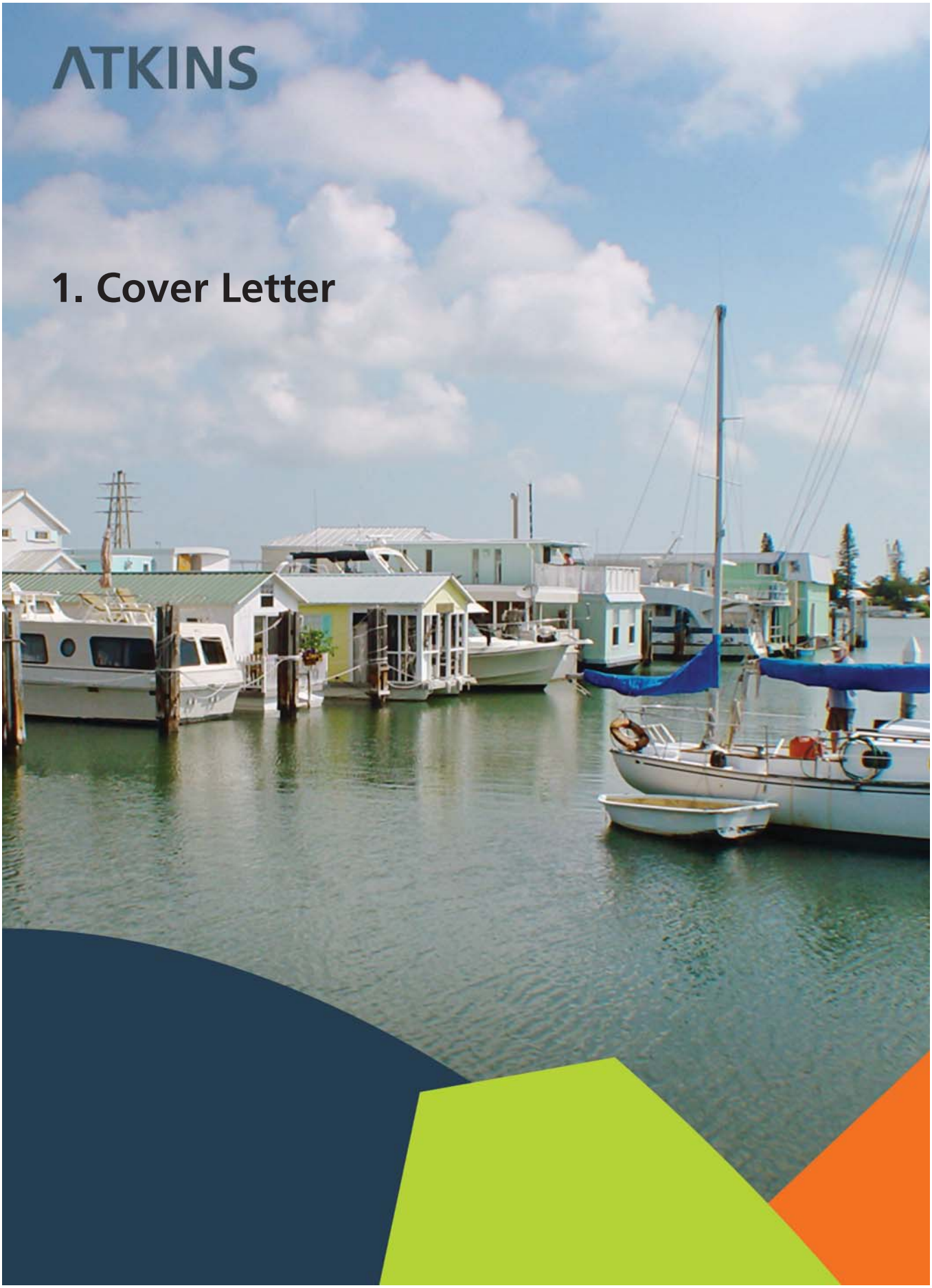
1. Cover Letter



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May 18, 2011

Cheri Smith, City Clerk
City of Key West
525 Angela Street
Key West, Florida 33040

Re: RFQ #11-002
Design of Tarpon Pier Replacement for City Marina at Garrison Bight

Dear Ms. Smith:

The City of Key West wishes to replace the City Marina Tarpon Pier at Garrison Bight and seeks an expert consulting team with the particularly focused skills of marina dock design and permitting to accomplish these services. In response to your request for qualifications and our sincere interest in performing the work, Atkins (formally PBS&J) respectfully submits the enclosed materials for your consideration.

Highlights of our qualifications package include the following.

- ✓ **Firm Qualifications and Capabilities.** Atkins is a consulting firm with core services that encompass engineering, planning, scientific disciplines, architecture, and landscape architecture. Our clients represent a mix of both the public and private sectors. With headquarters in Tampa, Florida, we have more than 3,000 employees located in 80 offices nationwide. This contract would be serviced by Atkins' ports and coastal services group, a dedicated team of marine planners, engineers, and scientists.

- ✓ **Professional Personnel.** Atkins offers to the City of Key West an expert team of skilled and knowledgeable waterfront/urban marine engineers, surveyors, and scientists. The project will be managed from our Fort Lauderdale office with **William P. Pitcher, PE,** as project manager. Mr. Pitcher is a Florida licensed professional engineer who has dedicated his career to the design and development of marinas and ports. Atkins' in-house services will be supplemented by subconsultant **Allen E. Perez, PE, Perez Engineering & Development, Inc.** Located in Key West, Perez Engineering will support the Atkins team with engineering services for the shoreside interface and associated local design and construction coordination.

- ✓ **Past and Present Experience with Similar Projects.** Atkins has been providing waterfront and marine-related planning, engineering, and design services in the southern United States and the Caribbean since the 1960s. Following are some of our recent project examples.

  Florida Fish and Wildlife Conservation Commission (FWC) Boating and Waterways Section
  - Florida Keys patrol boat marina renovations
  - Environmental permitting for marina improvement projects
  - County-wide vessel traffic studies
  - Boat ramp improvement plans
  - Disabled vessel removal contracting
  - Channel marker inventory and repair
  - Boater improvement grant applications

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Boater Plans and Studies

- Municipal dry stack/wet slip marina marketing analysis (confidential Florida municipality)
- Tompkins Basin, Fort Belvoir, Fairfax County, Virginia
- Clearwater Marina, City of Clearwater, Florida
- Caracol Marina, Port O'Connor, Texas
- Punta Alma Marina, Luperon, Dominican Republic.
- Edgewater Marina, Lancaster County, South Carolina
- Punta Patilla Marina Master Plan, Dominican Republic
- Carrabelle Ferry Terminal, Carrabelle, Florida
- Aquazul, Dominican Republic
- Dellis Cay, Turks and Caicos Islands
- Marina Landing at Station Square, Pittsburgh, Pennsylvania
- Lakefront Park Marina, St. Cloud, Florida
- Cypress Island Marina, Osceola County, Florida
- Bay Harbor Marina, City of Panama City, Florida

Waterfront Parks

- Blueprint, Brunswick, Georgia
- Clearwater Beach Walk, Clearwater, Florida
- St. Simons Neptune Island Park, Glynn County, Georgia
- Jupiter Riverwalk, Town of Jupiter, Florida

Permitting

- Clearwater Marina, City of Clearwater, Florida
- Windley Key Marina renovation, Islamorada, Florida
- Prior's Marina dredge and fill permit, Dunedin, Florida
- Sebastian Inlet channel extension permitting, mitigation, and monitoring services, Indian River County, Florida
- Homeport Marina dredging permits, Palm Harbor, Florida
- Smathers Beach Restoration, Key West

✓ **Time and Budget.** Our objective for this contract is to create a win-win situation for both the City of Key West and Atkins by developing an open and honest relationship. At project startup, we will present our schedule for project deliverables. The project will be broken into manageable milestones with budget reviews at appropriate stages. Our priorities will—very simply—be your priorities. The Atkins team will strive to understand your needs and respond in the most expeditious and cost-effective manner.

Atkins looks forward to working with the City of Key West on this important project. Should you require any additional information, please feel free to contact me at 850.575.1800, ext.7869 (Ken.Jones@atkinsglobal.com) or Mr. Pitcher at 786.412.2201 (William.Pitcher@atkinsglobal.com).

Sincerely,

William "Ken" Jones, PE
Vice President, Ports and Coastal Services
Senior Division Manager

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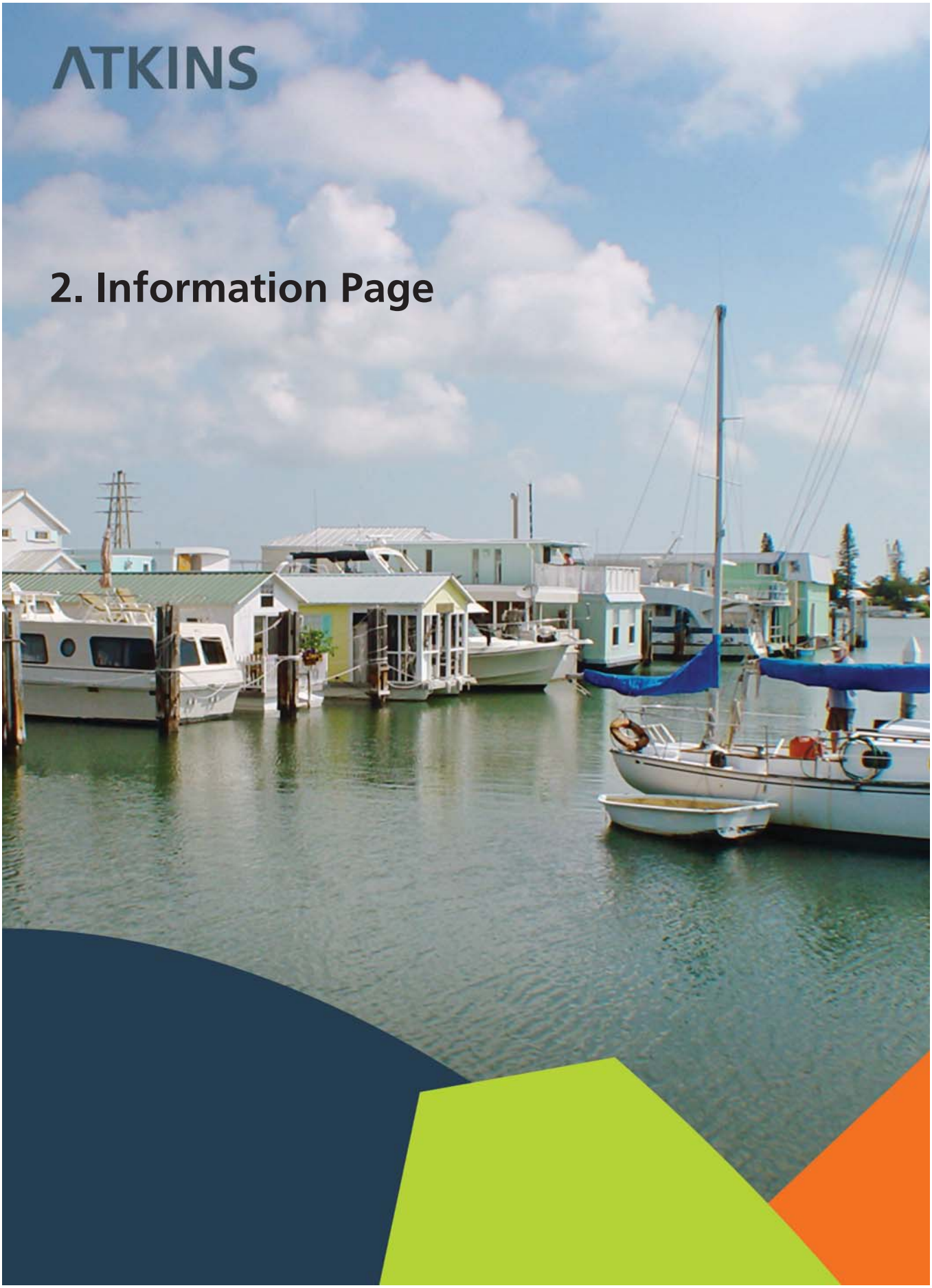
2. Information Page

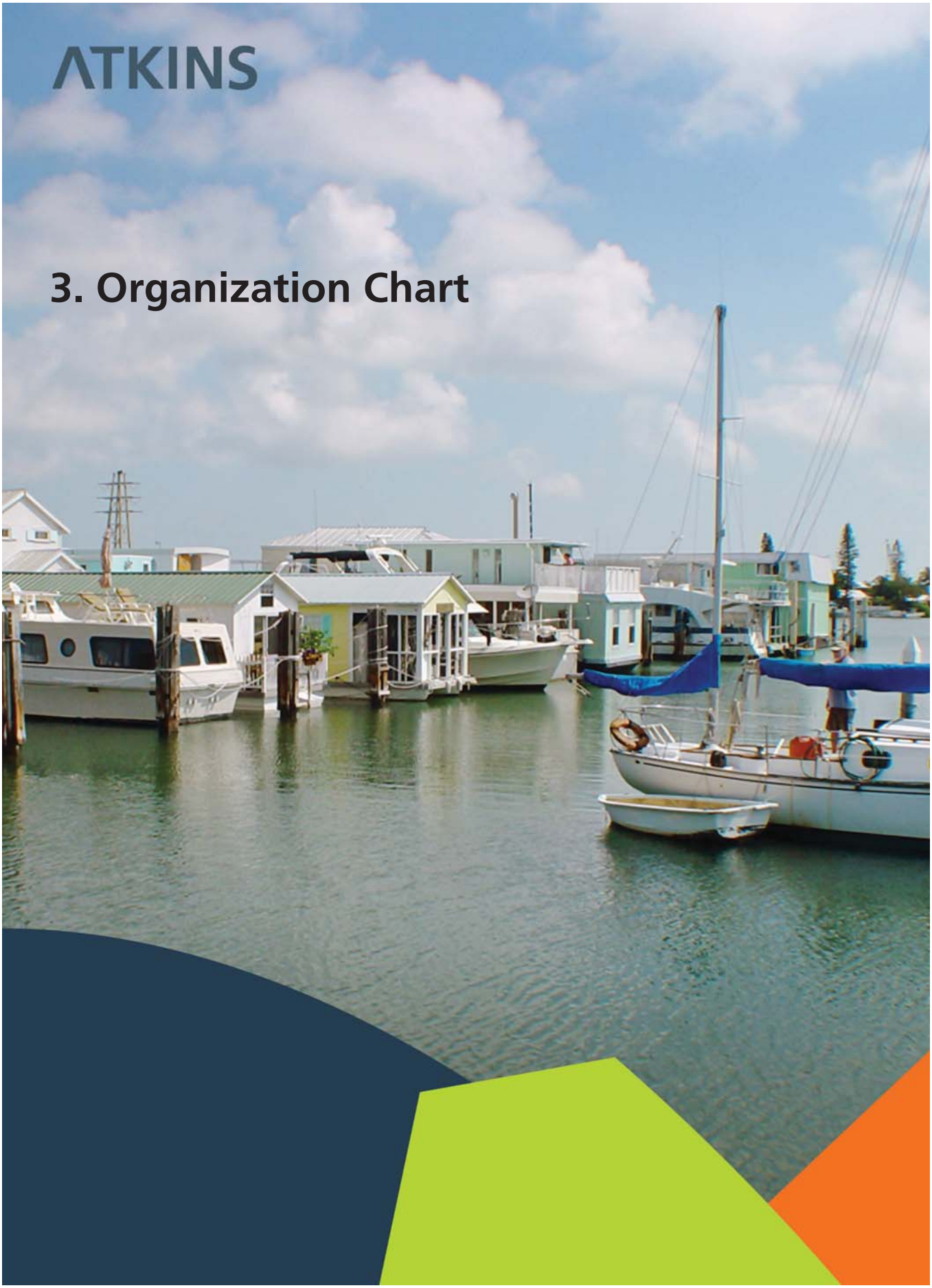


2. Information page

Our multiservice capabilities allows Atkins to be a single-source solution for the City of Key West.

The following table lists our firm's contact information as requested in the City's request for qualifications.

Atkins Contact Information	
Project name	Design of the Tarpon Pier Replacement for City Marina at Garrison Bight
Name of firm	Atkins
Project manager	William P. Pitcher, PE Vice President/Senior Program Manager 3230 West Commercial Boulevard Suite 100 Ft. Lauderdale, FL 33309 p: 954.733.7233 f: 954.733.1101 William.Pitcher@atkinsglobal.com
Authorized representative	William "Ken" Jones, PE Vice President, Ports and Coastal Services/Senior Division Manager 2639 North Monroe Street Tallahassee, FL 32303 p: 850.575.1800 f: 850.575.1099 Ken.Jones@atkinsglobal.com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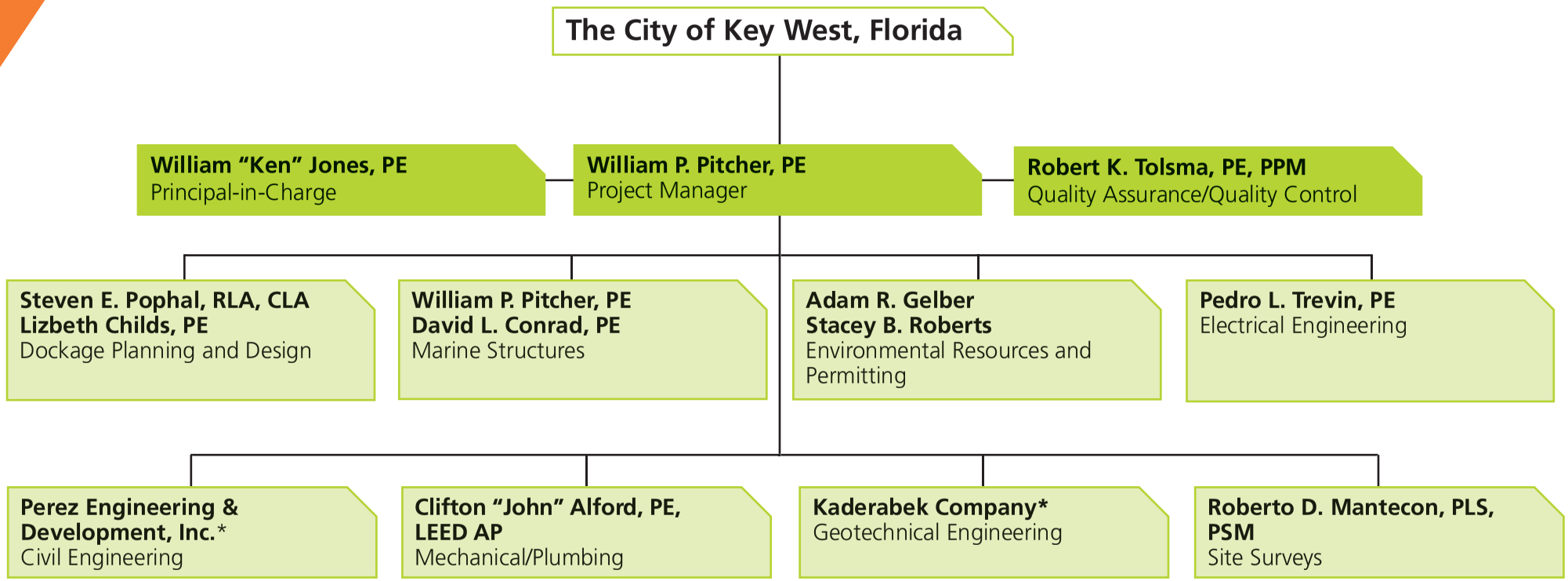
3. Organization Chart

Design of the Tarpon Pier Replacement for City Marina at Garrison Bight



***Denotes Subconsultants**

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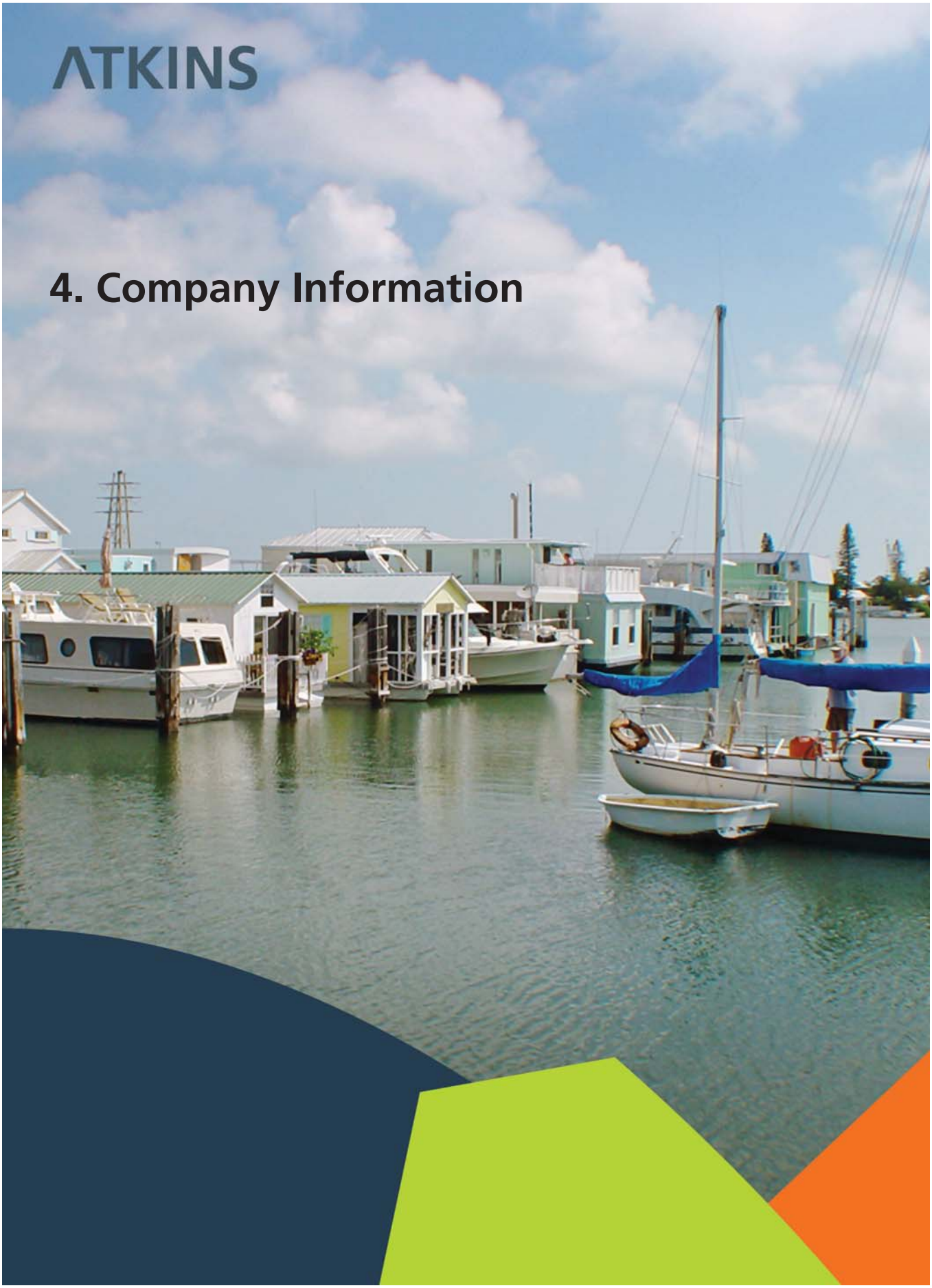
4. Company Information



4. Company information

Atkins provides customized services that are unmatched in the industry.

Atkins

Atkins is a leading provider of A-E consulting services, including water infrastructure, integrated water resources, environmental sciences and planning, energy analysis and design, and civil facilities program management/construction management. With more than 3,000 employees and 80 offices nationwide, Atkins offers a tremendous depth of experience and staff capacity to meet the needs of this Tarpon Pier design project for the City of Key West.

By developing strong technical skills and expanding its resources in emerging technologies, the company has grown and differentiated itself in a highly competitive marketplace. Through these strong technical capabilities, combined with a solid understanding of our clients' businesses, Atkins provides customized services that are unmatched in the industry.

Overview of services

Facilities

While our size allows us to offer our clients the resources of a large firm, our network of coastal professionals and local offices means that we also provide the personal services and local knowledge typical of smaller firms. Our in-house experts offer services in a diverse range of specialized areas including site development, feasibility studies, land use planning, architectural design, utility assessments and acquisition studies, site/civil engineering design and permitting, and construction administration services.

Atkins' capacity to offer complete in-house services for site work activities results in effective management of all project elements including, but not limited to, marina planning and design. We understand the need to balance the concerns of communities and private development, and respond with creative solutions that meet the unique challenges of each assignment. From concept, programming, scheduling, and budgeting through construction administration, Atkins provides the guidance, expertise, and technical direction necessary to optimize project investment.

Marina planning and design

Modern marina facilities are no longer simply parking lots for boats, but rather function more as small, stand-alone communities. To the boater, the marina is the place to keep the boat. To the boater's family, it is a neighborhood—a place to recreate and intermingle with others. In fact, rarely are more than 10–15 percent of the boats out of their slips at any given time, though marina visitation is much higher than that. To the marina operator, it is a livelihood. To the community, it is both an economic engine and a major waterfront attraction that can be experienced and enjoyed by more than just the boater. Planned and executed properly, the marina can even be a boon to the environment, creating habitat for marine life and water quality.

Marina planning requires an even balance of land and water areas. A marina consists both the land area and the water area. Fully functioning marinas typically require the same amount of land area as water. Maximizing the potential of the site recognizes these minimum ratios. If additional land area is available, this excess may be dedicated to other compatible development uses including restaurant/hospitality, commercial, or marine-related services from ship chandlery to boat repair. The land may even be dedicated to public park or marina-oriented recreational space such as pool, picnic areas, dog walks, or playgrounds.

Access and linkage to community strongly affects marina development potential. The location and accessibility of the marina also determines its development potential. Easy and direct road access increases marketability, which then commands higher rental fees for the slips. Proximity of the marina to the community business district (both physical and perceived)

affects the desirability of the slips, for transient boaters who need easy access to shops and services and back to the shop owners who benefit if they can link their businesses with the marina. Sometimes the value of that link can be so strong for shop owners that they will invest in some aspect of the marina to capture a new profit opportunity. To the local community, these critical links serve as indirect revenue generators beyond the simple slip rentals through reduced public capitalization and/or added tax returns.

Highest investment return occurs with fewer, larger slips. The simple layout and engineering of the marina can also have tremendous impacts on costs and economic benefit. Considering the unit costs for dockage and annual rental returns, fewer but larger slips have been shown to have a payback twice that of the smaller but more numerous slips. The goal for the client is to develop a plan that maximizes the return—not necessarily the number—of slips. Fewer, larger slips offer the greatest cost benefit.

Marina layout strongly impacts infrastructure cost. Proper layout can also shift a potential project from feasible to unfeasible, or vice versa, when utility infrastructure costs are considered. This is particularly true when the marina accommodates many large vessels with high power demands. Because larger yachts tend to be berthed furthest offshore in naturally deeper water, high-voltage power and transformers must be run out on every pier in a traditional design versus a single-service run and transformer (Christmas tree) plan.

Proper dockage orientation reduces risk. In coastal regions with strong onshore/offshore winds and chance of wave action, choice of layout will also affect the structural design of dock systems and the associated impacts on costs. The traditional layout will position moored boats with their beams to wind and waves, while the tree arrangement points the boats into the weather. Loads on the dockage system in the tree arrangement are significantly less, reducing anchorage loads and required structure. These factors can reduce capital costs because the dockage may be installed with potentially fewer piles and a less robust system, while still achieving the same performance. This arrangement also reduces risk to the client because moored vessels are better able to withstand adverse weather.

Modern boating communities expect increased amenities. Amenities, services, and security also influence marketability. Modern marinas integrate functional requirements into aesthetic elements of the marina. Restroom, shower, and laundry areas are incorporated into gatehouses, which provide controlled access to the berthing areas so that facilities may be safely used 24 hours a day. Depending on the size and arrangement of the marina, these facilities may even be placed on a floating pad out in the middle of the marina to best serve patrons. Fish-cleaning stations are upgraded from simple chopping tables, where waste is tossed back into the water, to sheltered service centers with wash-down and waste-grinding facilities that can be incorporated architecturally as part of the marina center, blending function with the aesthetics of the site.

Real and perceived security balances access with privacy. Security in the marina, in general, remains a challenge to meet the boater's desire for privacy as well as the public's desire to experience the water's edge. Current trends are to offer gated approaches to docks that do not appear to be barbed-wire barriers, but rather totally transparent security limits such as glass-enclosure dock gates. Separation of public and private uses can also be achieved passively with simple design elements such as elevation changes between floating docks and fixed pathways.

Architecture

Atkins' architecture group offers comprehensive architectural, interior design, and related engineering services to the public and private sectors for a variety of structures. The design ability, technical expertise, and

commitment of the architecture group enable Atkins to serve its clients effectively. The architectural team is dedicated to achieving design excellence by integrating the "art" of architecture with a project's functional components. We achieve this goal by encouraging client participation throughout the project including conceptual design, programming, computer scheduling, budgeting, and construction administration. Atkins' architecture group enjoys meeting the challenges presented by the specific design needs of individual clients, and is committed to providing superior solutions to all projects, large or small.

Sustainable design. Atkins has always felt a deep responsibility to be good stewards of our planet. We strive to be sensitive with regard to selection of sites and materials for development. Atkins believes in and supports the efforts of the U.S. Green Building Council (USGBC), as reflected by the two members of our proposed team who are accredited as Leadership in Energy and Environmental Design (LEED) professionals. LEED is a nationally recognized effort to provide the most energy-efficient designs, resulting from recognition of the importance and impact of our environment on our quality of life.

Ecological and environmental sciences

Atkins maintains a team of qualified ecological and environmental scientists with backgrounds covering all phases of natural and life sciences. As such, we are able to provide expertise for a wide range of services including environmental assessment and analysis, wetlands ecology, dredge and fill permitting, habitat analysis for endangered species, vegetative mapping, long-term monitoring of wetland and upland plant and animal populations, water quality modeling, and resource management.

The firm has developed an excellent reputation for assisting clients through the maze of environmental regulations and developing efficient and innovative solutions to complex regulatory problems. Atkins also has extensive experience in conducting research and investigations, and preparing studies and documents that comply with the requirements of the National Environmental Policy Act (NEPA) and Clean Water Act.

Atkins is also recognized for its ability to develop and implement comprehensive ecological restoration and water management plans for a wide variety of natural resources including lakes, estuaries, wetlands, and threatened upland habitats. We have incorporated various innovative strategies such as fish and wildlife management, pollution abatement using wetland treatment, mitigation banking, prescribed burning, monitoring, natural erosion control, and adaptive management. In addition, we are frequently called upon to provide specialized expertise in such challenging areas as natural resource damage assessment, expert witness services, and ecological risk assessment.

Water

Today's critical water issues—flooding, water quality degradation, limited water supplies, wastewater disposal, and habitat loss—all require comprehensive solutions. From responsibility for cleanup of past contamination mistakes to solving the dilemma of decreasing natural resources, Atkins has been providing clients with water solutions since our inception in 1960. Our engineers, scientists, analysts, and other environmental professionals offer unmatched expertise, as displayed through the many "firsts in the industry" our designs have achieved. Examples include landfill liner applications in areas of high groundwater, membrane technologies to create new sources of potable water, and wetland mitigation banks to offset project impacts.

Additionally, our early success in large-scale, human-created wetland systems set the standards for their use in advanced wastewater treatment. Atkins' services in all areas of water treatment, supply, and resources include the following:

- Water and wastewater treatment
- Solid waste management
- Stormwater management and modeling
- Facilities planning and water transmission design
- Flood control
- Hazardous waste management

Atkins' environmental professionals are experts in current regulatory standards through participation on rule-making and advisory committees, and through ongoing involvement with the regulatory process at the local, state, and national levels.

In addition to their expertise, our staff members maintain and use cutting-edge technology and innovation to solve today's environmental challenges. We have successfully

integrated information technologies with asset management and complex regulatory permits. Our new computer models have withstood regulatory scrutiny in areas where no standard previously existed. And working closely with our utility clients, Atkins is implementing efficient human-machine interface systems that increase operating efficiency and reduce operating costs.

Federal

Applied technologies. Atkins' applied technologies group, a division of our federal service line, offers full life-cycle data management. Our technology applications include program management, data collection, and emergency response. The applied technologies group provides solutions for projects in the following areas:

- Emergency response
- Asset management
- Land acquisition
- Permit tracking
- Modeling integration
- Constraints mapping
- Floodplain management
- Master planning
- Corridor analysis
- Public information
- Project collaboration

For many years, Atkins has recognized the importance of putting advanced technology to work for our clients. Today Atkins is designing and implementing information solutions for geographic information systems (GIS), web-based applications, database analysis, asset management systems, project-specific websites, and mobile/wireless applications. Our information solutions staff includes business analysts, system architects, programmers, analysts, web designers, hardware and network installation specialists, and certified instructors familiar with the projects and procedures of our core business sectors. Our approach addresses the flexibility, scalability, and reliability needs of our clients. Our goal is to provide systems that streamline an organization's business processes, while taking full advantage of technology to allow for more efficient and effective data management.

Risk and emergency management. From hurricanes and tornadoes to floods and earthquakes, Atkins personnel have responded to every type of catastrophic disaster to affect the United States since 1975.

Experience has taught us how to help our clients get the most out of their available recovery funds and how to guide them successfully through the complex federal disaster planning and recovery process. With capabilities that encompass the full spectrum of program management, engineering, and support services, we provide a single-source solution for clients who want to manage their own disaster recovery programs.

Construction

Recognizing the importance of effective construction services in the success of infrastructure projects, Atkins created a construction services division in 1992. Since then, Atkins has provided quality construction services including construction management, construction engineering and inspection (CEI), and other critical functions for construction projects across the United States and the Caribbean. Atkins construction services include the following:

- Construction management
- Construction engineering and inspection
- Construction observation
- Contract administration
- Program management
- Computerized scheduling
- State-of-the-art estimating
- Construction claims analysis
- Claims management services

Our experience includes highways, bridges, water and wastewater treatment plants, seaport and airport facilities, marinas, commercial and multifamily buildings, and special projects. For some clients, we serve as an extension of staff to oversee projects and ensure completion according to specifications—on schedule, and within budget. For others, we are effective representatives during the implementation of innovative project delivery systems.

Transportation

With more than 50 years of experience working for state transportation departments, regional agencies, expressway authorities, private developers, and municipalities, Atkins is one of the leading transportation planning and engineering consulting firms in the nation. Atkins offers the depth of personnel and resources necessary to successfully support diverse transportation assignments ranging from small intersection improvements to interstate and tollway designs. The "concept-to-concrete" skills of our transportation professionals include the following areas:

- Transportation design and planning
- Traffic engineering
- Program management
- Transportation financing and strategic planning
- Aviation services
- Right-of-way property acquisition and relocation
- Multimodal/transit systems
- Structural design
- Ports and marinas
- Public information
- Intelligent transportation systems

While we have an impressive record of solving today's complex urban and rural transportation challenges, Atkins is keenly focused on the needs of tomorrow's transportation system users and managers who face tougher demands and more complex constraints than ever before. Our experts continually strive to compile the necessary resources for providing clients with transportation solutions that integrate our in-depth understanding of the industry with innovative technology-based solutions.

Proposed subconsultants

Atkins' subcontractors, as identified here, will further supplement our capabilities and services to the City of Key West. Members of our project team offer extensive backgrounds in coastal engineering, beach management planning, and coastal construction in Florida. They also offer an excellent combination of state-of-the-art expertise, current local knowledge throughout the state, and familiarity with the south Florida region.

KACO KADERABEK COMPANY

Kaderabek Company (KACO) is a consulting engineering firm specializing in construction observation, materials testing, foundation engineering, geotechnical engineering, geology, and hydrogeology. The firm has been working in south Florida for over 25 years. KACO employs more than 20 staff, including three Florida-registered professional engineers. The firm's Miami-Dade County location houses an office/testing laboratory encompassing 8,000 square feet.

PEREZ ENGINEERING & DEVELOPMENT, INC

Perez Engineering & Development, Inc. (PE&D) is a professional engineering consulting firm that provides professional services in public, industrial, military, and private sectors. Based in Key West, PE&D's staff has a proven record in successfully managing and completing complex multidisciplinary projects throughout Florida and the Caribbean. The firm's services include engineering, regulatory approvals and coordination, permitting, and construction services. PE&D's project planning and management approach controls both capital costs and engineering fees, and demonstrates its ability to meet schedule and budget requirements.

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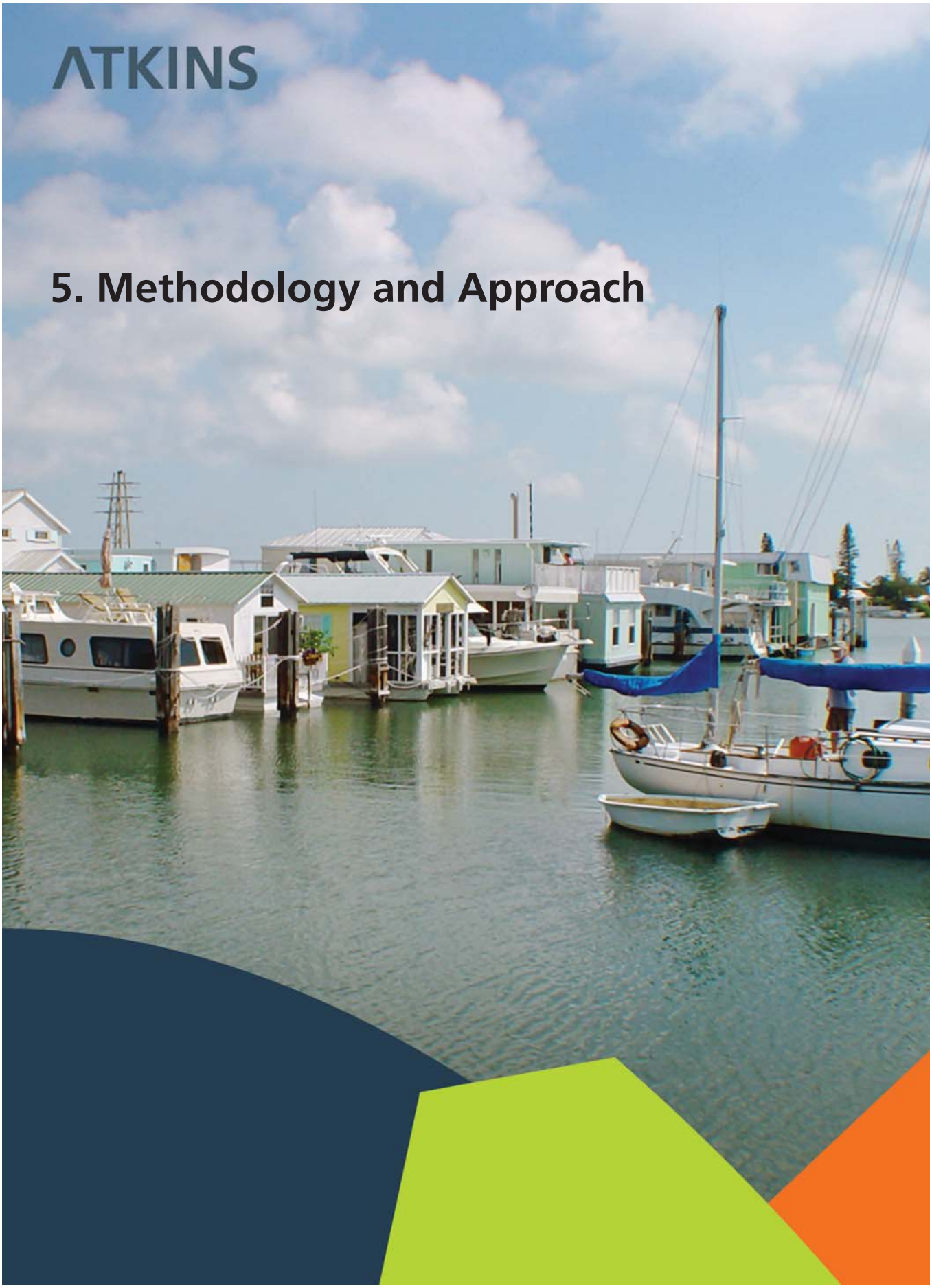
5. Methodology and Approach



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5. Methodology and approach

Atkins' experience provides a comprehensive understanding of the City of Key West's needs.

Project understanding

This project involves complete removal of the existing fixed Tarpon Pier and all associated mooring pilings, utilities, trash, and debris. Work is limited to waterside only with no upland improvements. No work will occur in the parking lots, unless disturbed or altered to install utilities, and no dredging is included. The existing pier will be replaced with a heavy-duty floating pier designed for multi-story houseboat loadings to remain moored at the pier during hurricane conditions (e.g., high winds with storm surges of eight feet.

The new project will include a center walkway approximately 10 feet wide) and T head dock approximately 6 feet wide). Houseboats will moor to heavy duty pilings and large cleats along the walkway. No finger piers are included. The new pier will maintain, to the maximum extent possible, the same "footprint" as the existing pier. Utilities will match those existing and the utility pedestals and lighting will be salvaged for reuse.

The design model for the pier is the Marlin Pier, reconstructed two years ago, utilizing the Gator Dock system with IPE wood decking, and Gator Dock aluminum gangway, hinged on rollers.

Currently, the preferred construction includes 18-inch x 18-inch precast concrete piles, about 30 feet long, extending about 9 feet above the floating dock. Pile embedment is about 10 feet into the coral rock.

Installation will likely require pre-drilling and driving the piles, or possibly drilled and socketed piles with tremie.

Although all houseboats should be relocated during construction, this may not be entirely possible due to the lack of available slips at other marinas. Alternatives to relocation will need to be explored, which may include working around the boats, phased construction, haul-outs, and temporary dock moorage. The potential for damage to frail houseboats and the associated liability will also need to be considered.

The project will require approvals and permits at the local, state, and federal levels. State and federal approvals will be facilitated via a joint permit application to the Florida Department of Environmental Protection (FDEP). Atkins has a long history of working with a variety of coastal clients and have solid working relationships with the regulatory personnel within the agencies involved in the process. Atkins has provided these same services on behalf of FDEP for the Ft. Zachary Taylor Breakwater Rehabilitation Project through our statewide contract, and is currently providing seagrass and coral monitoring and agency negotiations for Smather Beach Sand Placement project, conducting coral mitigation plan development for U.S. Army Corps of Engineers (USACE) for shoreline stabilization of Ft. San Geronimo in Puerto Rico, seagrass mitigation plan formulation for dredging of the Lockheed Martin defense contractor in Riviera Beach, and is entrusted with the Pilot Pole and Troll Zone seagrass monitoring project with Everglades National Park. This past January, Atkins biologists received approval from NMFS on the coral mitigation plan for Ft. San Geronimo in only two months and we expect to deliver this same timely response for the City on this project.

Programming

After meeting with the City of Key West to identify the key players, points of contact, project goals and objectives, and deliverables schedule, Atkins will develop a work plan for the project. The work plan will outline the general parameters to be followed during the development of the project. These guidelines will be utilized by the design team, subconsultants, construction managers, contractors, and suppliers. All members of the group will report to Atkins' designated project manager.

The programming phase will begin with prepaing a "Basis of Design" narrative that will discuss and describe the design in each of the disciplines appropriate to the project, and identify all stakeholders of the project. This effort will include meetings with the City and designated stakeholders to obtain current directives for the project.

The Basis of Design narrative will address maintenance of traffic, both upland and within the City Marina channels, in order to provide free flow of traffic including service, delivery, and emergency traffic, at all times. It will also address houseboat residents on the Tarpon Pier who must be relocated as well as adjacent houseboat residents affected by project construction. The report will include the implementation of an effective quality assurance and control plan to assure quality throughout the project.

Atkins will conduct an object assessment of the existing marina facility to consider the condition of existing utility systems to salvage, accessibility of shoreside utilities, marina basin depths, water quality, environmental resource protection, wind and wave exposure, aesthetic qualities, and marina maintenance and operations. The results of this assessment will be documented and submitted to the City. Specific items for consideration in design of the replacement pier include the following:

- Wind loadings (high wind loads on large houseboats)
- Storm surge
- Wave impact (not expected to be a problem due to harbor protection)
- Lighting, properly shielded, with light directed where needed to avoid spillage and reduce navigational hazards. LED light sources will reduce power needs and avoid mercury contamination.
- Sanitary pump out selected for user friendliness, effectiveness, and longevity
- Water systems with proper backflow protection and pressure regulation to prevent damage for onboard plumbing systems
- Fire protection systems selected for use on floating docks and ability to pressurize rapidly without damage to infrastructure
- Meeting shore power requirements for newest houseboats (50A/50A, 125/250V demands with proper grounding systems). Wiring and electrical components chosen for marine environment.
- Cable systems for high-speed data transfer
- Security camera systems for surveillance by City and residences via Internet
- Provision of dock boxes and other dock amenities of houseboat population
- Anchor piles designed for proper embedment to resist uplift during storm surge, strong enough to resist breaking from lateral forces, and properly spaced along the dock for maximum load distribution
- Connecting dock hardware selected to allow docks to float up and not bind during storm surge
- Cleats properly connected to dock framing rather than the deck
- Docks designed for the marine environment, high stress yet flexible and stable; and capable of absorbing wave heights anticipated within the marina basin and impacts from untethered vessels
- Decking resistant to severe marine exposure, daily wear and tear of dock carts, cool under foot, and aesthetically attractive

Atkins will contact the utility providers, Keys Energy Services (KEYS), Florida Keys Aqueduct Authority (FKAA), ATT, Comcast, Waste Management, and the City of Key West to coordinate the service improvements to the pier.

It is understood that the project site is part of a highly active waterfront with continuous and ongoing functions. All components, configurations, and materials

will be selected with the utmost consideration for durability, life-cycle cost, well-coordinated components, sustainability, maintenance, safety, security, and function. Construction will be planned so that it can be performed in a manner that minimizes impacts to these activities in the shortest possible period of time. Temporary relocation of houseboats will be planned as part of the design process, not as pre-construction. Atkins will assist the City of Key West, either with support or to facilitate public meetings for the project.

Design

Based on the results of the existing marina assessment and the City's direction, Atkins will prepare a proposed improvement program for the pier. Recommended components will be presented in the form of performance requirements and, where appropriate, a preferred model and manufacturer. Design phasing will be progressively developed from schematics through construction documents, with each phase including plans, specifications, and cost estimates. A presentation to the City will accompany each phase.

Field surveys

Field work anticipated for the project includes benthic surveys, topographic surveys, bathymetric surveys, and geotechnical surveys.

Permitting

To support the engineering aspects of this project, Atkins has a highly qualified team of marine biologists that understand the requirements of FDEP, Florida Keys National Marine Sanctuary (FKNMS) and the National Marine Fisheries Service (NMFS). It is expected that since this project is being built within the same footprint, it should qualify for exemptions from the state regulatory process. We will address federal requirements for any coral impacts that may result from piling replacements.

Atkins biologists will work with the design team to define the project's geographical boundaries and develop a detailed understanding of its marine resources. The resources that will require documentation include seagrass and coral species known to occur with the marina basin. Atkins will develop a mitigation plan to address project impacts and expeditiously facilitate

permit issuance. The mitigation plan, if necessary, will include manatee and small tooth sawfish monitoring protection measures during construction, turbidity monitoring and control, means and methods of construction, and coral transplantation methods.

Concurrent with preparation of the construction documents, Atkins will meet with state and federal regulatory agencies to introduce the project and discuss the permit requirements for the project. Unless the project downsizes to simply replacing existing docks within their original footprint, permit exemptions are not likely. It is expected that a USACE individual permit and FDEP environmental resource permit will be needed for the project.

Using preliminary drawings prepared to the 30 percent stage, Atkins will submit a joint permit application to FDEP for the proposed work. The exhibits will be prepared as appendices to the permit application package.

Upon receipt of requests for additional information from the agencies, Atkins will prepare and submit a response. Requests by the agencies for further studies may require additional services contract amendments with the City.

Construction documents phase

Utilizing the City's approved plan developed in the process described above, Atkins will prepare construction drawings, specifications, and related

contract documents. It is anticipated that the documents will be delivered to the City for review and comment at the 30, 60, and 90 percent and final stages of completion. Atkins will prepare and submit applications for site and environmental approvals to the City of Key West, as appropriate. It is recommended that pre-construction work include an existing conditions survey of the houseboats designated for relocation prior to moving them. Atkins can perform this in the form of a photographic record of the exterior of each houseboat.

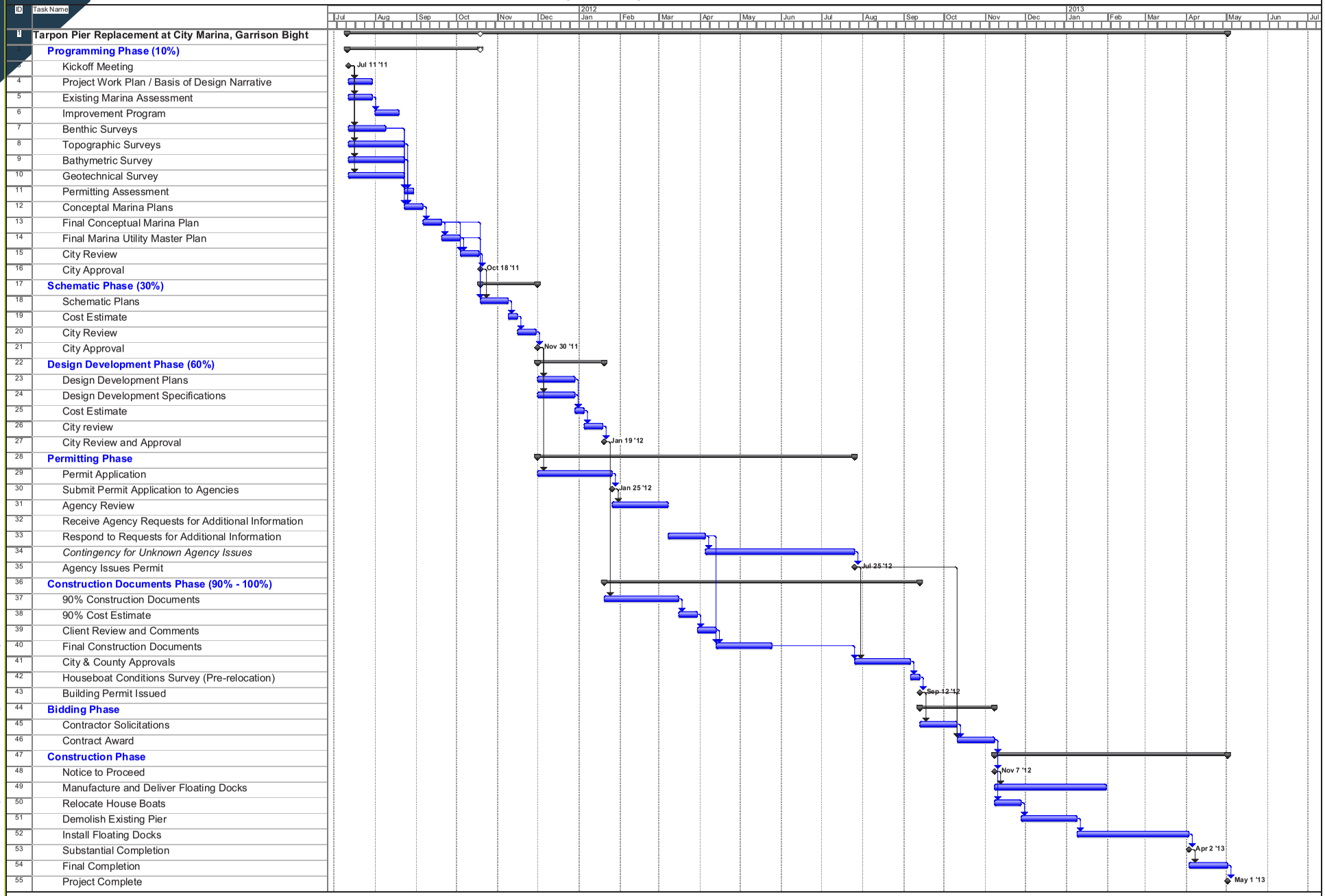
Bidding and construction phase

At the City's request, Atkins can provide limited or full resident representation services during construction. Limited services are anticipated to include assisting the City with preparation of bid advertisements, reviewing bids, recommendation to award a bid, attending the pre-construction meeting, responding to requests for information, periodic visits during construction, reviewing pay requests, and conducting substantial and final completion inspections. The work may also include the required notifications to permit agencies prior to, during, and after construction, and assisting with water quality testing and reporting during construction.

Design and construction schedule

On the following page is a proposed project schedule. It is expected that the critical path will be the environmental resource permitting process. Without more background on the project, the work and effort needed to complete the application can only be estimated.

Tarpon Pier Replacement
City Marina - Garrison Bight
City of Key West, Florida



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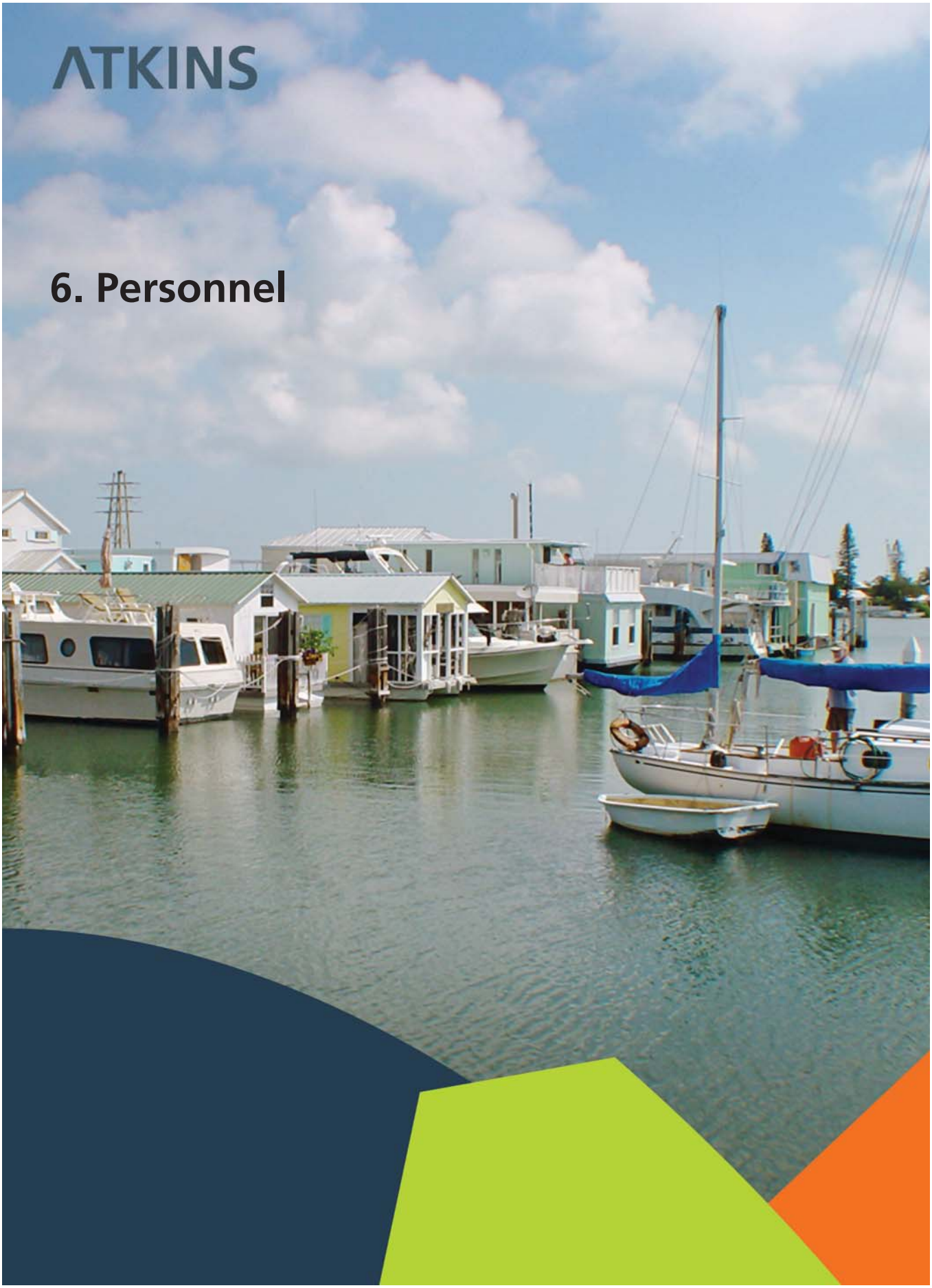
6. Personnel



Education
M.S., Physical Oceanography, Florida State University, 1990

B.S., Civil Engineering, Ohio State University, 1980

Registrations/Licenses
Professional Engineer:
Florida 39523, 1988
Louisiana 31881, 2005

Certifications
International Association of Nitrox and Technical Divers (IANTD)

Professional Association of Diving Instructors (PADI) Divemaster

National Association for Cave Diving (NACI) (Cavern Diving)

William "Ken" Jones, PE
Principal-in-Charge

Mr. Jones has 30 years of civil engineering experience providing project development, management, design, permitting, and construction administration services for land development and planning projects, as well as multidisciplinary studies in coastal and estuarine systems. His expertise includes modeling and design of stormwater management facilities, subdivision layout, roadway planning and design, wetland restoration, estuarine circulation, and multidisciplinary studies in coastal and estuarine systems. With a background that also includes more than 20 years of engineering and physical science experience with coastal engineering water resource management and planning, Mr. Jones provides technical guidance throughout the firm in the field of physical/coastal oceanography. As the chief technical expert in this area, he is responsible for the design and direction of complex research efforts, monitoring activities and developments in the areas of coastal oceanography and coastal engineering, and taking part in quality assurance reviews including stormwater management modeling and design of facilities, wetland restoration, and estuarine circulation. His experience includes:

Port Master Plan, Port Manatee, Florida, Port Engineer. Mr. Jones was the project manager for this work for Port Manatee. Atkins has just completed the port's 2030 Vision Plan and a series of conceptual master plans including development of the North Port container facility and new wharfs. This strategic proposal for the port was approved by the Port Authority for inclusion in the 2030 Master Plan being prepared by Atkins. In addition to examining the new container terminal, the master planning team is looking closely at reallocating waterside and non-waterside uses to maximize the highest-valued lands. This entails planning for movement of non-waterside uses to backlands. The facility plan includes extensive modifications to navigation channels and new berthing facilities for Panamax and post-Panamax sized vessels.

Port Master Plan, Port of Panama City, Florida, Port Engineer. Mr. Jones is providing technical assistance and quality assurance oversight for the Atkins ports team, preparing the new 2012 Port Master Plan. The master plan looks at maximizing the existing uses of the wharfs with a role toward initiating container operations. Atkins is also developing preliminary plans and permit documents for two mooring dolphins to allow more efficient use of berthing for this facility.

Port Master Plan, Port of Port St. Joe, Florida, Port Engineer. Mr. Jones was selected as port engineer for the Port of Port St. Joe for implementing the Port Master Plan. Tasks associated with this contract included technical support for facilitated public meetings with regard to the expansion of port services and site development. The Atkins team provided the port with immediate short-term (five-year) and long-term (ten-year) planning and economic analysis for expansion into new markets including containers, break bulk, and bulk uses. Atkins also represented the Port as its engineer in public meetings for the purpose of developing port activity consistent with community growth and planning objectives.

Education
M.S., Structural Engineering, University of Connecticut, 1976

B.S., Civil Engineering, University of Connecticut, 1973

Registrations/Licenses
Professional Engineer:
Florida 31852, 1982
Maryland 17943, 1992
Massachusetts, 3005, 1980
South Carolina 21515, 2001

William P. Pitcher, PE
Project Manager

Mr. Pitcher is a civil/structural engineer with 36 years of experience in the areas of design, contract administration, construction inspection, and office management for numerous civil, coastal, structural, environmental, and hydraulic engineering projects. His background includes design of wastewater treatment facilities, pump house renovations, pump stations, water filtration improvements, primary sedimentation tanks, maintenance facilities, and chlorination facilities; design of all types of marine structures as well as port development studies, cruise terminal restorations/expansions, and structural evaluations; inspection and evaluation of construction materials used in historical structures; and structural design of highway bridges, toll plazas, mass transit systems, and commercial/industrial buildings. He is currently responsible for implementation and monitoring of the firm's structural quality control programs for marine and building projects. His experience includes:

Program Management Consultant, Port of Miami, Florida. Mr. Pitcher serves as program manager for Atkins' multi-year program management consultant assignment at the Port of Miami. The project includes the management of construction manager-at-risk contracts for port infrastructure improvements including new cruise terminals, port access and internal roadway systems, security gates and surveillance upgrades, TWIC implementation, cruise and cargo berth improvements, gantry crane electrification, and crane rail upgrades. The assignments include close coordination with cargo terminals operated by APM Terminals, Seaboard Marine, and Port of Miami Terminal Operating Company, LLY (POMTOC).

St. Cloud Lakefront Park Marina, St. Cloud, Florida. Team member. The park and marina were home to a number of annual festivals and celebrations sponsored by the City of St. Cloud. The marina and park facilities were more than 40 years old and no longer satisfied the needs of the events and a growing community. The two key elements of the project included expansion of the existing marina from approximately 44 slips to 143 slips, and a marina walk with sea wall and civic plaza adjacent to a new 10,400-square-foot marina building and banquet facility. Other important elements of the design included two trailhead locations along a lakefront trail, new three-lane boat launch, larger and more efficient parking and circulation system for boat trailers, new 900-square-foot restroom and stage building, large performance lawn, splash pad and playground structure near an existing beach area, new shade pavilions and park furnishings, redesigned parking areas to service the park and marina building, extensive landscape improvements, and wetland mitigation plantings.

Crandon Park Marina, Key Biscayne, Florida. This project involved environmental and structural issues at the marina. The structural aspects entailed evaluation and engineering of fender piles, seawall and bulkhead system, pier caps, and marginal docks as well as new upland tenant spaces of the Crandon Park Marina. The project involved professionals from various divisions to determine environmental and structural conditions in the basin around the seawall as well as the condition of the seawall and landside structures.

Education
B.S., Civil Engineering, Newark College of Engineering, 1971

Registrations/Licenses
Professional Engineer:
Florida, 25983, 1978
Texas, 108031, 2011
Mississippi, 19125, 2009
New Jersey, 23811, 1977

National Council of Examiners for Engineering and Surveying (NCEES), 37282

Certifications
Professional Port Manager (PPM), American Association of Port Authorities (AAPA)

Robert K. Tolsma, PE, PPM

Quality Assurance/Quality Control

Mr. Tolsma is a project director with Atkins' ports engineering division. He has been involved with the design and construction of port facilities and related functions for most of his 39-year career. This work has centered on port facilities planning and development, port operations planning, railroad design, heavy-duty roadways, support facilities, and dredging. His specific responsibilities have included project management, client coordination, cost estimating, project scheduling, contract document preparation, manpower planning, and construction observation. Mr. Tolsma was lead representative for general engineering consultant assignments for the Ports of Manatee (23+ years), San Francisco, Tampa, and Pensacola. His experience includes:

Financial Master Plan for Puerto Rico Maritime Transportation Authority, Hato Rey, Puerto Rico. The work includes preparation of a ferry system-wide financial model for its past, present, and future operation, and maintenance and capital plans.

Redevelopment of the Seaboard Container Terminal–Port of Miami, Miami, Florida. Mr. Tolsma served as project manager and oversaw the redevelopment of the Seaboard Container Terminal. Efforts included design and contract administration for the five-phase redevelopment of this facility while it remained in operation. Improvements included the conversion of the site for higher efficiency yard equipment, drainage improvements, high mast lighting, and utilities upgrades.

Port Expansion and Improvements, Port Manatee, Florida (Manatee County Port Authority). Principal-in-charge/project manager. This project involved a $130 million expansion to the port, and is the largest new construction environmental permitting project in the past 30 years in Florida. It included complex interactions involving the U.S. Army Corps of Engineers (USACE), and various federal, state, and local agencies. Responsibilities also included assisting the Port in gaining more than $30 million in grants and financial assistance. This project created the potential to increase the port's capacity by more than 50 percent.

Planning for New City and Port, Tianjin, China (Tianjin Economic Development Authority). As project manager, Mr. Tolsma managed the preliminary planning of a 56-square-mile (145-square-kilometer) new city and port for the Tianjin Economic Development Authority. Plans included industrial, commercial, residential, and recreational areas; bulk materials industrial port; and five-terminal cruise and entertainment complex.

Manatee County Port Authority Berths 4, 5, 6, 7, 11, and 12, Port Manatee, Florida. Mr. Tolsma served as proejct manager and oversaw the planning, design, permitting, and construction administration of more than 7,500 linear feet (2,286 meters) of industrial and mixed-use berths.

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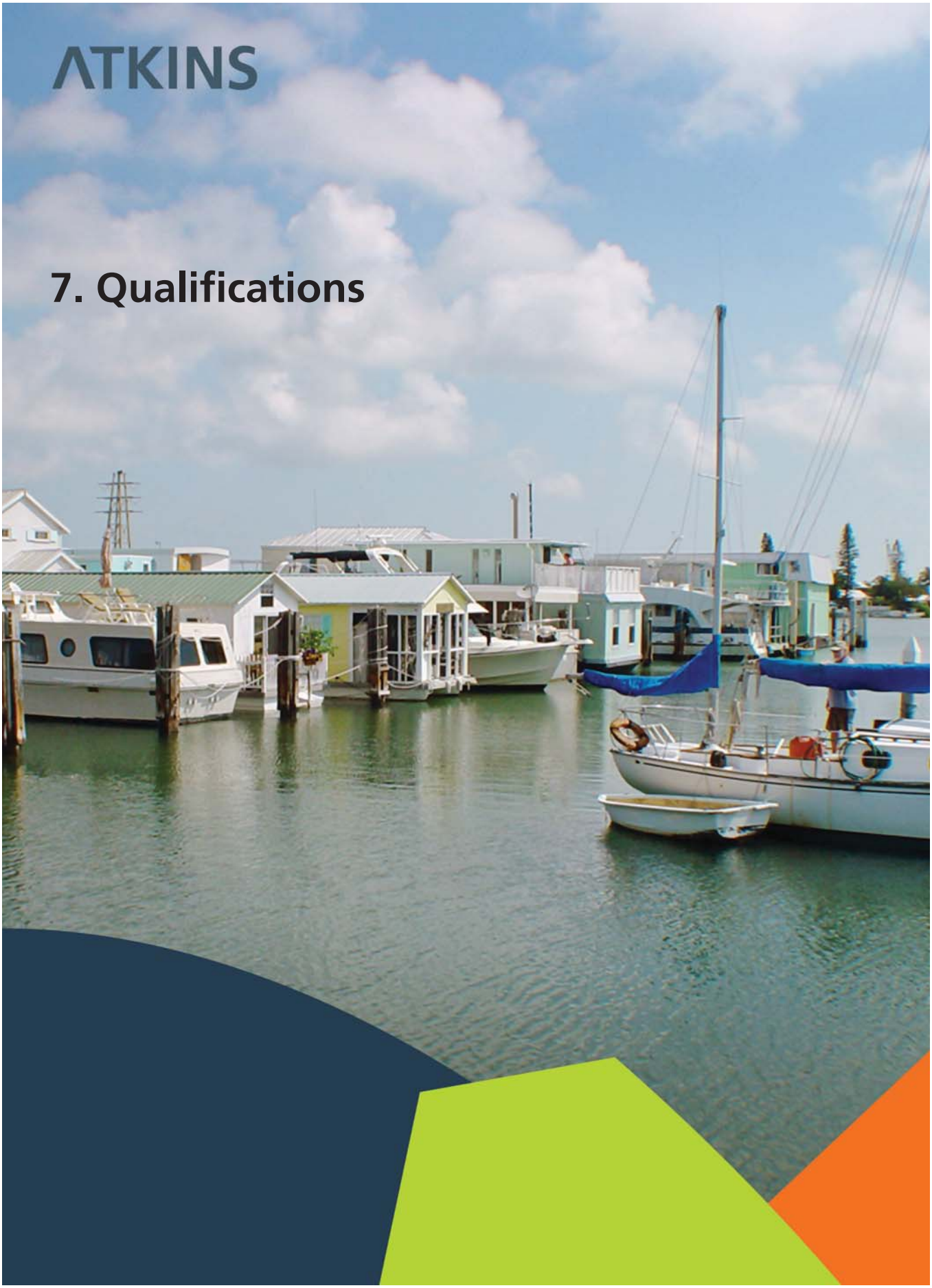
7. Qualifications



7. Qualifications

Atkins commits to providing the City with a project manager who integrates with, and becomes an extension of, the City's staff.

Proposed project management

Our corporate structure has been purposefully developed in a way that allows us to draw upon the technical resources of our entire firm, as needed, to successfully accomplish any assignment. This diverse capability is key to the success of the City of Key West's municipal marina project, and allows us to develop project teams with broad-based experience that will facilitate efficient project management and reduce time, costs, and risks for our clients. Atkins commits to the City of Key West to provide a project manager who integrates with, and becomes an extension of, the City's staff. All Atkins managers employ a demonstrated management approach that is highly effective in facilitating both quality and contract compliance in the performance of projects. Critical components of our management approach include:

- An organizational structure that provides clear lines of authority, responsibility, accountability, and communication.
- A team led by a project manager with a proven track record of managing multi-task contracts.
- Tools that support the project manager in planning, scheduling, budgeting, performance measurement, performance evaluation, and quality control.
- Project tracking and documentation procedures and systems that facilitate early identification of performance issues.
- A methodology for timely and effective corrective action, when required.
- Standard subcontractor procurement and management methods.
- Formalized communication requirements to facilitate teamwork.

Proposed personnel

Atkins knows that successful initiation, production, and completion of any project will require two ingredients prior to beginning work activities. First, the team's organizational structure must enhance lines of communication and production of the product. Second, experienced, task-specific personnel must be assigned to implement the needs of the client as detailed in the scope of work.

Our team, as shown in the organizational chart in Section 3, is designed to be responsive to the needs of Key West by providing the necessary technical expertise. This structure incorporates clean and simple lines of communication, a unified team operating under the overall direction of an experienced project manager, distinct divisions among various disciplines to better define our skills, assignment of technically skilled specialists and senior managers for strong direction and project oversight, and a flexible organization for multi-tasking of the team's response to changing project demands.

It is Atkins' policy to actively recruit professionals who are the best in their respective fields and to keep personnel turnover to an absolute minimum. Several of our senior-level managers and other technical support personnel have more than 10 years of service with Atkins. This low turnover translates to minimal learning curves, so little time is needed to assemble or train employees to fulfill project requirements.

As demonstrated throughout this statement of qualifications, Atkins' multi-service capabilities, relevant experience, strong project team, and regional geographic presence offer the combination of resources needed to provide highly successful professional consultant services to support the City.

Key Atkins Team Members

William "Ken" Jones, PE, principal-in-charge. With more than 29 years of experience conducting civil and coastal engineering projects, Mr. Jones is the division manager for the coastal and waterways engineering division, which includes the Atkins ports program. He provides technical supervision of ports and coastal engineering projects for the firm. As a principal engineer, he also provides technical guidance throughout the firm in the field of physical/coastal oceanography. Mr. Jones is the chief technical expert in this area, and is responsible for the design of facilities, direction of complex facility design, research efforts, and monitoring of activities and developments in the areas of coastal oceanography and coastal and ports engineering.

William P. Pitcher, PE, project manager/marine structures. Mr. Pitcher has more than 30 years of experience in the fields of civil, structural, and hydraulic engineering including design, contract administration, construction inspection, and office management. He is

also responsible for the implementation and monitoring of Atkins' structural quality control program for marine/coastal and waterfront projects. Mr. Pitcher's experience in preparing construction documents and study reports in the field of marine/structural engineering includes waterfront parks, marinas, sea wall construction, harbor dredging and spoil disposal, jetties and groin construction, beach erosion protection and prevention, environmental impact report preparation, permit applications, and expert witness testimony.

Robert K. Tolsma, PE, PPM, quality assurance/quality control. Mr. Tolsma is a project director in the ports engineering division of our Tallahassee office. He has 39 years of experience related to the design and construction of port facilities. His specific experience has included project management, client coordination, cost estimating, project scheduling, contract document preparation, staff-hour planning, and construction observation. Mr. Tolsma is the first and only private sector professional to successfully complete the requirements for certification as a Professional Port Manager (PPM) from the American Association of Port Authorities (AAPA).

Steven E. Pophal, RLA, CLA, dockage planning and design. Mr. Pophal has 38 years of experience in the fields of landscape architecture, site design, site infrastructure planning, master planning, and waterfront development including theme parks, resorts, waterfront promenades, and marinas. His expertise includes planning and preparation of plans for the acquisition of permits for the National Pollutant Discharge Elimination System (NPDES), best management practices, and sediment and erosion control. His experience in the development of sediment and erosion control plans and Chesapeake Bay Act compliance led the Virginia Department of Conservation and Recreation to exhibit his work as the sample plan and report in the Virginia Erosion and Sediment Control Handbook, third edition, 1992.

Lizbeth Childs, PE, dockage planning and design. Since joining PBS&J in 2004, Ms. Childs' coastal engineering expertise has supported a variety of projects ranging from marinas, shoreline protection structures, fishing piers, dredging, state and federal permitting, development of plans and specifications, and cost estimating. As an authorized member of the PBS&J scientific diving team, Ms. Childs is available as a dive team member for coastal inspections, monitoring, and data collection.

David L. Conrad, PE, marine structures. Mr. Conrad is a senior structural engineer with 21 years of experience with structural engineering analysis and design. His background includes establishing design criteria, loads, and conditions for structures; reviewing shop drawings for accuracy, completeness, and errors; cost estimating; and scheduling. Previous project experience includes design of loading docks, display structures, awning, bracing system for industry and residential supports and structures. He was also responsible for construction inspection to ensure that projects were built in accordance with design drawings and specifications.

Adam Gelber, **environmental resources and permitting**. Mr. Gelber serves as group manager for the southeast coast of Florida for PBS&J. He has over 15 years of experience in the ecological and environmental field. He has worked on a wide variety of projects that involved wetlands and groundwater remediation, formal jurisdictional reviews and permitting of wetlands for construction purposes, wetland design and construction, environmental assessment (EA) and environmental impact statement (EIS) evaluations, water quality monitoring, seagrass restoration/mapping, and coral reef monitoring and mitigation.

Stacey B. Roberts, **environmental resources and permitting**. Ms. Roberts, a project manager in the coastal and waterways group, has been involved in working with FDEP's Bureau of Beaches and Coastal Systems (BBCS) on a variety of tasks that include contracting and permitting since early 2001. Her background of more than 11 years in coastal/ocean engineering includes managing post-hurricane coastal surveying and assessments; providing water-quality monitoring for residential developments; and providing engineering support for debris-removal, marine sanctuary monitoring, shoreline revetment restoration, beach nourishment, and environmental permitting projects.

Pedro L. Trevin, PE, electrical engineering. Mr. Trevin has more than 41 years of experience in providing electrical engineering services for office buildings, schools, hospitals, dormitories, parking garages, theaters, and detention facilities. He has also performed electrical engineering for airports, marinas, wastewater

treatment plants and pump stations, solid waste facilities, apartment buildings, military facilities, parks and recreational facilities, port terminals, food markets, department/retail stores, shopping centers, rapid transit facilities, toll facilities, movable bridges, building re-certifications, value engineering, due diligence reports (field inspection of existing buildings), parking lot lighting, and roadway lighting. He has frequently served as electrical project manager on assignments from state and local agencies and is knowledgeable about the diverse regulations governing design on such projects. He is also a certified Uniform Building Code Inspector (UBCI) for public educational facilities in the state of Florida.

Clifton "John" Alford, PE, LEED AP, Mechanical/ Plumbing. A licensed fire protection engineer, Mr. Alford has 29 years of mechanical engineering experience including expertise in the design of fire protection and plumbing systems. He has provided engineering design support for more than 20 federal projects over the past two years. He has extensive knowledge of the International Plumbing Code and National Fire Protection Association (NFPA) codes, applying this knowledge in project designs. His additional expertise includes domestic water design, water-based fire protection design, hydraulics calculations, and specification writing and editing. NFPA Codes: NFPA 10 Standard for Portable Fire Extinguishers; NFPA 11 Standard for Low, Medium, and High Expansion Foam Systems; NFPA 13 Standard for the Installation of Sprinkler Systems; NFPA 13R Standard for the Installation of Sprinklers in Residential Occupancies; NFPA 14 Standard for the Installation of Standpipe Systems; NFPA 20 Standard for the Installation of Stationary Pumps for Fire Protection; NFPA 24 Standard for the Installation of Private Fire Service Mains; NFPA 30 Flammable and Combustible Liquids Code; NFPA 45 Standard on Fire Protection for Laboratories using Chemicals; NFPA 409 Standard on Aircraft Hangars; NFPA 415 Standard on Airport Terminals; and NFPA 2001 Standard on Clean Agent Fire Extinguishing Systems. Certification: Leadership in Energy and Environmental Design (LEED) Accredited Professional. Professional Affiliations: NFPA (since 1989); Society of Fire Protection Engineers (SFPE, since 1998).

Roberto D. Mantecon, PLS, PSM, Site Surveys. Mr. Mantecon has 32 years of experience in conducting and managing boundary, construction layout, geodetic control, hydrographic, right-of-way, route, sectional, cadastral, and topographic surveys for a wide variety of projects. He has in-depth knowledge of CAD and GPS surveys, and is a member of the Florida Surveying and Mapping Society (FSMS). Mr. Mantecon's project experience includes surveying over 5,226 miles of levees in 15 districts for the U.S. Army Corps of Engineers National Levee Database and leading high-definition surveying in conjunction with the preservation of Fort Jefferson in the Dry Tortugas. Over the past year, he has developed Atkins' expertise in the new Federal Aviation Administration Field Data Collection and Geographic Information System (GIS) Standards.Mr. Mantecon directs daily operations, and supervises and coordinates office and field personnel.

Resumes

Resumes for our key team members are included in Section 6.

Subconsultant experience

Allen E. Perez, PE, civil engineering. Mr. Perez has more than 18 years of experience with stormwater, potable water, and sanitary sewer systems. His experience includes the management and technical preparation of master plans, construction documents, permit submittals, and construction services. Mr. Perez has been providing professional engineering services, from his Key West office, for projects throughout the Florida Keys for over 11 years. He has assisted the City of Key West with the accelerated sanitary sewer rehabilitation project as well as numerous storm water projects.

Kaderabek Company (KACO), geotechnical engineering. With over 50 years of combined experience in geotechnical engineering, KACO's principals (Thomas J. Kaderabek, PE, and Barry R. Goldstein, PE) offer the City a well-qualified staff and the technical support needed to achieve the City's required level of quality service. Based in Miami, the KACO team has completed over 5,000 projects in south Florida. Key services include geotechnical investigations and evaluations, foundation engineering, engineering geology and hydrogeology, drilling, construction observation, and materials testing

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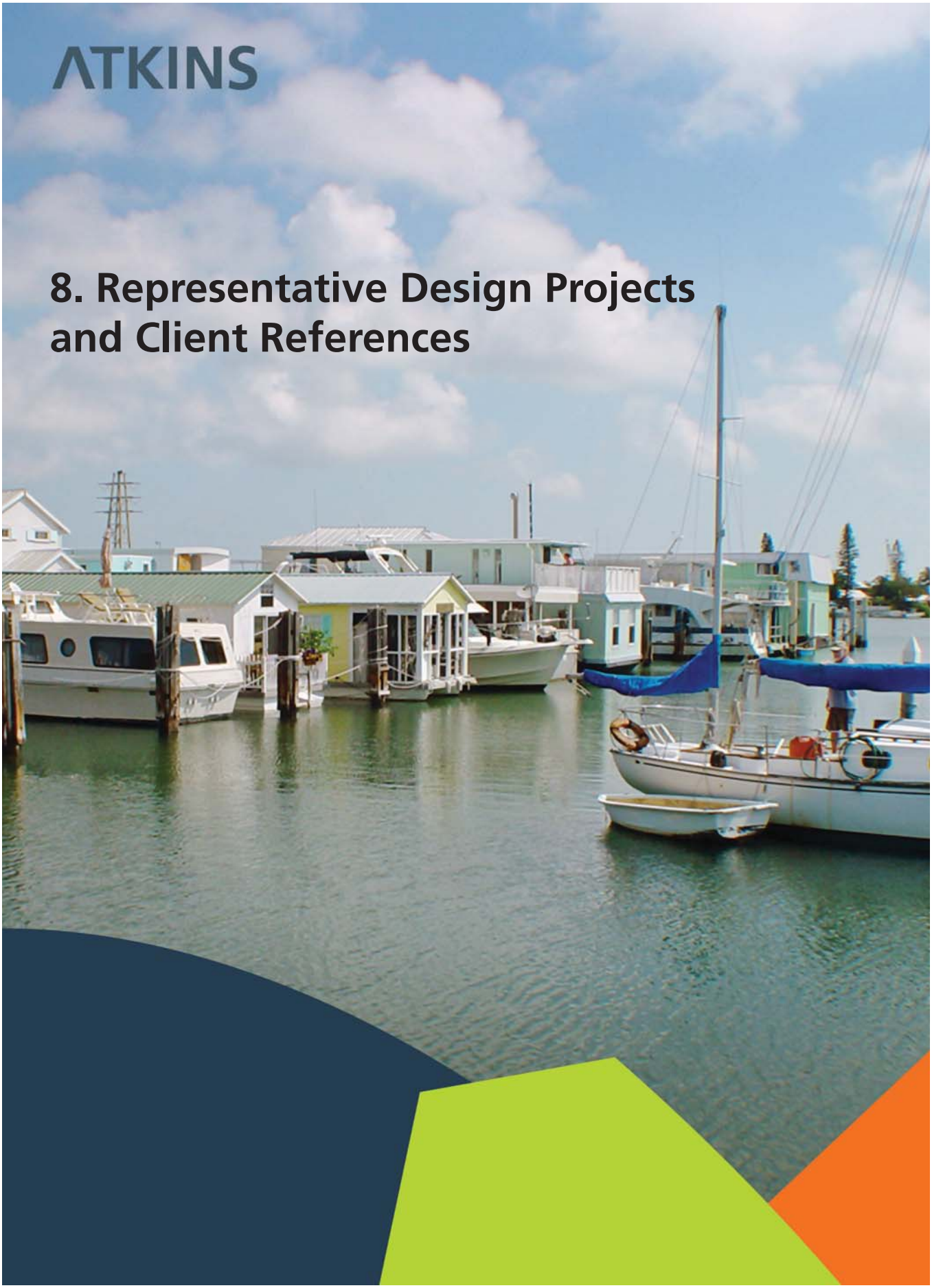
8. Representative Design Projects and Client References



8. Representative design projects and client references

Atkins commits to meeting the City's needs in a manner that is responsive, focused, and technically sound.

Below are brief summaries of similar projects we have conducted, including project contact information.

Dog Island Conservation District Ferry Terminal

Carrabelle, Florida

Contact: Christopher Teaf, Ph.D.; p: 850.681.6894

Atkins designed, permitted, and provided construction oversight of a ferry terminal with a landing craft ramp to facilitate the transport of goods, residents, and visitors to and from Carrabelle and Dog Island, an island in the Gulf of Mexico accessible only by water and air.

Project elements included demolition of derelict structures, dredging, an aggregate landing craft ramp, two vessel berths, general moorage for transient boaters, floating dock, fixed dock, and vegetative plantings for erosion control. Concrete pilings were included to increase the lifespan and ruggedness of the ferry terminal. Landside services included parking improvements and seawall design and installation. The site contributes to the revitalization of the Carrabelle waterfront.

Crandon Park Marina Renovation Program

Key Biscayne, Florida

Contact: Greg Neville, p: 305.476.0300

Atkins performed seawall investigations and a repair program for Miami-Dade Department of Parks and Recreation's Crandon Park Marina. Existing marine structures were investigated and structural engineering was performed, as were environmental, permitting, and construction administration services. Project components included seawall repairs, wood piling replacement, a new canopy structure, and tenant spaces. Dock investigations revealed serious issues requiring immediate attention, and the seawalls were found to be at the end of their design life, requiring replacement rather than repair.

Located in the most aggressive wind zone in the United States, achieving the architect's intent for a cleanly expressed form—similar to the ribs of a fish—required the canopy to be designed by using hollow structural sections tied to the ground with a grade beam/pile/pile cap system.

St. Cloud Lakefront Park Marina

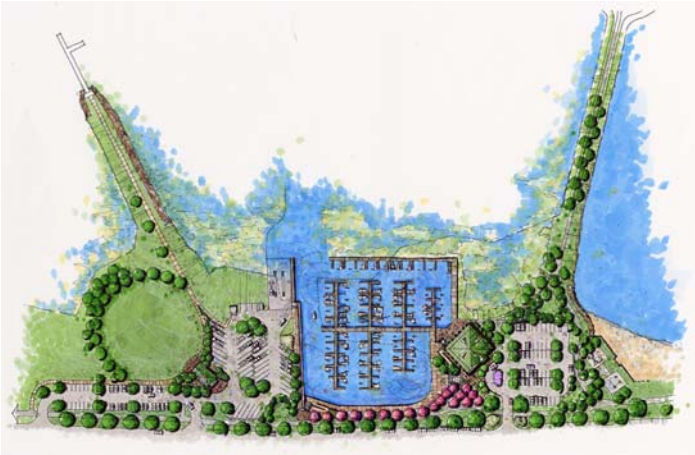
St. Cloud, Florida

Contact: Jenna LaFleur, CPRP; p: 954.630.4510

The City of St. Cloud tasked PBS&J with restoring one of its most outstanding natural resources, where its 68-year-old 42-slip marina lies on the southern shores of East Lake Toho.

To better facilitate the marine and leisure activities of the residents of St. Cloud, the city had a vision for expanding the existing marina to a 140-slip state-of-the-art marina including a triple-boat ramp and a waterside public plaza with a recreation/performance lawn with a covered stage/restroom building. The centerpiece of the park will be a two-story, 10,000-square-foot multipurpose facility that overlooks the waterside public plaza, the marina, and the lake. The building includes a 200-seat public meeting room for community and private events, a ship's store, and concession facilities with outdoor dining area.

Other major improvements include a new playground and water play area near the beach including a splash pad interactive water area. Two trailheads anchor the 2.5-mile lakefront trail system.



Caracol at Port O'Connor Condominium and Marina

Port O'Connor, Texas

Contact: Robert Fondren, p: 713.623.2466

Atkins prepared preliminary marina design documents including pile-supported docks and piers, bulkheads, marina equipment, utility plans, and dredging plans. Atkins also prepared permit applications and provided support for soils testing, bathymetric, and geotechnical surveys.

The project is a 100-slip, two-phased marina located on the Gulf Intracoastal Waterway at Port O'Connor, Texas. The marina and companion condominiums are planned to support the Gulf of Mexico sport fishing community. The project includes development of bayside promenades, shops, hardscape and landscape, and a swimming pool.

Proposed activities associated with construction of the marina included determination of the appropriate boat slip mix, assessment of dock alternatives for local channel and bay conditions, dredging of the marina basin, and evaluation of dredged spoil site alternatives. Special detailing of bulkheads adjacent to wetlands was provided to avoid unnecessary impacts. Permit applications included the careful planning of construction sequences to minimize open water impacts.

Miami-Dade County Department of Environmental Resource Management (DERM) Coastal Engineering and Environmental Services

Miami, Florida

Contact: Marina Blanco-Pape, p: 305.372.6529

Atkins was retained by the Miami-Dade County Department of Environmental and Resource Management (DERM) to perform the following coastal-related tasks under its Equitable Distribution Program (EDP).

Atkins conducted an analysis of potential beach excavation, transport, and disposal options for specified areas of the South Beach reach of Miami Beach. Annually, between 70,000 and 150,000 cubic yards are needed at critical erosion areas near the 27th, 44th, and 55th Street hot spots. The County had previously conducted a successful beach fill operation by excavating source material from an accretional impoundment area north of Government Cut, and backpassing by truck haul to the hot spots further north. Concerns of local vendors and beachfront land owners about the truck haul operation prompted DERM to investigate alternate, cost-efficient methods for transporting sand to the hot spots. During the course of the study, Atkins investigated various alternatives including permanent pipeline for backpassing, temporary pipeline for backpassing, water-side excavation and backpassing by barge, truck hauling (included for cost comparison), alternate local sources (government cut), and the no action alternative. Methods were assessed based on cost, efficiency, safety, long- and short-term benefits, and effects to local business and tourism.

32nd Street Breakwaters Hot Spot Engineering Alternatives Design Study and Recommendations. In 2007 DERM began investigating solutions to decrease or eliminate the erosion downdrift of the 32nd Street breakwaters. DERM requested the engineering services of Atkins to study and review existing engineering and modeling data and to perform modeling of structural alternatives.

In order to assess the effectiveness of a variety of structural configurations, a dynamically coupled wave and circulation model was created. The two models

used were CMS-WAVE and CMS-FLOW, which were coupled to exchange water surface elevation and velocity information to result in a combined wave and circulation model. Ten initial alternatives were selected for modeling. Conclusions gathered from the modeling results led to the design and modeling of a preferred structural configuration.

Based on design guidance and modeling results, a recommended alternative design of the southern breakwater was completed. Atkins recommended that the southernmost breakwater be dismantled and a new breakwater constructed farther offshore and parallel to the shoreline. The new location of the southernmost breakwater would align the structure to the prevailing wave climate and mitigate erosion tendencies created by downdrift of the breakwater, with the goal of maintaining a wider beach. Atkins also recommended that sand be placed behind the structure as impoundment pre-fill.

Virginia Key Dune Restoration. Atkins designed a dune restoration project along the public beach on Virginia Key, a beach of cultural and historical significance. An on-site stockpile of dredged material from maintenance dredging of nearby channels was proposed as the dune material source. Atkins obtained sand samples and conducted an analysis to determine suitability of the material for use in the dune project. Atkins surveyed the site and prepared design and permit documents for two distinct dune features along the park shore to provide storm protection benefits and to enhance aesthetics and recreational opportunities. Dune features included a plan for planting native vegetation to stabilize the dunes, and walkover breaks in the dune were designed for public accessibility with a rope and bollard system to direct foot traffic and the public away from dune vegetation.

Anchorage Artificial Reef Site Modification. Atkins developed permit drawings in order to expand the boundaries of DERM's previously authorized Anchorage artificial reef site.

Mooring Buoy Pilot Project. Atkins designed and prepared permit drawings for a pilot mooring field project utilizing the Manta Ray Anchor System. Atkins' role in the project was to prepare permit drawings for installing 37 mooring buoys at nine different sites throughout the county.

Florida Department of Environmental Protection Bureau of Beaches and Coastal Systems General Engineering Services Contract (GEC)

Statewide, Florida

Contact: Paden Woodruff, p: 850.922.7703

Atkins has a long history of supporting the Florida Department of Environmental Protection (FDEP) Bureau of Beaches and Coastal Systems (BBCS). In 1996 BBCS hired Atkins to assist with recovery efforts in the aftermath of Hurricane Opal. Atkins assisted in administering $30 million in hurricane recovery funds for 210 miles of coastline throughout the Florida Panhandle. Support services included dredge and fill management; debris removal; coastal and civil engineering; construction scheduling and cost estimating; preparation of designs; preparation of grant agreements and FEMA assistance; construction plans, specifications, and administration; hydrographic, side scan sonar, and magnetometer surveys; and marine salvage. Atkins contracted for and oversaw the removal of $2 million in marine debris that was scattered over a 200-mile-wide area. Debris removal efforts were coordinated with the U.S. Army Corps of Engineers (USACE), U.S. Coast Guard (USCG), Federal Emergency Management Agency (FEMA), and several state agencies. This was accomplished in a 12-month period and the project was completed on time and under budget.

In 1997 Atkins was selected as general coastal engineering consultant to BBCS and served two

consecutive terms, from 1997 to 2008. Atkins provided a wide array of coastal support services including technical, programmatic, management, staffing, surveying, construction, and environmental support on an as-needed basis. Task assignments ranged from large-scale hurricane recovery to shoreline protection including design and construction of the Marineland revetment, development, and subsequent update of the statewide Strategic Beach Management Plan (SBMP), and in-house staff support to the Joint Coastal Permitting (JCP) and Coastal Construction Control Line (CCCL) regulatory sections.

Our experience gives us great insight into state, federal, and local project management and regulatory processes, and we have developed excellent working relationships with agencies, consultants, and local sponsors by managing beach restoration activities statewide. These contracts were managed by a single point-of-contact overseeing more than 100 individual task assignments totaling over $23 million.

Bessemer Court Marina at Station Square

Pittsburgh, Pennsylvania

Contact: Robert McGurk, p: 412.787.0722

Station Square, located at the confluence of the three rivers (Allegheny, Monongahela, and Ohio) in Pittsburgh, is a classic historic redevelopment and one of the Commonwealth's most unique destinations. With 1.2 miles of scenic riverfront, Station Square's shopping, dining, hospitality, and entertainment are set within a showcase of the rich cultural heritage of Pittsburgh.

Station Square is Pittsburgh's largest tourist destination with more than three million visitors each year. The property has pedestrian and transit links to the Central Business District (CBD). Station Square's amphitheatre is an outdoor festival-style entertainment venue.

The property's centerpiece, Bessemer Court, opened in July 2002. Bessemer Court enhanced Station Square to create a dynamic assembly of retail and entertainment uses and public gathering places. It features a 100-foot-long choreographed fountain.

In 2004 a pedestrian bridge, stairway, and elevator tower were constructed to transport pedestrians to the riverfront. At that time, Atkins assisted in acquiring the waterway's encroachment permit.

In 2005 Atkinswas contracted by Forest City Enterprises, Inc., to design the landing for the Pittsburgh water taxi and the 50-slip boat marina.

Molasses Dock Terminal Environmental Impact Statement

U.S. Virgin Islands

Contact: Jeff Lawlor, PE; p: 340.778.3757

Atkins prepared plans for the Virgin Islands Port Authority's Molasses Dock terminal on St. Croix. Included

were a roll-on/roll-off dock, enlarged harbor, submerged revetment, aids to navigation, and a cargo building.

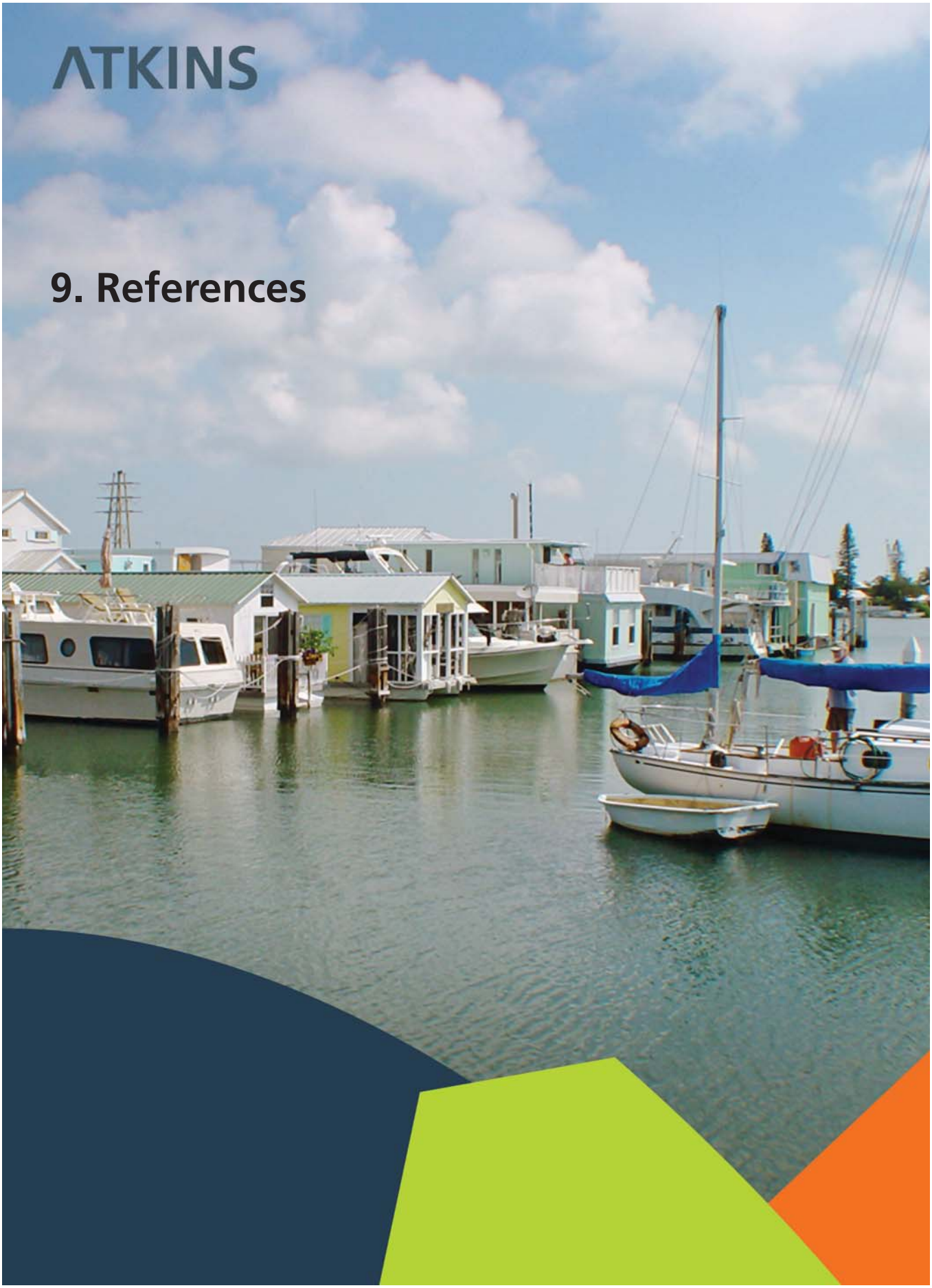
Due to likely impacts to seagrass and coral as well as potential impacts to sea turtles, an environmental impact statement (EIS) was prepared. The EIS analyzed various action alternatives with proposed measures of mitigation.

In response to concerns that dredging and revetments might impact sensitive shoreline resources, a plan to monitor the shoreline was included, along with possible mitigating measures.

To protect the sea turtle population and avoid turbidity during water-based construction, a silt curtain monitoring plan was prepared. Included were monitoring and maintenance plans, and contingency measures if the controls were proven ineffective.

With a goal to construct a cost-effective, safe, and efficient marine facility that causes the least damage to benthic resources, a detailed alternatives analysis was prepared. The study presented various layouts for the vessel berths with their quantified impacts. The final layout chosen presented the best operational facility with the least impacts to benthic resources.

Utilizing the services of our local subconsultant, Bioimpact, Inc., Atkins prepared a compensatory mitigation plan to address the impacts in the selected alternative. Unavoidable impact compensation provided the means and methods for relocation of colonized corals on rip rap and seagrass in the basin. A five-year monitoring plan was also included.



9. References

9. References

Atkins encourages you to contact our references, to evaluate firsthand, the quality of our services.

The specific needs of each client are addressed and incorporated into the planning and scheduling of each project we undertake. Proactive communications are maintained throughout the project. It is this responsive, personalized service that allows us to boast a high number of repeat business clients. Atkins encourages you to contact our references, to evaluate firsthand, the services we have provided to prior and ongoing clients.

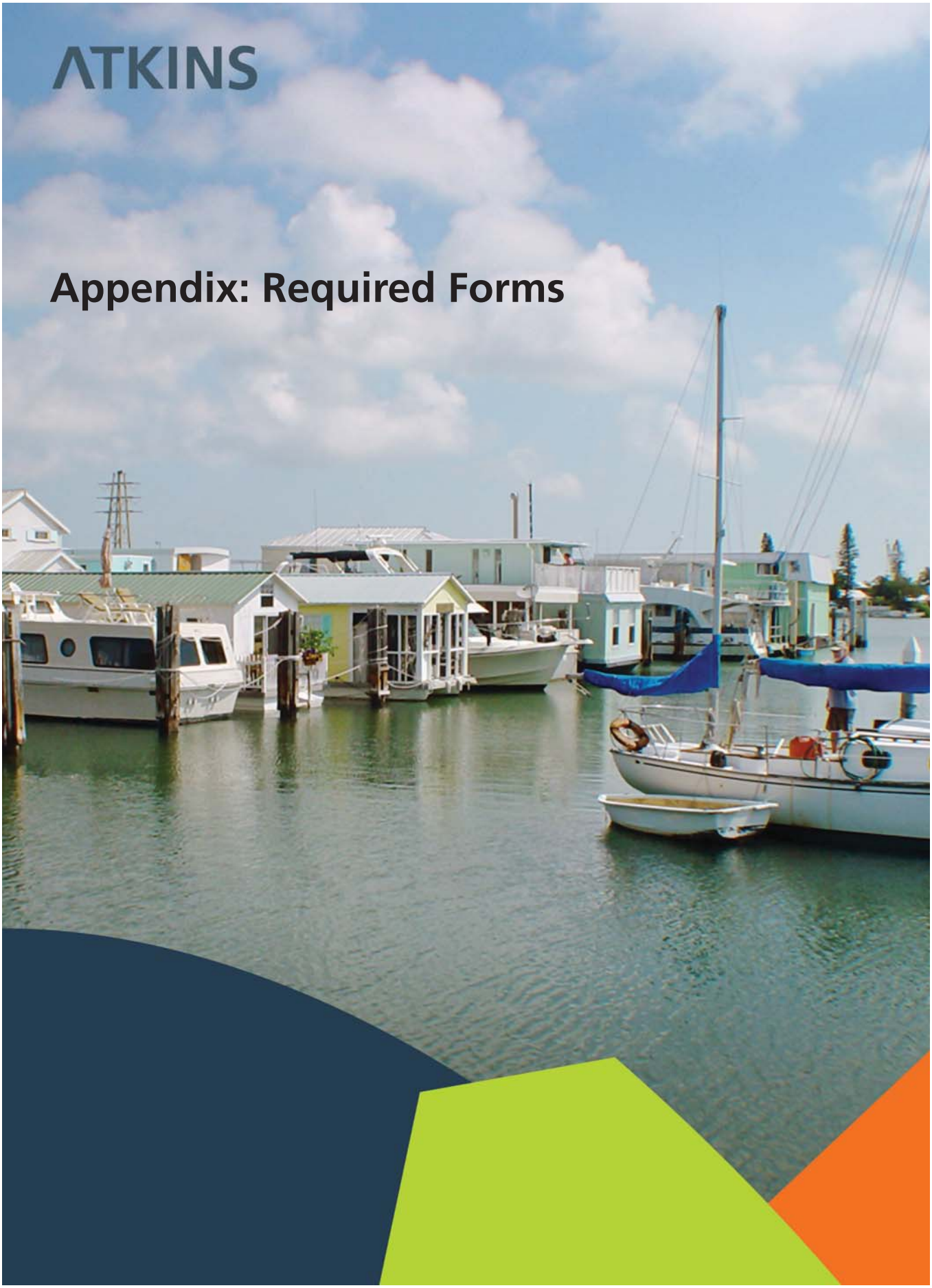
Christopher Teaf, Ph.D.
Dog Island Conservation District
3527 Trillium Court
Tallahassee, FL 32312
p: 850.681.6894

Greg Neville
Neville/Steffens Architects LLP
161 Aragon Avenue
Coral Gables, FL 33134
p: 305.476.0300

Jenna LaFleur, CPRP (former Director of Parks and Recreation for the City of St. Cloud)
City of Oakland Park Leisure Services Director
3900 N.E. 3rd Avenue
Oakland Park, Florida 33334
p: 954.630.4510

ATKINS

Appendix: Required Forms



05009-DV-11

THE CITY OF KEY WEST

525 Angela Street
Key West, FL 33040

ADDENDUM 1:
Design of Tarpon Pier Replacement for City Marina at Garrison Bight
Request for Qualification RFQ#11-002
April 29, 2011

This addendum is issued as supplemental information to the bid package for clarification of certain matters of both a general and a technical nature. The referenced bid package is hereby addended in accordance with the following items:

1. Attached is the prebid sign in sheet (1 attachment)
2. Attached to this email is an electronic copy of the document City Marina Inspection developed by CH2MHILL (1 attachment)
3. Attached is an electronic copy of the Marina Management Plan (1 attachment)
4. Attached is a copy of the Permit documents required during the construction of the Marlin Pier Replacement Project (3 attachments)
5. Response to Questions; The following are responses to questions received.

   - Are the cover letter, covers, and section dividers included in the limit of 25 pages for responses? Response: The information page, organization chart, methodology and approach, company information, personnel, qualifications and references shall be no more than 25 written pages.

   - My copy of the RFQ only includes 2 pages for the Public Entity Crimes form (pages 10 and 11), however page 1 indicates that this form is 3 pages. Please clarify. Response: The Public Entity Crimes Form is 2 pages in length..

All Proposers shall acknowledge receipt and acceptance of this Addendum No. 1 by submitting the addendum with their proposal. Proposals submitted without acknowledgement or without this Addendum may be considered non-responsive.

Signature

Atkins North America, Inc.
Name of Business

ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA

SS:

COUNTY OF ~~MONROE~~ Leon

I the undersigned hereby duly sworn depose and say that no portion of the sum herein response will be paid to any employee 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: _____ William "Ken" Jones, PE

sworn and prescribed before me this 16th day of May, 2011

NOTARY PUBLIC, State of Florida

NOTARY PUBLIC STATE OF FLORIDA
NIKITA M. GRAHAM
MY COMMISSION # EE 081680
EXPIRES: May 1, 2015
Bonded Thru Budget Notary Services

My commission expires: May 1, 2015

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 #11-002 for Design of the Tarpon Pier Replacement for City Marina at Garrison Bight

2. This sworn statement is submitted by Atkins North America, Inc.
(Name of entity submitting sworn statement)

whose business address is 3230 West Commercial Boulevard, Suite 100; Ft. Lauderdale, FL 33309 and (if applicable) its Federal Employer Identification Number (FEIN) is 59-0896138 (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement.)

3. My name is William "Ken" Jones, PE and my relationship to
(Please print name of individual signing)

the entity named above is VP, Ports and Coastal Services/Sr. Division Manager.

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. Them has been a subsequent proceeding before a hearing officer of the Sate 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)

May 18, 2011

(Date)

STATE OF Florida

COUNTY OF Leon

PERSONALLY APPEARED BEFORE ME, the undersigned authority,

William "Ken" Jones, PE who, after first being sworn by me, affixed his/her signature in the
(Name of individual signing)

space provided above on this 16th day of May, 2011.

My commission expires: May 1, 2015

NIKITA M. GRAHAM
MY COMMISSION # EE 84
EXPIRES: May 1, 2
Bonded Thru Budget Notary Serv

ATKINS NORTH AMERICA, INC.

FY 2012 DIRECTORS AND OFFICERS

Board of Directors

Robert J. Paulsen

Donald J. Vrana

C. Ernest Edgar IV

Officers

EXHIBIT A

EXHIBIT A

ATKINS NORTH AMERICA, INC.
FY 2012 OFFICERS & ADDRESSES

Office Title, Officer Names and Office Addresses

CEO – Robert J. Paulsen, ORL

President –Barry J. Schulz, DEN

President – L. Dean Fox, TPA

Exec. V.P./CFO/Treasurer – Donald J. Vrana, TPA

Sen. V.P. - Rafiq S. Alqasem, MIA

Sen. V.P. – Thomas F. Barry, Jr**.,** ORL

Sen. V.P. – Larry A. Boatman, ORL

Sen. V.P. – John R. Brandvik, TPA

Sen. V.P./Chief Information Officer – Martin H. Brown, MIA

Sen. V.P. - Michael J. Buhler, ATL

Sen. V.P./General Counsel/Secretary –C. Ernest Edgar IV, TPA

Sen. V.P. – David J. Carter, MIA

Sen. V.P. – W. Bradley Dennard, NASH

Sen. V.P./Chief Technology Officer – John M. Finochiaro, TPA

Sen. V.P. – Marvin N. Fisher, DAL

Sen. V.P. – Cecilia R. Green, AUS

Sen. V.P. - Lawrence H. Hentz, Jr., BELTS

Sen. V.P. – Kevin M. Hoeflich, ORL

Sen. V.P. – Michael C. Hogan, AUS

Sen. V.P. – Donna M. Huey, ORL

Sen. V.P. - Mark A. Isaak, AUS

Sen. V.P. – Keith Breon Jackson, AUS

Sen. V.P. – Mithilesh Jha, ORANGE

Sen. V.P. – Amir Kangari, TPA

Sen. V.P. – Robert Scott Lawson, ATL

Sen. V.P. – Steven C. Malecki, TPA

Sen. V.P. – Frank T. Martin, TAL

Sen. V.P. – Michael M. Newton, TPA

Sen. V.P. – Charles A. Padera, JAX-EVER

Sen. V.P. - Victor P. Poteat, ORL

Sen. V.P. - Mark A. Ramseur, AUS

Sen. V.P. – Rob R. Reid, AUS

Sen. V.P. – Douglas E. Robison, TPA

V.P. – John C. Adams, RAL

V.P. – Ernesto Aguilar, CARLS

V.P. – Humberto P. Alonso, Jr., MIA

V.P. - Duke G. Altman, AUS

V.P. - Stephen W. Austin, AUS

V.P. – Matthew S. Baird, HEND

V.P. – James P. Beck, FAIRFAX

V.P. - Michael R. Bierma, ORL

V.P. – Thomas R. Biggs, SAN FRAN

V.P. – Ralph A. Bingham, ORL

V.P. - Clell L. Bond, AUS

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V.P. – Mark D. Bradley, FT WORTH

V.P. – Kenneth J. Burns, Jr., DEN

V.P. – Luis M. Cabezas, TPA

V.P. – Catherine M. Cahill, MIA

V.P. – Kevin P. Callahan, ORL

V.P. – Dennis J. Cearns, SEA

V.P. - Gasper A. Chifici, MET

V.P. – John Classe, ORL

V.P. – Diego J. Clavijo, MIA

V.P. – Charles W. Croslin, AUS

V.P. – Matthew P. D'Angelo, NASH

V.P. - David E. Deans, ORL

V.P. – Thomas J. Delaney, ORL

V.P./Assistant Secretary – Rene de los Rios, MIA

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V.P. - Robert James Dodson, RENO

V.P. – Lourdes T. Fernandez, MIA

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V.P. – Ben R. Sprague, ORANGE

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V.P. – Gary H. Yagade, SAN DIEGO

V.P. – Eugene H. Yerkes, JAX

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Assoc. V.P. – Rene U. Garza, AUS

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Assoc. V.P. – Gary M. Granata, ST. PETE

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Assoc. V.P. – Dennis J. Newjahr, FT LAUD

Assoc. V.P. – Elizabeth T. Norris, AUS

Assoc. V.P. – Dominic Novello, III, FORT LAUD

Assoc. V.P. – Brett T. Perry, MET

Assoc. V.P. – Roger A. Philippi, RENO

Assoc. V.P. – John M. Post, Jr., ORL TPKE

Assoc. V.P. – Irwin M. Prescott, TPA

Assoc. V.P. – Gilbert R. Puffer, MAR

Assoc. V.P. – Debra K. Reddick, ATL

Assoc. V.P. – Gary D. Reinhardt, DAL

Assoc. V.P. – Melisa L. Reiter, TPA

Assoc. V.P. – Anthony J. Risko, AUS

Assoc. V.P. – Josh E. Rowan, ATL

Assoc. V.P. – David W. Schilling, NASH

Assoc. V.P. – Michael A. Scibelli, TAL

Assoc. V.P. – Joseph L. Shalkowski, AUS

Assoc. V.P. – Nathan P. Silva, ORL TPKE

Assoc. V.P. – Raj Singh, ORL

Assoc. V.P. – Thomas L. Singleton, TAL

Assoc. V.P. – Scott A. Smiley, AUS

Assoc. V.P. – Dennis J. Smith, TAL

Assoc. V.P. – John Webb T. Smith, SAC

Assoc. V.P. – Angelo A. Spata, HEN

Assoc. V.P. – G. Thomas St. Clair, JAX-EVER

Assoc. V.P. – Dale R. Stubbs, FT LAUD

Assoc. V.P. – Karl A. Sutton, HOUS

Assoc. V.P. – Jennifer M. Tsien, ORL TPKE

Assoc. V.P. – Charlie K. Vandam, MISSOU

Assoc. V.P. – Terri S. Vitar, LA

Assoc. V.P. - Joel R. Wampol, VEST

Assoc. V.P. – Cowan P. Watson, TAL

Assoc. V.P. – Chester W. Wendrzyk, MEL

Assoc. V.P. – David E. Whiddon, HOUS

Assoc. V.P. – Alexander G. Whitney, DEN

Assoc. V.P. – Robert D. Woithe, TPA

Assoc. V.P. – Kim A. Woliver, CHIP

Assoc. V.P. – Harry L. Wood, TAL

Assoc. V.P. – Taylor P. Wright, ATL

Assoc. V.P. – Thomas D. Wyatt, PHX

Assoc. V.P. – James R. Young, Jr., JACK

Assoc. V.P. – Terrence J. Zable, ORL

Assoc. V.P. – Scott A. Zengel, TAL

OFFICE ABBREVIATIONS:

ALEX – 200 Daingerfield Road, Ste. 200, Alexandria, VA 22314; 703/535-3008; Fax 703/535-1031;

ATL - 1600 River Edge Parkway, Suite 600, Atlanta, GA 30328; 770-933-0280; Fax 770/933-0691;

AUS – 6504 Bridge Point Pkwy., Suite 200, Austin, TX 78730; 512/327-6840; Fax 512/327-2453 ;

BARTOW – 600 North Broadway Avenue, Ste. 310, Bartow, FL 33830-3833; 863/533-7000; Fax 863/533-7888;

BELTS - 12101 Indian Creek Court, Beltsville, MD 20705; 301/210-6800; Fax: 301/210-4156;

CARLS – 1555 Faraday Avenue, Carlsbad, CA 92008; 760/603-6000; Fax 760/603-3043;

CHAR – 5200 77 Center Dr., Ste. 500, Charlotte, NC 28217; 704/522-7275; Fax 704/525-2838;

CHIP -1141 Jackson Ave., Chipley, FL 32428; 850/638-2288; Fax 850/638-3002;

DAL – 18383 Preston Rd., Dallas, TX 75252; 972/818-7275; Fax 972/380-2609;

DEN – 4601 DTC Boulevard, Ste. 700, Denver, CO 80237; 303/221-7275; Fax 305/221-7276;

DOHA – Zig-Zag Tower B, Lagoon Plaza, Flat #32-02, Doha, Qatar;

EDISON – 105 Fieldcrest Ave., Ste. 204, Edison, NJ 08837; 732/417-0890; Fax 732/417-0201;

FAIRFAX – 3859 Centerview Drive, Ste. 160, Chantilly, VA 20151 ; 703/471-7275 ; Fax 703/471-8021 ;

FT. LAUD – 3230 W. Commercial Blvd., Ste. 100, Ft. Lauderdale, FL 33309; 954/733-7233; Fax 954/733-1101;

FT. MYERS – 1514 Broadway, Ste. 203, Ft. Myers, FL 33901-3015; 239-334-7275; Fax 239/334-7277;

FT WORTH – 101 Summit Avenue, Ste. 1014, Ft. Worth, TX 76102; 817/810-0149; Fax 817/870-3699;

HARRIS – 1200 Camp Hill Bypass, Ste. 203, Camp Hill, PA 17011; 717/761-0110; Fax 717/761-0225;

HEND – 2270 Corporate Circle, Ste. 100, Henderson, NV 89014; 702/263-7275; Fax 702/263-7200;

HOUS – 1250 Wood Branch Park Dr., Ste. 300, Houston, TX 77077; 281/493-5100; Fax 281/493-1047;

HOUS (Lab) – 888 W. Sam Houston Parkway South, Ste. 110, Houston, TX 77042-1917; 713/977-1500; Fax 713/977-9233;

JACK – 4 River Bend Place, Ste. 210, Jackson, MS 39232; 601/936-7228; Fax 601/936-6677;

JAX - 7406 Fullerton St., Ste. 350, Jacksonville, FL 32256; 904/363-6100; Fax 904/363-8811;

JAX-EVER – Everglades Partners Joint Venture Project, 701 San Marco Blvd., Ste. 1200, Jacksonville, FL 32207-8175; 904/232-3506; Fax 904/232-1506;

LA – 12301 Wilshire Boulevard, Ste. 430, Los Angeles, CA 90025; 310/268-8132; Fax 310/268-8175;

LAKE CITY – 840 Southwest Main Blvd., Ste. 102, Lake City, FL 32025; 386/754-1546; Fax 386/754-0382;

LAKE HAV – 60 South Acoma Boulevard, Ste. C106, Lake Havasu City, AZ 86403; 928/855-4505; Fax 928/855-4535;

MAD – 10 East Doty Street, Ste. 800, Madison, WI 53703; 608/204-5950; Fax 608/204-5951;

MAR – 1800 Parkway Place, Ste. 1200, Marietta, GA 30067; 770/422-1902; Fax 770-426-5316;

MEL – 7195 Murrell Road, Ste. 101, Melbourne, FL 32940-7999; 321/242-4942; Fax 321/242-6101;

MENDOTA – 1250 Northland Dr., Ste. 130, Mendota Heights, MN 55120; 612/845-8343;

MET – One Galleria Blvd., Ste. 1516, Metairie, LA 70001; 504/841-2226; Fax 504/841-2229;

MIA - 2001 NW 107 Avenue, Miami, FL 33172-2507; 305/592-7275; Fax 305/471-8932;

MISSOU – 1120 Cedar, Missoula, MT 59802; 406/721-0354; Fax 406/721-0355;

NASH – 402 BNA Drive, Ste. 350, Nashville, TN 37217; 615/399-0298; Fax 615/399-0263;

ORANGE – 625 The City Drive South, Ste. 200, Orange, CA 92868-4946; 714/750-7275; Fax: 714/750-2501;

ORL - 482 South Keller Road, Orlando, FL 32810; 407/647-7275;Fax 407/740-8958;

ORL TPKE - Florida's Turnpike Headquarters, Mile Post 263, Building 5315, Ocoee, FL 34761; 407/532-3999; Fax: 407/532-3989;

PAN CITY BCH - 120 Richard Jackson Boulevard, Ste. 230, Panama City Beach, FL 32407; 850/236-8875; Fax 850/236-8676;

PENSA – 2401 Executive Plaza Road, Ste. 2, Pensacola, FL 32504; 850/478-9844; Fax: 850/478-0620;

PHX – 20860 North Tatum Blvd., Ste. 300, Phoenix, AZ 85050; 480/419-7275; Fax 480/419-7202;

PIT – 410 Rouser Road, Fifth Floor, Coraopolis, PA 15108; 412/269-7275; Fax 412/269-7278;

RAL – 1616 East Mill Brook Road, Suite 310, Raleigh, NC 27609; 919/876-6888; Fax 919/876-6848;

RENO – 555 Double Eagle Court, Ste. 2000, Reno, NV 89521-8991; 775/828-1622; Fax 775/828-1826;

RICH – 7200 Glen Forest Drive, Ste. 303, Richmond, VA 23236; 804/560-7600; Fax 804/560-5129;

ROSE – 1410 Rocky Ridge Dr., Opus Corporate Center, Ste. 190, Roseville, CA 95661; 916/782-7275; Fax 916/782-7245;

SAC – 1200 Second Street, Ste. 200, Sacramento, CA 95814; 916/325-4800; Fax 916/325-4810;

ST. PETE – 12180 N. 28th Street, St. Petersburg, FL 33716; 727/556-2640; Fax 727/556-2825;

SAN ANT – 10100 Reunion Place, Ste. 850, San Antonio, TX 78216; 210/828-9494; Fax 210/828-7282;

SAN BERN – 650 E. Hospitality Lane, Ste. 450, San Bernardino, CA 92408; 909/890-5951; Fax 909/890-3610;

SAN DIEGO – 9275 Skypark Ct., Ste. 200, San Diego, CA 92108; 858/874-1810; Fax 858/514-1001;

SAN FRAN – 353 Sacramento Street, Ste. 1000, San Francisco, CA 94111; 415/362-1500; Fax 415/362-1954;

SARA – 101 Arthur Andersen Pkwy, Suite 260, Sarasota, FL 34232; 941/378-0272; Fax 941/371-7297;

SEA – 3620 47th Avenue SW, Seattle, WA 98116; 504/237-2770;

STEVENS PT – 1436 Oxbow Road, Stevens Point, WI 54481; Tel & Fax 751/544-0042;

TAL - 2639 North Monroe St., Bldg. C, Tallahassee, FL 32303; 850/575-1800; Fax 850/575-0105;

TPA - 4030 W. Boy Scout Blvd., Ste. 700, Tampa, FL 33607; 813/877-7275;Fax 813/281-2691;

TYLER – 909 E. Southeast Loop 323, Ste. 360, Tyler, TX 75701-9612; 903/509-1552; Fax 903/509-1599;

VEST - 1400 Urban Center Dr., Ste. 350, Vestavia Hills, AL 35242; 205/969-3776; Fax 205/969-3978;

WPB & WPB ROW – 2056 Vista Parkway, Suite 100, West Palm Beach, FL 33411; 561/689-7275; Fax 561/689-3884; Right of Way Fax 561/688-8180;